

# i-Drive 5 1.0

**Hit the climbs:** Move slightly forward for the climbs and the 1.0 will motor away. The bike hides its weight (right on that 30-pound border), and we were glad GT spec'ed a 34-tooth cog in the back for those times when things get stupidly steep. If you've read *MBA* very long, you know the Kenda Nevegal tires are a favorite. They remain so, as they offer great traction on the climbs.

**In the rough:** In our last test of an i-Drive 5, we wished for a Fox Float fork. GT obliged, and it does what we hoped for. The bike is better balanced, no longer feeling low in the front. Once you set the suspension to your style, the bike tackles anything. We find the latest version of the i-Drive to be more compliant. It absorbs the small bumps better than its predecessor without giving up much (if anything) in pedaling performance.

**Braking:** The word balance kept coming up on all the wrecking crew's worksheets after their time on the 1.0. GT again found the perfect balance with a 170-millimeter brake rotor up front and a 160-millimeter rotor in the rear. The brakes have authority without causing riders to lose control by locking a wheel and sliding. Again, the Kenda Nevegal tires help in this area also.

**Peeves:** Our i-Drive 5 1.0 became a creaking nightmare after a few weeks of riding. GT recommended removing the dropout bolts (there are four of them) and treating them with anti-seize. They were right. That silenced the annoying noise. Ask your GT dealer if the bolts are treated before you take delivery.

This is not a cross-county race bike, so quick wheel changes are not a necessity. Still, removing the rear wheel is a hassle because of clearance issues between the dropout, skewer nut and rear derailleur. The skewer nut must be loosened (ala the front wheel skewer nut) to get the wheel to drop out of the frame.

GT routes the front derailleur cable through the seat stays (behind the seat tube). It looks effective but puts the exposed cable in the path of everything flung off the rear wheel. We didn't have problems, but we are in the driest year on record in California. If you ride in messy conditions, you'll need to keep an eye on this cable if you want crisp derailleur operation.



**Compact flash:** The latest incarnation of the GT i-Drive system is smaller, tighter and just as effective as the early versions. Flipping the ProPedal lever away from the chainrings turns on the ProPedal on this bike.



## i-DRIVEN

An enterprising rider could buy the i-Drive 5 1.0, disassemble it and sell all the parts at a bicycle swap meet for a hefty profit. But who would want to do that? The i-Drive 5 1.0 is the closest thing to a perfect i-Drive that GT has offered to date. This bike eliminates the weak spots we mentioned in past tests and it does it at a price that is unbelievable. The i-Drive 5 1.0 is the most expensive bike in the i-Drive 5 line-up, and it is also the best value of the bunch. Invest wisely. □

**All day long:** The i-Drive 5 1.0 is a bike you can plan a long-term relationship with. There are less expensive versions of the i-Drive 5, but we suggest saving your lunch money and going for the 1.0. It's cheaper than upgrading later.

## GT i-DRIVE 5 1.0

|                           |  |
|---------------------------|--|
| Price                     | <b>\$2899.99</b>                             |
| Country of origin         | <b>Taiwan</b>                                |
| Weight                    | <b>30.3 pounds</b>                           |
| Hotline                   | <b>(800) 743-3248</b>                        |
| Frame tested              | <b>18.75"</b>                                |
| Bottom bracket height     | <b>13.75"</b>                                |
| Chainstay length          | <b>17"</b>                                   |
| Top tube length           | <b>23.5"</b>                                 |
| Head angle                | <b>69°</b>                                   |
| Seat tube angle           | <b>73.9°</b>                                 |
| Standover height          | <b>30"</b>                                   |
| Wheelbase                 | <b>44"</b>                                   |
| Suspension travel (front) | <b>5.1"</b>                                  |
| Suspension travel (rear)  | <b>5.5"</b>                                  |
| Frame material            | <b>Aluminum</b>                              |
| Fork                      | <b>Fox Float RL</b>                          |
| Shock                     | <b>Fox Float RP2</b>                         |
| Rims                      | <b>DT Swiss XR 4.1 D</b>                     |
| Tires                     | <b>Kenda Nevegal (2.3" front, 2.1" rear)</b> |
| Hub                       | <b>DT Swiss Onyx disc</b>                    |
| Brakes                    | <b>Shimano XT disc</b>                       |
| Brake levers              | <b>Shimano XT</b>                            |
| Crankset                  | <b>Shimano XT</b>                            |
| Shifters                  | <b>Shimano XT triggers</b>                   |
| Front derailleur          | <b>Shimano XT</b>                            |
| Rear derailleur           | <b>Shimano XTR</b>                           |
| Chainrings                | <b>Truvativ (44/32/22)</b>                   |
| Cassette                  | <b>Shimano, 9-speed (11-34)</b>              |
| Pedals                    | <b>Crank Bros Candy</b>                      |

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• Fox DHX 5.0 • Manitou Nixon 145mm • Race Face / SRAM

• Fox RP23 • Manitou Minute 4 • Race Face / SRAM

• Fox RP23 • Fox 32 Float RLC • Race Face / SRAM



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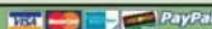
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