



CANE CREEK DOUBLE BARREL INLINE SHOCK.



Price: £370.00 // From: Extra, extrauk.co.uk
Tested: Four months.



Cane Creek shocks have typically been designed for gravity machines. Enormous stroke things, piggyback design overflow piston, yada yada – cramming all the technical whizz-bang into an inline shock looks to be a tall order. However, the DB Inline lacks none of the adjustability of the larger shocks – it’s essentially the same thing in a smaller package.

Inside the main tube is another smaller one. The smaller tube is the one in which the damping piston moves about with oil circulating from the one side of the piston to the other in between the two tubes. Of course, it also passes through some pretty complicated damping circuitry, which is why this shock is so adjustable.

Cane Creek has cunningly done away with the piggyback by using a diaphragm instead. It sits at the top of the shock near all the adjustable compression and rebound gubbins. There’s still more oil in this shock than other inlines from other manufacturers though – Cane Creek’s website suggest there’s 37% more oil in its shock than its nearest unnamed competitor.

The shock comes with a stock set-up – a few tweaks of compression here, a twiddle of rebound there – but there’s so much to play around with that it’s a little daunting. Cane Creek helpfully includes a notepad and pencil so you can make notes of your fiddlings. You can play around with high and low speed compression separately, as well as high and low speed rebound. You can also put spacers into the air canister if you need more of a rising rate from

the spring, although I didn’t need this for my test mule Santa Cruz Tallboy LT’s suspension. I pumped up to the suggested PSI for my weight and set off for my first ride.

Initially, it felt like the shock was sitting too far into its travel so I put a little more air in, but then it ramped up too soon. So I took the air out again and started playing with the damping settings instead. A little more low-speed compression, a spot less rebound. And then I started to hit things a bit faster – tweaked the high-speed stuff a little – and then I started hitting things a *LOT* faster. Over the next three or four rides, I started to get a handle on the difference a tweak made and started to figure out what I actually wanted it to do so it fitted in with my riding style (such as it is). And – wow! Now, the shock felt like it sat further into its travel even though it didn’t (O-rings don’t lie). It feels very plush to ride but ramps up smoothly. It absorbs bigger hits better than it has any right to and it makes my bike feel like it’s got more travel than it actually has. It copes with longer descents with aplomb.

And climbing? It’s OK on climbs even with the settings I’d dialled in for the descents but a deft flick of the Climb Switch stiffens things up nicely for longer climbs.

Overall: Its supreme adjustability means you can tailor it to suit your individual style. It makes my bike feel bigger. This is the best air shock I’ve used.

Barney.