



GERMAN ENGINEERING & DESIGN

BIG.TRAIL

TRAIL FUN
SIMPLIFIED



M.O.R.E. BIKE

BIG.TRAIL

TRAIL FUN SIMPLIFIED

It almost feels like yesterday that some of the leading UK bike retailers gathered their wishes and sat down with our R&D team, for a German 'Weissbier' or two, to combine their experience and knowledge of the market with the design and development prowess of our German engineers. This plan simply had to work!

The UK has been one of the driving forces in Europe if not in the world when it comes to taking hardtails on demanding trails and tracks, so combining these two groups of specialists would be the ideal team to create the new BIG.TRAIL.

Today we often associate increased 'trail fun' with more and more full suspension travel due to the fact that long-travel bikes are getting more capable on the way down but also on the way back up again. At the same time, the trail hardtail has also developed quietly in its shadow and the new BIG.TRAIL is our take on this fun-packed, versatile, capable and rewarding ride category. After being absent from this segment, we are back with a bang, that combines a modern trail bike geometry with a long-travel fork and chunky 29er wheels for perfect trail performance and amazing corner grip.



INTENDED USE

The BIG.TRAIL is a hardtail which is designed for trail riding. Geometry, suspension travel and features of this model are optimised for hitting the trails. But why would you use a hardtail when everybody is saying a full-suspension is the better choice? There are a few reasons: it's more affordable, easier to set up and it needs less maintenance than a full-suspension bike. So if the budget is small, it's probably the better choice than a very entry-level dual suspension bike.

It also has the benefit that it requires more riding finesse which in turn improves the riding technique and makes you a smoother rider than with an 'all-absorbing' full-suspension. This is due to the fact that the rider has to make smarter choices on the trail and that 'going straight over everything' with a hardtail is simply not the best idea. So especially for the young riders out there, a trail hardtail is a great bike to start and to hone your skills on. A one time learned clean riding technique will always stay with you!

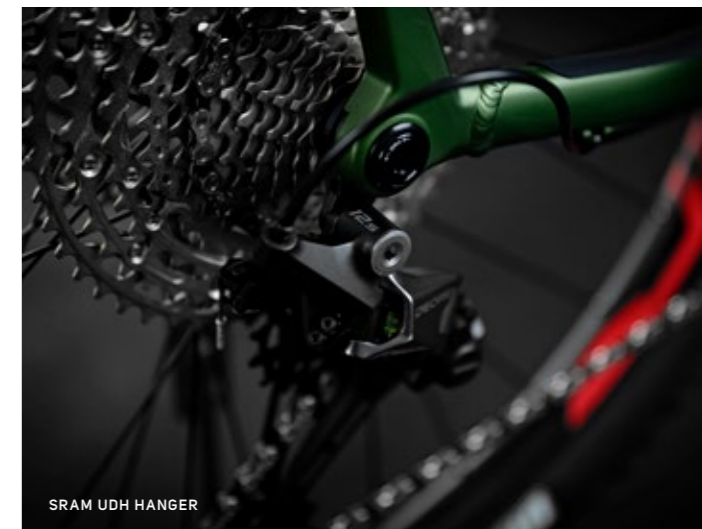


R & D FOCUS

For the BIG.TRAIL it is important that 29er wheels, specced with trail-ready 2.5" wide tyres fit into the frame. With a hardtail, the tyre choice is super important and has a big influence on the trail performance. The bike is designed around a 55 mm chain line which allows for ample tyre clearance. This is important so that even during extreme manoeuvres or in super muddy trail conditions, the tyre doesn't touch the chain or seat stays. The further advantage of using a 55 mm chain line is that it doesn't require the need for a new wheelset, for example, a 'super-boost' wheelset. The fitted crank offers more off-set and allows for conventional boost wheelsets to be fitted into the BIG.TRAIL.



