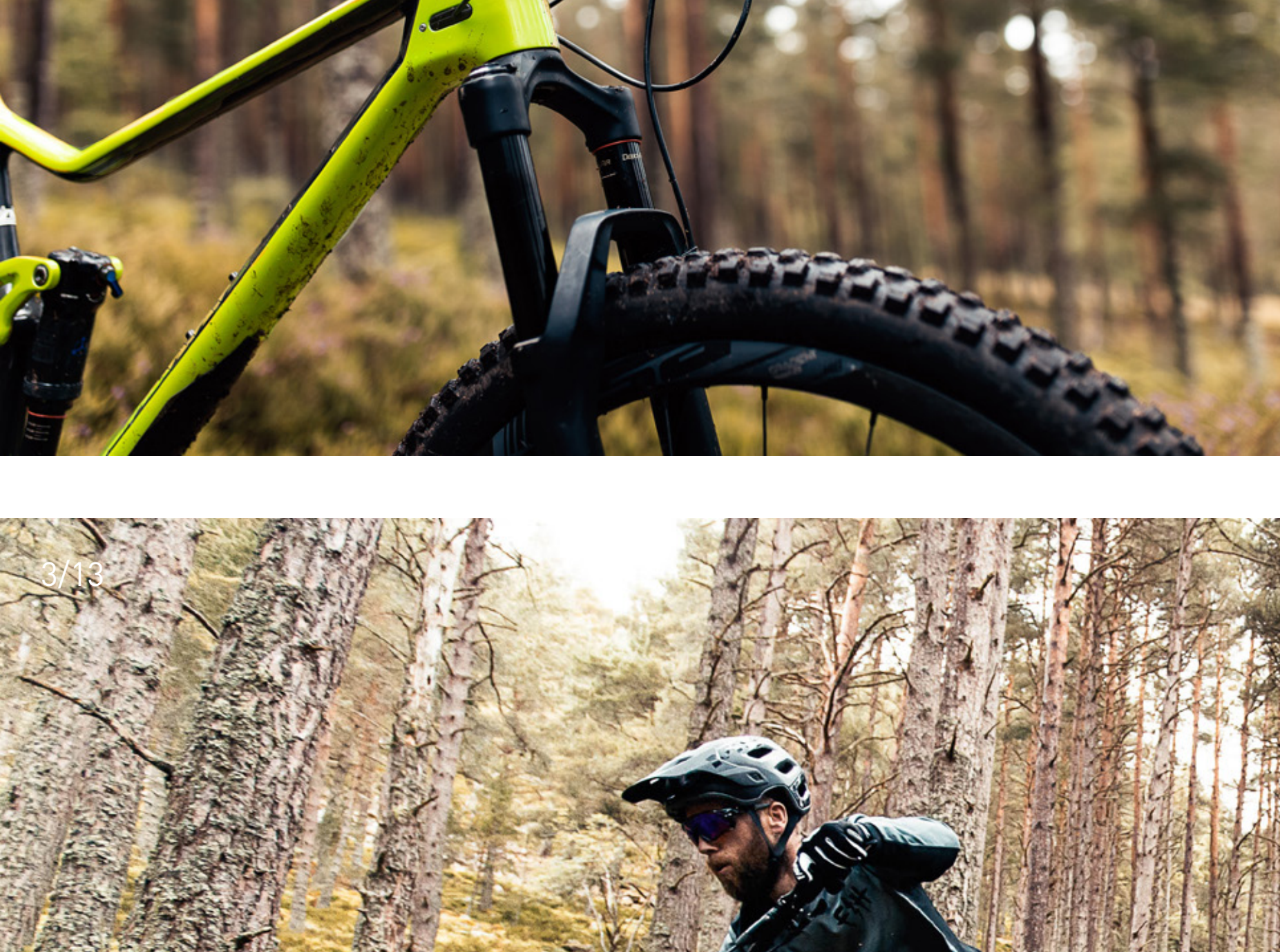


# MERIDA ONE-TWENTY 8000

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Who says you should have less powerful brakes when riding with less travel? The Merida ONE-TWENTY 8000 goes against convention in more ways than one and delivers a versatile trail rocket that turns even the most boring trails into a playground.



