



# IBIS MOJO HD

\$6,440 / IBISCYCLES.COM  
(\$2,400 frame only)



IF YOU'RE THE KIND OF RIDER WHO REALLY ENJOYS THE EFFICIENT FEELING OF PEDALING A HARDTAIL cross-country bike, but also loves the traction and control you get from several inches of suspension when sending your bike into gnarly terrain—stop reading this, call your favorite bike shop, and order a Mojo HD. Really. You might want to hurry, too, because the Ibis is selling them as quickly as they can produce them.

Interestingly enough, I didn't take to the HD when I first climbed aboard. Despite its clean lines, light weight and bits of sexy, exposed carbon weave decorating the toptube, our relationship was not love at first sight. But within just a few rides, we were like kissin' cousins—I didn't want to climb off and even found myself making up thinly veiled excuses to go out for another ride.

The DW-Link is famous for providing a stout pedaling platform and the Mojo doesn't break from that tradition. In fact, the suspension feel at the top of the stroke is deceptively firm—I kept wondering if the rear shock was actually producing air pressure. While being pedaled, it feels about as much like a hardtail as a bike with any amount of rear wheel travel possibly could.

Don't worry about sacrificing anything on the gravity side, though, because once pointed downhill in the direction of rocks, roots and drops, the Mojo HD comes alive. Ibis worked extensively with Dave Weagle and the engineers at Fox to create a ride that, once past the pedaling platform, offers an amazingly linear feel and incredible traction.

Combine the HD's pedaling and suspension attributes with the short-for-its-class wheelbase (44.6 inches on the size large tested) and 67-degree head angle the result is a bike with a dual personality—it thinks it's a quick-mannered trail bike as well as a gravity-centric scrapper.

The Mojo HD's weaknesses are definitely scarce. For some, the lack of ISCG tabs could be a buzz kill. I thought I heard some seat collar creaking, but I was having too much fun riding to stop and investigate it further. —JOE PARKIN

## DW-Link



Dave Weagle works closely with bike manufacturers to create custom suspension characteristics for each model that uses the DW-Link. In the HD's case, the result is hardtail-like pedaling, but long, linear travel.

## Maxle through-axle



RockShox has long been a proponent of through-axle systems for mountain bike applications. The rear-axle Maxle is nearly idiot-proof and is easier to use than a conventional quick release. Best of all, the 12-by-135-millimeter through-axle increases the bike's rear-end stiffness, which means the rear wheel tracks truer.

**BOTTOM LINE:** THIS CARBON JEWEL HAS THE HEART OF A CROSS-COUNTRY CHAMP AND THE SOUL OF A DOWNHILL SUPERSTAR.