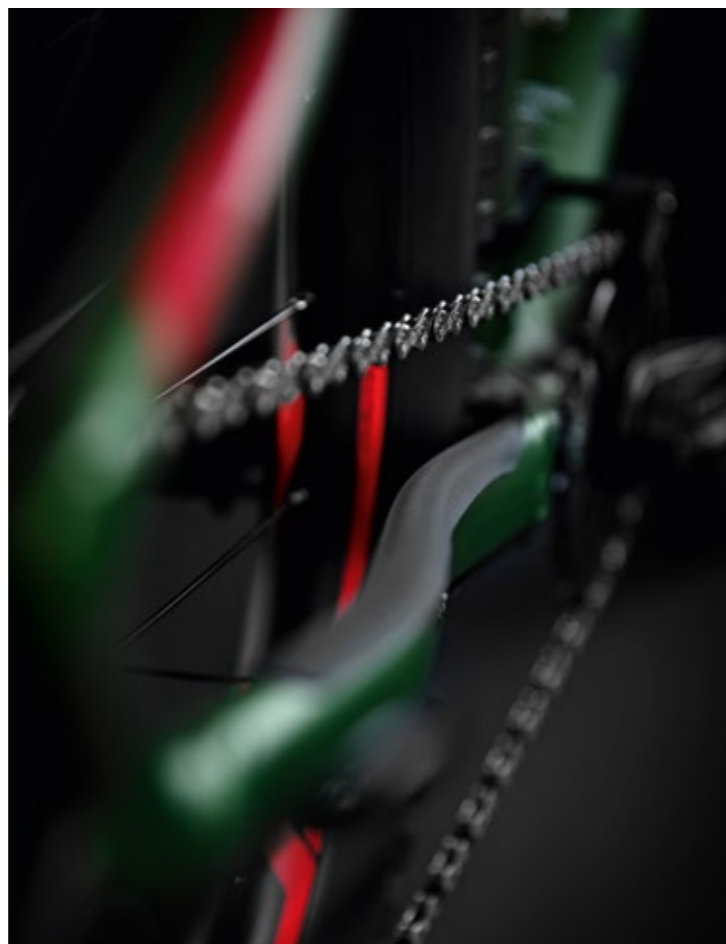
FENDER MOUNT



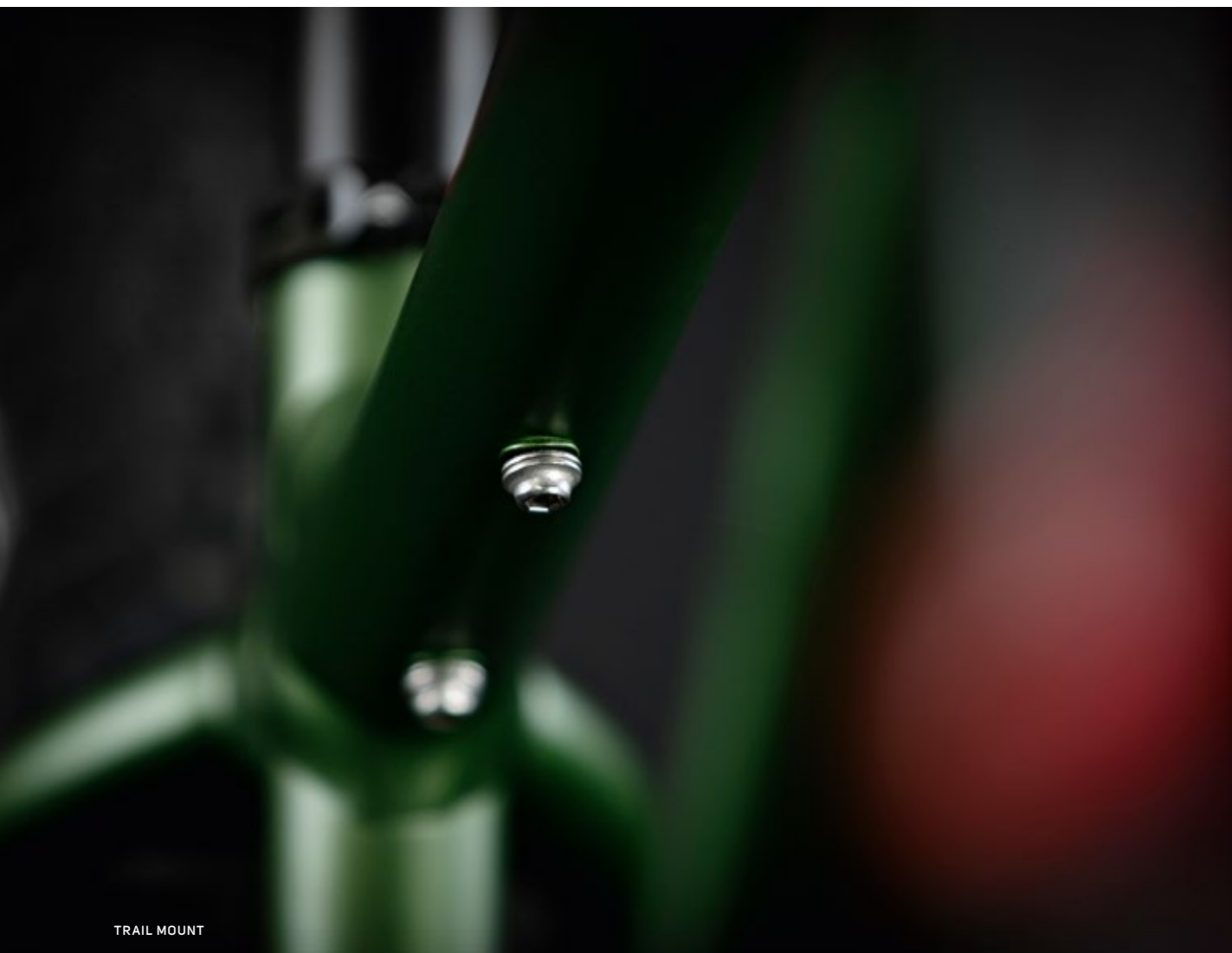
SRAM UDH HANGER

GEOMETRY
ADVANTAGES
AND RIDING
CHARACTERISTICS

The BIG.TRAIL geometry is made for trail riding. It features a 65.5° head angle which is what a lot of current enduro bikes are based on. Also, reach and seat angle are much more aggressive compared to our cross country bikes. A longer reach gives more space to manoeuvre on the bike and the steeper seat angle makes climbing easier. Furthermore, the long 140 mm fork makes life much easier on downhills and demanding single track sections. Another aspect that gives the rider more confidence and space to manoeuvre is the short seat tube and super sloping top tube. Because of this, a super low stand