

TECH TIP

Less weight is great



No two ways about it -- weight sucks. Especially when you have a dialed ride like the Diamondback Accomplice, which is perfect in every way other than tipping the scales at 32.3 pounds. But never fear, the poor mechanic is here to show you how to kick maximum poundage, for under \$50.

BASIC WEIGHT STANDARDS

- HEAVY: 30 lb or more
- MODERATE: 27-29 lb.
- LIGHT: 25-26 lb.
- SUPER LIGHT: Under 25 lb.

1 First thing to do is remove the excess. If you don't run pegs, get rid of them. Our Accomplice came with two pegs which we removed and saved 1.2 pounds. No joke, and that was free.

2 We know wide bars are cool, so be sure to consider this before you cut. Favoring bars about 27-inches wide, we managed to trim 1/2 inch of fat from each side of the bars without pushing the lever onto the bend.

3 Excess axle means extra weight, especially if it's a 14mm. You can choose to trim both sides if you don't plan to run pegs ever again, or just your non-grind side if you still run them on occasion.

4 Front axles are often left very long from the factory, so feel free to trim them accordingly as well. Some axles are so long, you can trim them and still run a peg; just be sure to measure and trim carefully. In total we saved .15 pounds trimming the bars and axles.

5 The stock seat and post weighed a whopping 1.9 pounds. The free approach was to trim the post, which saved us .45 pounds. Compare that to the .9 pounds of an uncut Stubby Pivotal post like this Kink, and a slim saddle like this Alienation for only \$50, and the stock seat can't come close, even when cut. In our opinion, this is your \$50 best spent.

6 If you don't do double trucks or triple whips, you can probably do without your detangler. Start by removing your upper and lower cables.

We all want our bikes to be lighter, but let's face it, when it comes to the bike you have, the best bikes available, and how much hard cash you have to work with, it's not always in the cards. Take last month's test bike, the Diamondback Accomplice, for example, it's an awesome bike that rode well and needed nothing more than a better stem to reach perfection. Needless to say, our problem wasn't what the bike needed, because it had it all. It was the extra things it came with that we didn't like -- too many pounds. Weighing in at 31 pounds without the provided pegs, it tips the scales a full pound into the realm we consider "heavy." Does this mean you are doomed to walk the earth with a heavy ride for the rest of your BMX days? Not necessarily. We compiled some of the best weight-saving techniques and gave ourselves a \$50 budget to turn this heavyweight into a welterweight; and, if we play our cards right, taste the glory of a true lightweight. Follow our lead and there is no telling how light your bike may get for little or no money out of pocket. ☺



7 Take off your stem and you can remove your upper and lower detangler plates. Be sure to check your headset spacing and add a spacer if necessary to compensate for your upper plate.

8 Our brake system was loaded with gadgets like a DC Amplifier, cable post on one arm, and a bolt-on cable end on the other. So we did what the factory should have done; simplified things.

9 We removed the Amplifier, post, and cable end and replaced it all with one little pinch bolt where the post used to be.

10 The hanger and hanger cable can then be routed around the seat tube. If you are really committed, excess cable stops like those on the seat tube of the Accomplice can be removed carefully with a grinder.

11 If your frame has removable tabs, take them off and forget about them; if not, you may choose to carefully grind your welded detangler tabs off of the headtube.

12 We chose not to cut or grind until we felt 100 percent committed to our straight cable, but did save .70 pounds in brake gear.

13 When your headset is adjusted and your stem tight, you can remove your preload cap or bolt; ours weighed .1 pound. For those of you who believe this part actually holds your stem on, allow us to clarify; your stem holds your stem on and the preload cap sets your headset preload. Keep your stem tight and you have nothing to fear.

14 All said and done, we managed to trim 3.2 pounds for only \$50. That's like removing a half gallon of water from your bike, not too bad. While we had hoped to kick a little more weight, our ride quality was greatly improved, with minimal cost. So before you spend a single penny, you know what to do, and when the time comes to spend, you know just where to start.