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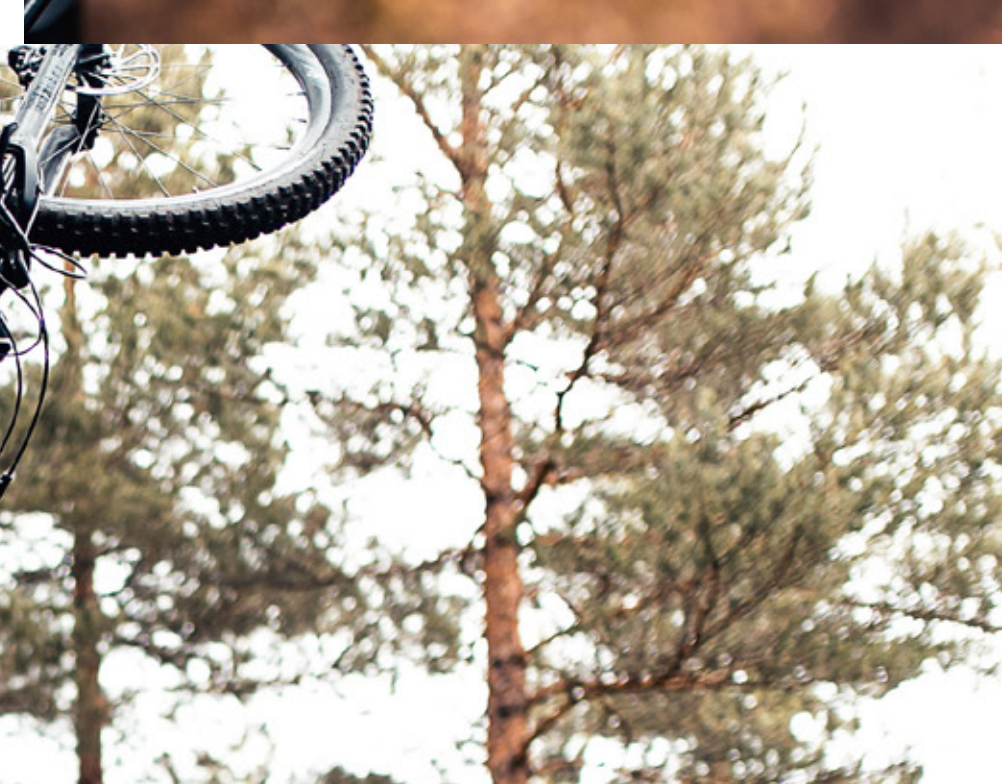
The € 6,799 Merida has the unenviable position of the second most expensive bike in this test but there are so many great features that we have to admit the money has been well spent. The 120 mm travel carbon frame is a work of art, with flowing lines and seat stays that are thin vertically and thick horizontally to improve vertical compliance while maintaining lateral stiffness. Mechanics will appreciate that all the frame hardware is serviceable from one side using big T30 bolts and that the internal cables are firmly anchored – it's this painstaking attention to detail that demonstrates Merida's high quality approach. Sadly the thin and delicate paint means it's easy to spoil the beautiful finish. The Merida ONE-TWENTY 8000 packs a 130 mm RockShox Pike fork which has far more torsional stiffness than the Step Cast Fox 34 fitted to the other bikes in this test and we were delighted to see a full SRAM X01 Eagle drivetrain – outstanding!



GEOMETRY

SPECIFICATIONS

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- HELMET MET ROAM MIPS
- GOGGLE OAKLEY RACE JACKET PRIZM
- JERSEY FAST HOUSE BOLT
- SHORTS VOID ORBIT