over height can be achieved and long travel dropper posts can be fitted. With the super low stand over height, the rider is encouraged to choose the frame size based on the preferred riding characteristics, rather than body height. The only question is if you wanna go crazy fast or super agile. If you are looking for increased stability at speed, take the longer (larger) size, if you are looking for agility, take a shorter (smaller) size.



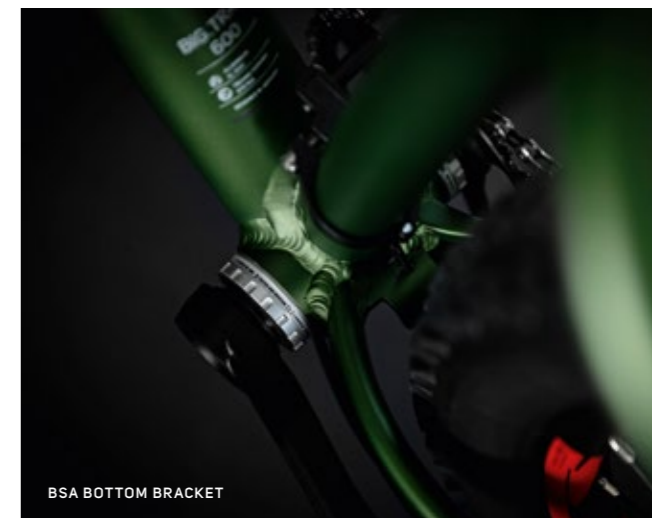
REAR BRAKE INSIDE REAR TRIANGLE



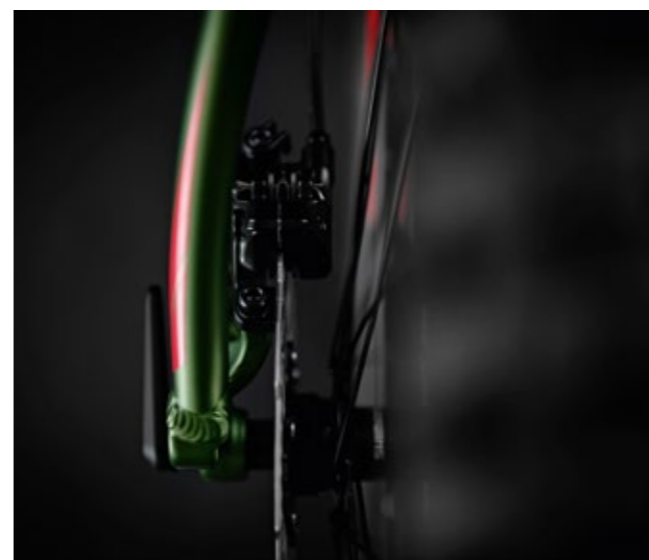
TRAIL MOUNT

INTERFACES

- BSA 73 mm bottom bracket
- Post mount 180 mm
- 148x12 mm boost
- 55 mm chain line
- Sram UDH hanger
- 30.9 mm seat post
- Semi-integrated headset (44/55 mm)
- 1x only



