



Brave steering and a willingness to ignore minor flaws are key to getting the most out of the Heckler

the transition is seamless – you’d expect to be able to feel something as the valve opens, but the sensation is one of either sprightliness or bottomless travel as and when you need them.

Meanwhile, the Santa Cruz Heckler is as simple as a full susser can get. There’s one pivot, a shock, and you’ll only need to look after a couple of swingarm bearings and shock bushings compared to the eight or more on the others bikes. As stock, there’s no ProPedal lever.

After the reasonably protracted procedures of setting up the Kona and Scott, the Heckler is a breath of fresh air. No going around in circles tweaking multiple valves or dials, just one air valve and a rebound clicker. Stick air in until you’ve got 25-35% sag, dial in the damping and you’re done. The trade off is that the Heckler hasn’t got the all-round competence of the other bikes. There’s enough pedal feedback in the granny ring to put you off your rhythm up



SANTA CRUZ HECKLER AM

NEED TO KNOW

PRICE £2,499
WEIGHT 13.3kg (29.3lb)
TRAVEL 150mm rear, 150mm fork
CONTACT www.santacruz bikes.co.uk

▲ **HIGHS** The design’s bombproof and low maintenance, and performance is confidence inspiring.

▼ **LOWS** A little mushy under power, distractingly broad swingarm.

► **BUY IF...** You want a fun, capable bike but value rugged simplicity over ultimate performance.

WHAT MOUNTAIN BIKE ★★★★★

“A hugely entertaining ride that’s really easy to live with.”



TESTER SAYS



The Santa Cruz Heckler pays for simplicity with its performance

“Santa Cruz continues to prove that simple suspension designs still have a place on the trails. The Heckler is still a great fun 150mm trail/all-mountain bike.” *Mike*