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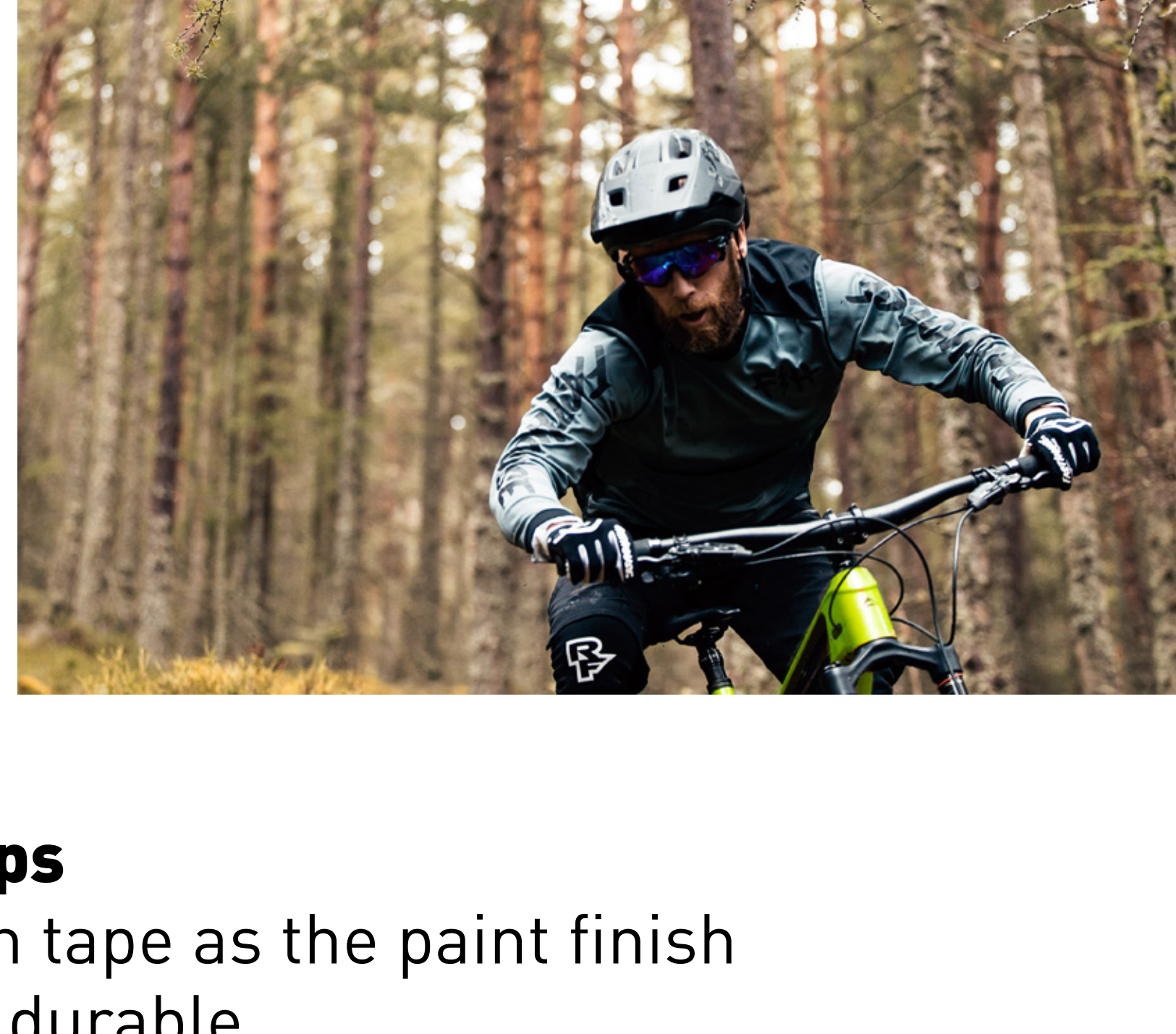
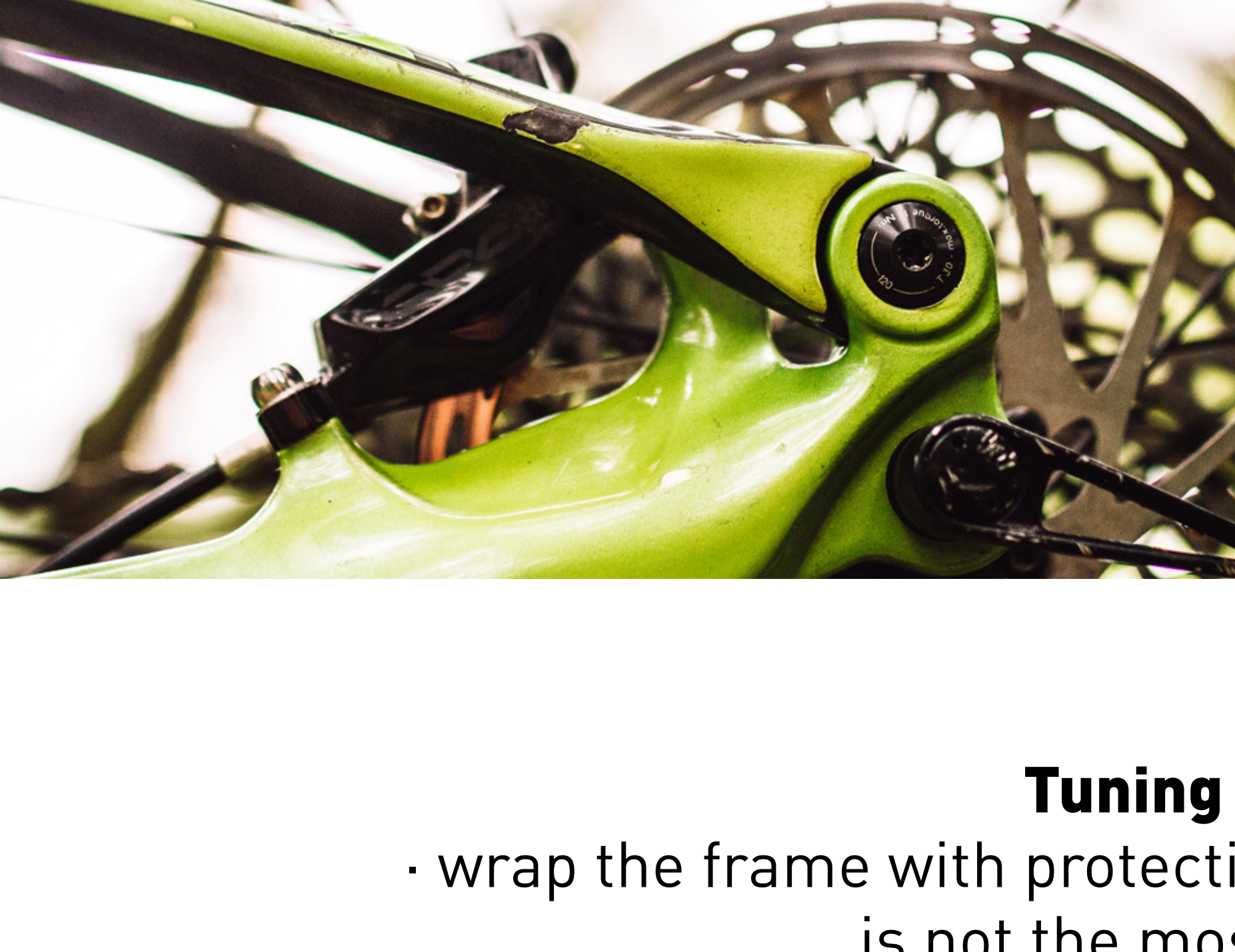
**The Merida ONE-TWENTY is a bike for all abilities.** Comfortable and confidence inspiring for beginners, and an absolute weapon in experienced hands.

