



## BIKE TEST / MARIN ALPINE TRAIL

Marin is using its MultiTrac suspension design, which offers more independent suspension when braking. A one-piece forged rocker link that is extra beefy with heavy-duty hardware creates a lot of strength and stiffness, which makes the bike more predictable, especially when cornering. You'll also notice it has a bridge-less seat stay for maximum tire clearance and movement of the suspension.

The head tube angle is enduro slack at 63.5 degrees and is matched up with a steep, 78-degree seat tube angle. One water bottle mount is conveniently included, and there is another set of bosses on the underside of the top tube for an air pump or a multi-tool.

#### **COMPONENTS**

beefy Deity Copperhead 35mm stem with

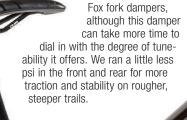
The Alpine Trail Carbon is an absolute bargain at \$4099. Starting with the drivetrain, you'll find a 12-speed Shimano XT derailleur with an SLX 10-51-tooth cassette and an FSA 32-tooth direct-mount chainring. The shifting is handled by a Shimano SLX system. The wheelset is Marin's house brand, 29-inch, tubeless-compatible, with Shimano hubs. The wheels come fitted with a Maxxis Assegai 2.5-inch Maxx Terra tire in the front and a Maxx Grip in the rear.

The brakes are the very-capable Shimano SLX 4-piston models with a 203mm rotor in front and 180mm in the rear with SLX levers. Marin went with a

wide, 800 mm Deity Ridgeline handlebars. The dropper post is an X-Fusion Manic with 125 mm of travel on the large-size frame we tested.

### **SUSPENSION**

For suspension, you get Fox 38 Performance Elite forks with 160mm of travel and the Grip2 damper. The shock is a 150mm Fox Float DPX2 Performance. Generally speaking, the

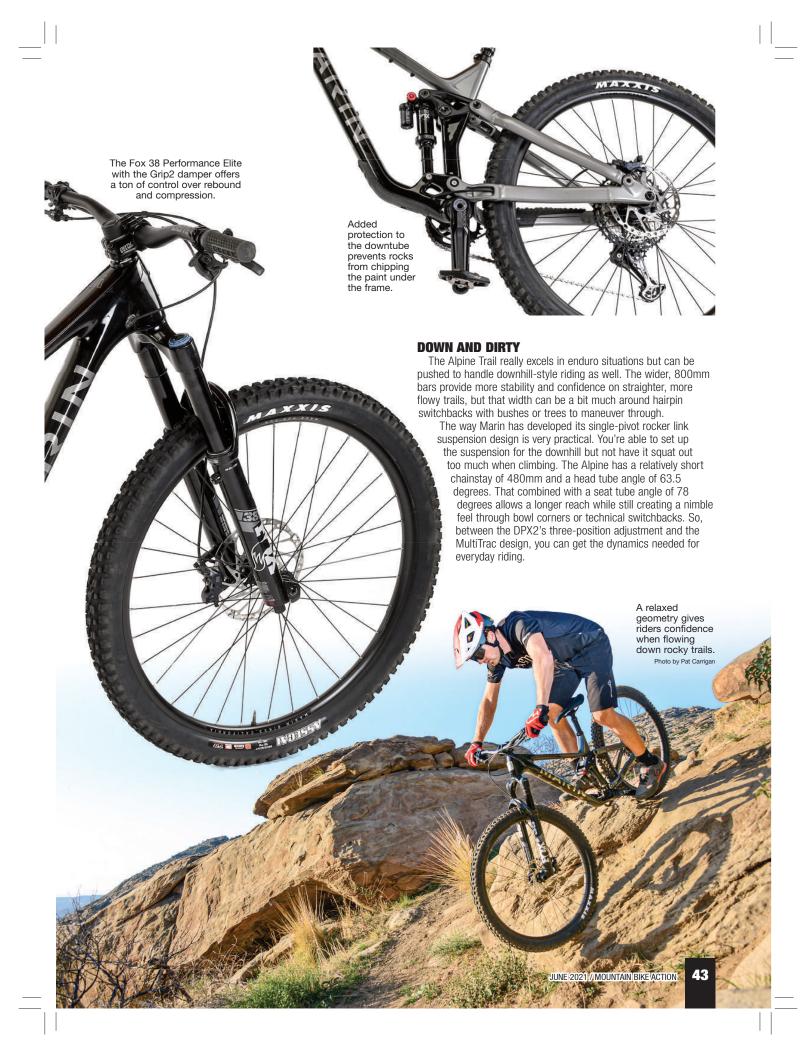


Grip2 damper is the

more desirable of the

Enduro
wheel size

160mm
front
150mm
rear



# BIKE TEST / MARIN ALPINE TRAIL

Marin built a truly enduroready race bike for a few thousand dollars less than the competition.

