

Mike Harrison loved the Accomplice so much he flipped it his first run. Run five looked something like this.



# DIAMONDBACK'S '08 ACCOMPLICE

{Bike Test}

## More like a Master Mind

Let's face it, Diamondback may not be the coolest name on the block, in a world of shadow culture, dark logos and the war of the hardcore, but when it comes down to it, that's not what we are here to find. As a BMX magazine, our job is to find the bikes that stand out or break the budget mold, ride them hard and give you the straight up facts on whether they are worth your hard earned dollars or headed for the scrap yard, like so many bikes that have preceded them. Truth be told, we have seen popular brands dive hard, while

those no one thought to consider had more to offer than bikes at twice the price. So before you rush the judgment, we strongly suggest getting all facts, right here, before you part with one thin dime.

### PARTS FOR THOUGHT

When Diamondback designed the '08 Accomplice, they didn't build it to be the "cool" kid on the block; they simply wanted to build the best bike their brand had ever seen. So they started at the core with a full chromoly frame, complete with double butted top and down

tubes, an integrated head-tube, Mid bottom bracket shell and new, smaller dropouts shaving considerable weight off of the frame while reaching for peak performance. The forks are just as nice with full chromoly construction and fluted legs and are joined with the team bars thanks to an Impact headset from FSA and Diamondback's own D-Day stem. Sealed bearing three-piece cranks are a nice touch along with DB's new 28-tooth 4-Banger sprocket, dropping the sealed bearing rear cassette to a 10-tooth driver. The all new DB Sound pedals look amazing with removable traction pins and help to push a 36-hole Sun City Lite rear and Kingpin front rim headlong into battle. Cap it all off with quality parts from The Shadow Conspiracy, like the tires and chain, and you couldn't build a better custom ride.

### WHAT WE LIKED

Liking the bikes Shadow tire combo and clean new appearance, we thought a trip to the trails was in order. First run through by our Test Forcer Mike Harrison and he was flipping the style jump at the end of the section, so there is something to be said for its ease of getting used to. The geometry felt great and the Shadow chain allowed us to shorten up the chainstay length more to our liking. We loved the bike's new lighter weight and could really feel it in the air. The cranks didn't give us any trouble and were free of the oversized shoulder around the crank arm bolts we have had eating the ankles off our Test Forcers so far this year. That

alone is a big plus. Find something bad to say about the wheels, we dare you. They are light,

strong, look and perform well with the help of their Shadow treads, managed to hold straight and tight, even after a few flips that came in under target. We can't say we understand the need for the bike's super low chainstays, but they look trick, so we will give them that. For yet another year the bars felt great, and while the crossbar was a little large in diameter, their weight is right on par with the best things going. If you like to stop, that is where this bike really shines, with a Tech 77 lever, dual cable routing, an SST DC Amplifier, soft compound pads, a chrome plated rim

and Dia-Compe brakes. Go ahead, fufanu yourself stupid and they will not slip on you, even in the dirt and mud at the trails; they maintained good feel and modulation. As a package, this bike is dialed to say the least, that is of course, except for one small detail...

#### WHAT WE DIDN'T

This bike fell victim to one part that held it back from being flawless; the D-Day stem. We have had problems with this stem slipping on every bike we have tested that applies it and would love to see it find its way off the Accomplice and into parts unknown. Run it tight, and it slips, tighten it more, and it slips still, tighten it down enough to break a stem bolt and it will still slip, as it did on us. The problem seems to be a mix of bad machine work on the stems clamping surface, paired with heavy paint on

the bars. Each a problem in themselves, but a different stem ended the issue all together, so we think we know where to point the finger; D-Day.

#### SURVEY SAYS

While Diamondback was looking for a 100 percent on this ride, they will have to settle for a 98 percent. We have to say, the design team over at DB couldn't have been more dead-on with their bike's design and parts spec, we loved it. The Accomplice rode even better than it looked, thanks to their constant desire to upgrade and improve upon previous bikes and doing a very good job at not passing that cost on to you. This means a better bike for about the same, or even less money than last year with nothing but parts and performance improvements to show for it. So if it is cool you want, go for a swim in the arctic,

but if it is a quality, light weight ride that is dialed straight out of the box and ready for action, not a long list of upgrades, then and this is the bike you should be saving for. ☐

#### HITS

- Double butted chromoly frame
- Fluted chromoly forks
- 28/10 gearing
- DB's new Sound pedals
- New lighter weight

#### MISSES

- D-Day stem never made it off the beach, and if you don't get that analogy, too bad!
- Seatpost and guts are a little dated.



HEAD TUBE: 74°  
SEAT TUBE: 71°  
TOP TUBE: 20.75"  
CHAINSTAY: 14.5"  
to center  
WEIGHT: 31 lb.  
PRICE: \$549