Both up- and downhill, the Merida's stiff and direct carbon frame feels powerful and lively. Even the smallest turn of the cranks results in an urgent rush of acceleration. However, it's the full-floater suspension that is the real highlight. The bearings in the upper shock mount ensure sensitivity to small bumps, which is complemented by the outstanding mid-stroke support, feeling very much in harmony with the playful ethos of the bike. The progressive feel ensures there is no wallowing and instead the Merida loves to pump and pop off even the smallest lip.



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The SRAM Code RSC brakes are a revelation in this group test. Powerful and offering huge amounts of modulation, they slow down the 12.8 kg Merida effortlessly with more control and precision than any other bike here. Similarly the lightweight carbon FSA Gradient LTD wheels spin up and accelerate quickly, even when with the excellent but heavier Maxxis Minion DHR II front tyre. Together that makes light work of undulating trails where you are hard on the power, then hard on the brakes. We found the Merida ONE-TWENTY 8000 certainly punches above its travel numbers and we enjoyed putting pressure on bigger bikes whenever the opportunity arose. It's a bike that excels at post-work, two-hour shreds, or fast laps of the local trails. Adding some spacers under the stem to make the ride position less aggressive improved comfort on long tours and big mountain epics. What impressed us most is the cohesive and sensible specification that leaves nothing to be desired or upgraded. A worthy winner of our Best In Test award.

