

# 3D Racing Rover XC

**Frame:** 7000-series aluminum  
**Suspension:** RockShox SID 100 Hydra Air, 4 inches of travel  
**Wheels:** Cane Creek Wham Disc  
**Drivetrain:** SRAM 9.0SL, Race Face North Shore cranks  
**Brakes:** Hayes Hydraulic disc  
**Price as tested:** \$3,200  
**Sizes:** custom (16-inch tested)  
**Weight:** 25.8 pounds  
**Contact:** 970-385-7840



## BIKE SEEKING RIDER

MOST PEOPLE don't get to know me because I'm different. But if you're open to new experiences and aren't afraid to take risks, we may be the perfect match. Those who can afford the sacrifices will be rewarded with whatever their heart desires. 🏍

## OUT OF THE BOX

3D's business is custom frames, and it'll spec tubing selection and geometry to suit a buyer's needs and riding style. With a reputation for winning frames well-known in racing's inner circles, 3D strayed from the norm with this Rover XC. It's designed to accept a four-inch-travel suspension fork. The long-travel-specific geometry and a down tube with increased wall thickness represent the main differences compared with the usual 3D frame. Easton Elite aluminum tubing helps keep the weight down to a respectable 3 pounds, 13 ounces.

The unwritten rule is if you've got a four-inch fork on a rigid frame, it's a freeride hardtail. Well, if one must place this bike into a niche, so be it. We simply prefer to think of it as a versatile, fun bike to ride. The 3D doesn't quite fit the corporate definition of a freeride hardtail anyway. While it has the disc brakes and big fork, it's designed to be lighter and nimbler with enough extra spunk to be a fun bike to play on. The 3D displays first-rate craftsmanship. From the smooth welds to the custom-machined rear-disc-brake dropout, you get your money's worth out of the \$1,350 frame (standard geometry 3Ds start at \$1,250).

A RockShox SID 100 fork handles the front-suspension duties. Ultra-stiff Race Face North Shore cranks feed pedal power to Cane Creek Wham Disc wheels and a SRAM 9.0SL drivetrain. Hayes hydraulic disc brakes were used to keep speed in check, and Easton and Kore components handle the control center.

## ON THE TRAIL

Some hardtails with long-travel forks feel sluggish—not the 3D. With a custom frame that's built to take four inches of suspension, it turns on a dime, is pretty stiff and solid, and—best of all—the front end tracks in the right direction even on slow, technical climbs. While not as stout as most off-the-rack “freeride hardtails,” its lighter and rides as well as, if not better than, most of them. Thanks to a combination of a host of tapered and butted Easton tubes, and the Tioga Factory Extreme XC 2.1 tires, the ride could be considered downright comfortable compared to other aluminum bikes.

With all these good things to be said about the 3D Rover XC, our main complaint was component related. The SRAM 9.0SL “Half Pipe” shifters never mis-shifted and may offer an advantage in providing fast shifts in cross-country race applications. But extended length and rotational movement take away rider confidence on extreme terrain.

Let's face it, this isn't a bike for everyone. Our particular 3D is perfect for a lighter, smoother rider who doesn't want the added complexity of suspension, but still prefers to ride aggressively on challenging terrain. This 3D frame isn't cheap, but it's versatile—kind of like the Leatherman tool of bikes. It's not built to jump big gaps, or lead out a NORBA national, but if pressed into action it could handle these scenarios on occasion. That's the cool thing about 3D—it could build you a bike to do these specific things or any other combination you choose.