



The latest Mavic DeeMax Elite wheels keep the team replica theme going

Sam Hill's Signature 800mm bar and Horizon 50mm stem put you in complete control

Allen key axles front and rear look sleek, but you'll need a multi-tool handy at all times

The MRP chain guide adds extra security and protects the chainring from rock strikes

## NUKEPROOF MEGA 275C PRO

£4,199.99

### SPECIFICATION

**Frame** Carbon/ alloy, 165mm travel (163mm measured)

**Shock** RockShox Super Deluxe RC3

**Fork** RockShox Lyrik Charger 2 RC, 170mm travel

**Wheels** Mavic DeeMax Elite 27.5, Michelin Wild Enduro Gum-X 27.5x2.4in tyres

**Drivetrain** SRAM Descendant 7K DUB, 32t chainset, GX Eagle r-mech and shifter

**Brakes** SRAM Guide RE, 200/180mm

**Components** Nukeproof Horizon AL 800mm bar, Horizon 50mm stem, RockShox Reverb 170mm, Nukeproof Horizon SL saddle

**Sizes** S, M, L, XL

**Weight** 15.01kg (33.09lb)

**Contact** nukeproof.com

### GEOMETRY

**Size tested** L

**Head angle** 64.1°

**Seat angle** 70.5°

**BB height** 337mm

**Chainstay** 435mm

**Front centre** 800mm

**Wheelbase** 1,235mm

**Down tube** 717mm

**Top tube** 620mm

**Reach** 470mm

The latest addition to the Nukeproof family is the entry-level Mega 275c Pro. Launched a couple of months back, it shares the same carbon frame that took Sam Hill to two consecutive EWS world titles — a feat stated on the top tube.

So the only difference between the Mega 275c Pro and Hill's race bike is the specification. In fact, it's the SRAM GX Eagle drivetrain and some smart component choices, like the excellent Guide RE brakes, that made this new lower price point Mega 275c a reality.

In terms of geometry and sizing the Mega is the most progressive bike in test. The size L has a generous 470mm reach measurement and the shorter seat tube allows for a 170mm RockShox Reverb post, 20mm more drop than the other bikes here.

At 64.1° the Mega also has the slackest head angle and this helps give it the longest wheelbase.

### SUSPENSION

The Mega also has the most suspension in this test. It's sporting a 170mm RockShox Lyrik RC fork, housing a Charger II damper cartridge. It's not quite as effective on big square-edge hits as RockShox's RCT3 or RC2 damper units, but it offers good grip and a buttery smooth ride on everything else. Also the range of rebound adjustment is more usable than on the Fox 36.

Out back, the RockShox Super Deluxe RCT shock is pumping out 165mm of travel. And it's the exact same shock that comes on the top-end bike. This is super-important, as the frame linkage and shock work in tandem,

and by keeping the shock specification unchanged Nukeproof can guarantee the exact same level of performance and maintain ride characteristics on both models. It's so fundamental, we've never understood why so many bike brands fit different shocks to every single model.

### COMPONENTS

One small change for 2019 that's made a huge difference is that Nukeproof has ditched the hard, skinny grips for softer, fatter Sam Hill Signature lock-ons on all Mega models. But just like the grips on the GT, the dual collars rob you of 10mm per side on the handlebar. Thankfully, the Nukeproof gets an 800mm wide bar, so this isn't really an issue.

In fact, the only hiccup with the build kit was the Michelin Wild Enduro Gum-X front tyre. The profile is too square and the rubber too condition-specific so you don't always have the confidence to really load it up in root-littered turns. Swapping to our Maxxis control tyres fixed that though.

### PERFORMANCE

Confidence is a big part of riding, especially when trying to go fast. And it was immediately apparent at BikePark Wales that the Nukeproof Mega 275c Pro allowed us to attack the trails with extra vigour.

That's partly because the riding position on the Mega put us in complete control, the bar height is spot-on relative to the pedals, and the weight distribution between both wheels feels perfectly balanced. Which means you don't need to adapt to the bike by putting yourself in a compromised riding

position. It's very neutral without feeling dull, and you can really lay it into turns.

The way the rear suspension works makes a big difference too. You tend to float in a pocket of the suspension that boosts grip and control, which ultimately results in a more composed ride than either the Canyon or GT, and not simply because it has more travel.

With the three-position threshold lever on the Super Deluxe shock it's easy to firm things up on the Mega for climbing, but there's no avoiding the extra weight, so it will drain your energy faster than the Canyon on the climbs. Still, you'll have that number 1 tag on the top tube to focus on so there really is no excuse.

### VERDICT

By adding the 275c Pro to the Mega range, Nukeproof brings top-level performance to a more competitive price point. You get the same race-winning carbon frame and shock as the top-tier bike, and the 12-speed SRAM Eagle GX drivetrain ensures that you don't have to compromise on gearing.

Factor in the race-tuned geometry and sizing and the Mega 275c Pro handles like a charm. It needs a front tyre that can cope with a wider variety of conditions though, but given how good this bike rides, we couldn't let that get in the way of a perfect 10 rating.

10





**HIGHS**  
Aggressive riding position

**TEST WINNER!**  
mbr

**TRAILS**  
scany's tapped trails



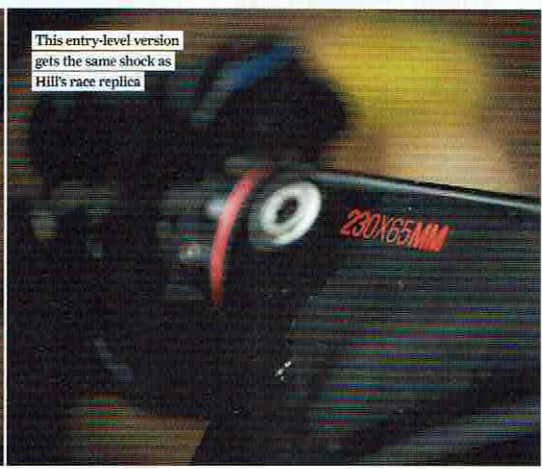
**LOWS**  
Michelin front tyre undermines confidence



Michelin Wild front tyre lived up to its name in the wet



With that kind of pedigree there are no excuses



This entry-level version gets the same shock as Hill's race replica