Photo by Pat Carrigan

## **MARIN ALPINE TRAIL CARBON 2**

www.marinbikes.com

Price	\$4099	
Weight	35 pounds	
Sizes	S, M, L (tested), XL	
Frame tested	Carbon, 150mm travel	
Shock	Fox Float DPX2, Performance, EVOL air spring, 3-posi-	
Onoon	tion compression adjustment, rebound adjustment,	
	205x65mm, trunnion upper mount, 25mm x M8 lower	
	mount	
Fork	Fox 38 Performance Elite, 160mm travel, 29",	
	110x15mm Boost Kabolt thru-axle, 44mm offset, inte-	
	grated Fox fender	
Rims	Marin, double-wall alloy, 29mm inner, welded joint, disc	
	specific, 32h, tubeless compatible	
Rear hub	Shimano HB-MT510B, 148x12mm, Centerlock,	
	Microspline freehub body	
Front hub	Shimano HF-MT410B, 110x15mm, Centerlock	
Spokes	14-gauge black stainless steel	
Front tire	Maxxis Assegai 29x2.5", Maxx Terra, EXO+, tubeless	
	compatible	
Rear tire	Maxxis Assegai 29x2.5", Maxx Grip, DoubleDown, tube-	
	less compatible	
Seatpost	X-Fusion Manic, size S 125mm travel, size M and L	
	150mm travel, size XL 170mm travel, 30.9mm, Shimano	
	MT500 1x Lever, I-Spec EV	
Saddle	Marin Trail Speed Concept Pro	
Handlebar	Deity Ridgeline, Stealth finish, 35mm clamp, 800mm	
	width	
Stem	Deity Copperhead 35mm, black ano	
Grips	Marin single-clamp locking	
Brakes	SLX 4piston hydraulic disc	

203mm front 180mm rear

KMC X-12 silver and black

Shifters Shimano SLX 12-speed, I-Spec EV

MEGAEVO BB, 73mm BSA threaded

FSA Gradient, Modular, Mego EXO spindle, Boost spac-

1x, 32T direct-mount chainring, MegaTooth technology

Shimano SLX M7100 cassette, 12-sspeed, 10-51T

GEOMETRY		
Head tube angle	63.5°	
Reach	480 mm (18.9")	
Stack	632mm (24.9")	
Head tube length	115mm (4.5")	
Effective seat tube angle	78°	
Seat tube length	425mm (16.7")	
Top tube effective	615mm (24.2")	
BB height	BB height 342mm (13.5")	
BB drive	BB drive 35mm (1.4")	
Chainstay	430mm (17")	
Wheelbase	1256mm (49.5")	
Stand-over height	695mm (27.4")	
Fork offset	44mm (1.7")	
Seatpost diameter	30.9mm (1.2")	
Crank length	170mm (6.7")	



## **CLIMBING**

On super-long, steep climbs, the Alpine Trail tended to remind us of its weight, but on techy climbs with rocks or ledges to go up and over, it really stuck, giving us great traction. Again, the MultiTrac suspension system is more than just a fancy term when it comes to climbing. With that and the adjustment control of the DPX2, you can tame big climbs and then readjust for the descent in a second.

### **THE FLOW**

Sometimes with really slack head-tube angles, you get an uneven balance point that tends to pull you to one side or the other when turning. That is not so much the case with this bike. It's more dependent on the rider's input, which to us feels more natural and secure on faster, rough descents. The cockpit area leaves you plenty of room to move around as well as get really low due to the dropper post and the low top tube.

## **MODS AND UPGRADES**

We threw a lot at this bike, including fast-and-rough and steep-and-technical trails. It was tough to find anything we could pick apart. SLX brakes are not known as high-end brakes, but they are nothing to scoff at and did their job well. If you're looking for a little more bite for enduro racing or just bite in general, you could upgrade to something a little next level. You could also upgrade the rear rotor to 203mm.

#### **BOTTOM LINE**

If you are more about downhill performance, this bike is going be tough to beat for the money. In fact, this bike basically comes enduro race-ready right out of the box. Fox 38 Performance Elite forks are a rare find at this price point, and they play a big part in the bike's performance. This is a heavy bike, but for enduro racing or just downhill prowess, it's actually an advantage. Don't let the weight get in your head, though, as this would be a fine everyday bike as well.  $\Box$ 

Rotors Shifters

Crankset

Cassette

Chainrings

Chain

**Bottom bracket**