

Keeping It Simple For Cross-Country Racers

The Felt Edict Limited

Cross-country racers, especially at the World Cup level, are a finicky bunch and have always frustrated mountain bike designers. While it is reported that lap times dropped when Felt's top cross-country racers took hot laps on the company's dual-suspension Virtue bikes, their written feedback always read, "Feels great; now reduce its weight or we won't race." The racers gave the designers an edict, so the designers gave the riders the Felt Edict.

XX components. The heart of this gruppo is its 2x10 drivetrain that matches 42-tooth and 28-tooth chainrings to a 10-cog cassette. Since 10-cog cassettes are still a fairly new addition to mountain bikes, we've listed the cog tooth count for you, beginning with the largest: 36, 32, 28, 24, 21, 18, 16, 14, 12 and 11. Number crunchers have fun. Felt supplies a lot of their own components (seatpost, handlebar, stem and grips), and by doing so really ties in the frame graphics nicely (check out how the seatpost matches the top tube).



WHO IS IT MADE FOR?

The Edict LTD is made for cross-country racing and high-performance trail riding where less than 4 inches of travel is adequate. This bike's focus is narrow; it is for racing or serious training only.

WHAT IS IT MADE FROM?

The frame and one-piece stay are all carbon. The head tube is tapered and enclosed in a boxy wrap of carbon fiber muscle. The top tube and downtube use Felt's proprietary shapes that are supposed to deliver lateral rigidity while keeping the weight in check. Felt's signature Equilink rear suspension is gone in favor of a single-pivot design that does not incorporate a rear axle pivot. Instead, the one-piece stay is tuned to flex enough to give the rear suspension its necessary movement. This is a trick Felt has employed on some of its longer-travel bikes. While ditching the Equilink may have been a hard decision, it was necessary in order to hit the racers' weight demands.

WHICH COMPONENTS STAND OUT?

The Limited uses SRAM, RockShox, Truvativ and Avid

HOW DOES IT PERFORM?

Bless RockShox for their sag gradients on both the fork and shock. It makes setting your suspension sag fast, simple and accurate. RockShox also uses a thick rubber O-ring for measuring sag that doesn't disappear after a few rides. Nice.

Moving out: With the narrow handlebar, longish top tube and rider weight positioned well to the rear, there is no denying that you are seated on a cross-country racer. And speaking of seating, the Prologo X10 saddle is far more comfortable than its racy looks would have you believe. Finally, the radically sloped top tube delivers a nice, low standover height.

Hammering: The shock has three on-the-fly compression (gate) settings: max, mid and min. The three offer very distinct ride characteristics. *Moving up to speed*

and down the trail, the mid-position is necessary, especially for you big gear pushers. It keeps the rear suspension almost immune to pedaling-induced compression. The Edict moves out fast with its lightweight, solid chassis and well-suited drivetrain. We left the fork open, except during hard sprints when the remote button on the handlebar triggered the hydraulic lockout.

Cornering: The Edict is a great handling package. Yes, it is cross-country-racer quick, but the frame's apparent absence of lateral flex gives the rider a big shot of confidence. The bike responds well to counter steering, allowing the rider to carve fast corners accurately and confidently. Tight corners are equally fun, because the bike steers quickly; it's light and it's stiff. All it takes to correct a bad line through a switchback is a quick lift of the front wheel, a shot to the pedals and off you go.

Climbing: You'll need to use the shock's max or mid settings for climbing. This gives you a firm pedaling platform, but also limits tire traction. In the max setting, out-of-the-saddle efforts will break the rear tire loose at the top of your power stroke. Worried that the 2x10 drivetrain lacks a low enough climbing gear option? Don't be. This is a lightweight bike with 26-inch wheels. The low gear is plenty low enough, and you will be surprised by how fast you clear short, steep climbs.



Missing link: The Edict had to ditch Felt's Equilink rear suspension to meet the weight goal demands of elite racers. That doesn't mean the Edict rider is in for a scary ride. Felt delivered the descending goods even without the Equilink.