BSA BOTTOM BRACKET



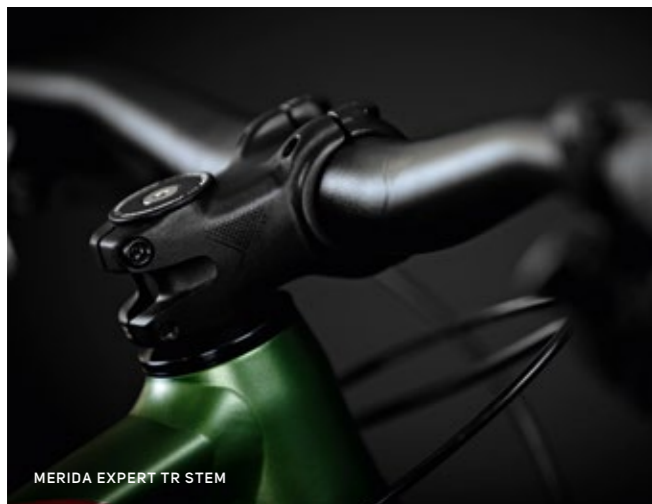
INTERNAL CABLE ROUTING



COMP TR DROPPER SEATPOST



DOUBLE BOTTLE



MERIDA EXPERT TR STEM



MERIDA COMP EC GRIPS

U S P O F T H E
N E W B I G . T R A I L

- Modern trail geometry
- 29x2.5" tyres for best performance on the trail
- Very low stand over height
- Works with 120-150 mm forks
- Long insert depth for dropper seat posts (big selection)
- Two water bottles fit into the frame
 - Every shop which has Sram products can offer spare
 - Unparalleled derailleur protection
 - Rotate rearward in the event of an impact
- Sram UDH hanger
 - Trail mount
 - Additional water bottle mount which can be used for tools
- Internal cable routing
- Hidden rack, fender and kick stand mounts



U S P O F T H E V A R I O U S
M O D E L S I N T H E R A N G E



BIG.TRAIL 600

- Marzocchi Z2 fork with 44 mm fork offset
- 1x12 Shimano Deore drivetrain
 - 10-51 cassette
- Super durable MERIDA EXPERT TR 780mm handlebar
- Very light and durable MERIDA EXPERT TR rims (tubeless ready)
 - 29 mm inner width
- MERIDA COMP TR dropper seat post
 - 150 mm travel in size M, L and XL
 - 125 mm travel in size S
 - With Shimano lever
- 29x2.4" Maxxis Dissector tyre
 - Grippy and fast rolling
- MERIDA EXPERT TR axle
 - Removable lever with 6 & 4 mm Allen key
- MERIDA Multitool with saddle box



BIG.TRAIL 500

- RockShox Recon fork with 42 mm offset
- 1x11 Shimano Deore drivetrain
 - 11-51 cassette
- Super durable MERIDA EXPERT TR 780 mm handlebar
- Light and durable MERIDA EXPERT TR rims (tubeless ready)
 - 29 mm inner width
- MERIDA COMP TR dropper seat post
 - 150 mm travel in size M, L and XL
 - 125 mm travel in size S
 - With Shimano lever
- 29x2.4" Maxxis Dissector tyre
 - Grippy and fast rolling
- MERIDA COMP TR axle
 - Removable lever with 6 mm Allen key

USP OF THE VARIOUS
MODELS IN THE RANGE



BIG TRAIL 400

- Suntour XCR34 air fork
- 1x10 Shimano Deore drivetrain
 - 11-46 cassette
- Light and durable MERIDA COMP TR rims (tubeless ready)
 - 29 mm inner width
- MERIDA COMP TR dropper seat post
 - 150 mm travel in size M, L and XL
 - 125 mm travel in size S
 - With Shimano lever
- MERIDA COMP TR axle
 - Removable lever with 6 mm Allen key



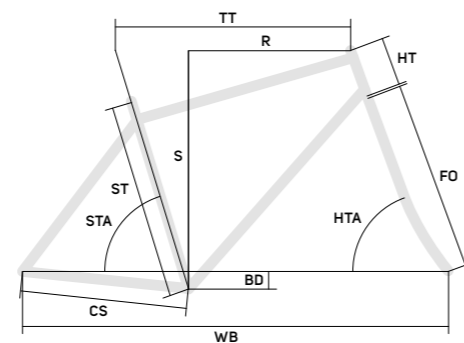
BIG TRAIL 200

- Very economical model
- 1x10 Shimano Deore drivetrain
 - 11-46 cassette
- Light and durable MERIDA COMP TR rims (tubeless ready)
 - 29mm inner width
- MERIDA COMP TR axle
 - Removable lever with 6 mm Allen key



GEOMETRY DATA

FS frame size	S	M	L	XL
ST seat tube [mm]	380	410	430	450
TT top tube [mm]	579	600	622	645
HT head tube [mm]	95	100	110	120
HTA head tube angle [°]	65.5	65.5	65.5	65.5
STA seat tube angle [°]	75.5	75.5	75.5	75.5
CS chain stay length [mm]	435	435	435	435
BD bottom bracket drop [mm]	73	73	73	73
FO fork length [mm]	420	420	420	420
S stack [mm]	636	641	650	659
R reach [mm]	415	435	455	475
WB wheel base [mm]	1150	1172	1196	1220







MERIDA.com