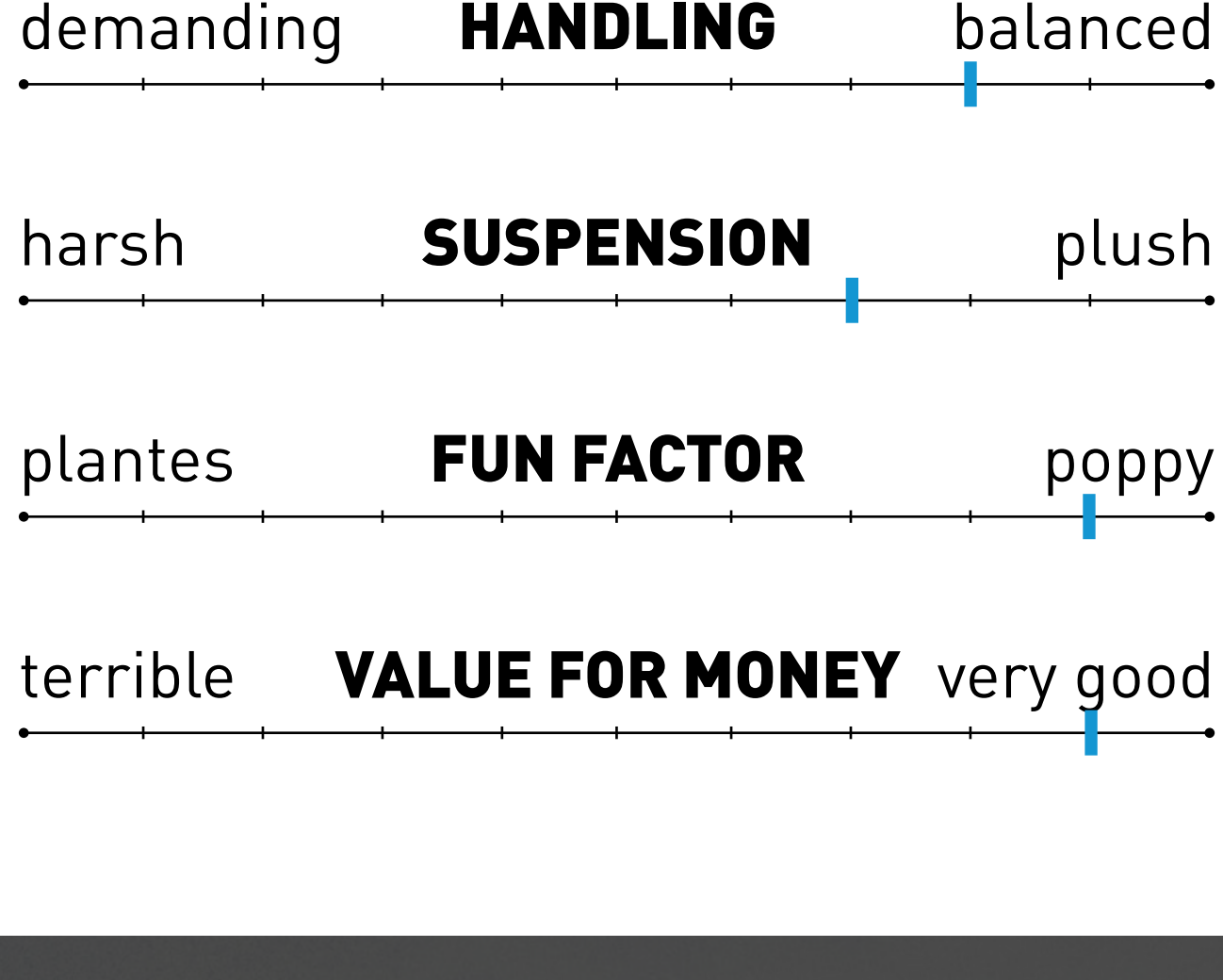


### Tuning tips

- wrap the frame with protection tape as the paint finish is not the most durable

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### EXPLANATION



### MERIDA ONE-TWENTY 8000

- Size: S M L XL
- Weight: 12.80 kg
- Travel (f/r): 130/120 mm
- Wheel size: 29"
- Price: € 6,799

### INTENDED USE

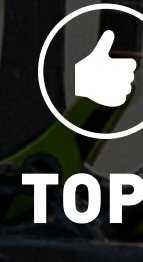


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### CONCLUSION

Like a high-end electric guitar, the Merida ONE-TWENTY 8000 is best enjoyed by a skilled rider. With its rewarding ride that gives back what you put in, it's a bike made for fun, no matter the distance or terrain. If you see every bump as a takeoff and want the best green kit, the Merida is Best In Test.

- precise handling and engaging suspension
- great Spec for Trail Fun



TOPS



FLOPS

- paint chips easily
- Prologo saddle unpopular with all testers