

# Going For Glory

rotor was a cool spec choice, helping to keep the wheel's weight down a shade and creating a little less chance the wheel might break free and lose traction. As with our previous Giant test bikes, the suspension continued to feel active when on the binders.

**Technical descents:** There's one feature that's critical to a downhill bike: solid descending. With 17.5-inch chainstays, 8.8 inches of rear wheel travel, and a wheelbase of over 45 inches, stability in rough terrain was a constant aboard the Glory DH. The steeper and more technically challenging the trail, the better. With minor suspension setup adjustments a rider was situated in a perfect position to ride aggressively on white-knuckle terrain. With the Fox 40 up front and its eight inches of travel, it has the ability to get you out of all kinds of unforgiving situations. Simply let off the brakes and let the front and rear suspension do their thing.

**Jumping:** Inevitably, there will be courses with several doubles and tabletop jumps. In these situations, the Glory proved itself to be much more agile than it appears on paper. Despite weighing 46 pounds and having a 32-inch standover height, it is manageable when airborne. Once again, proving spot-on geometry and suspension performance often hide a bike's heft.

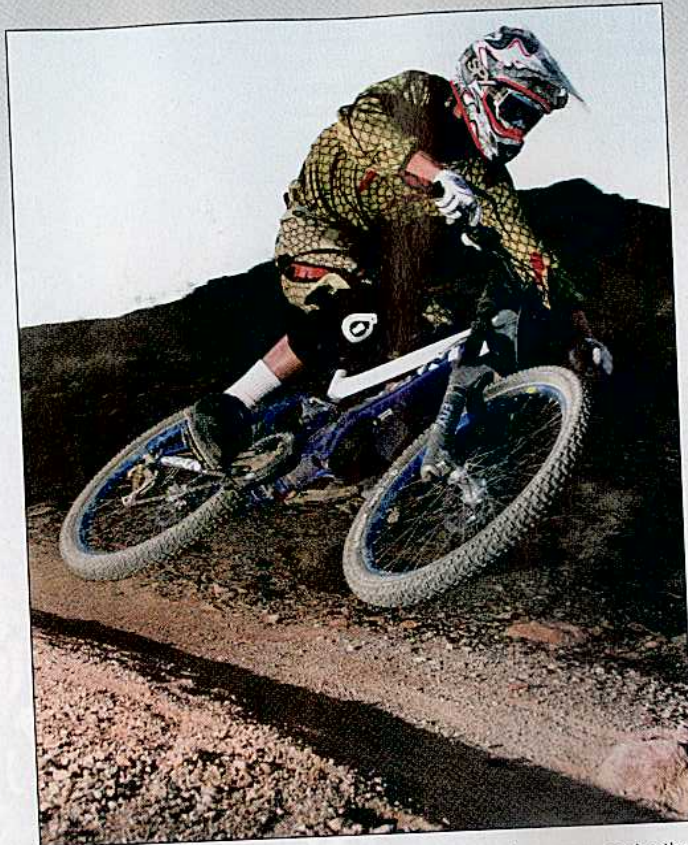
## ALTERNATIVE UPGRADES

Giant provides a very durable build that every weekend warrior and racer will appreciate. The 46-pound weight can be seen as an issue for weight-conscious racers. It's possible to shed some pounds on the stock Glory by using lighter inner tubes or a more expensive Mavic UST wheelset. However, for racers looking for a completely custom build, the Glory DH is available as a frame and shock only.

## GLORIOUS RESULTS

With the Giant Glory DH you get a World Cup-proven downhill bike that's fantastic on technical terrain, pedals efficiently and is one of the best-handling all-around downhill bikes we've tested.

Not only is its performance reason enough for you to throw a leg over one, you get a durable, race-ready, high-end component package at a killer price. Giant offers the Glory in sizes extra-small to large, so finding a perfect fit shouldn't be a problem. And, at over a thousand dollars less than many of its competitors, you'll be able to afford your bike park season pass, too. □



**Float on:** Despite registering at an even 46 pounds on our scale, the Glory was an agile flyer. Giant built the Glory to be bombproof, with reliable components to give riders the most for their money.

## GIANT GLORY DH

Price	\$4700
Country of origin	Taiwan
Weight	46 pounds
Hotline	(800) 874-4268
Frame tested	Medium
Bottom bracket height	14.7"
Chainstay length	17.5"
Top tube length	22.3"
Head angle	65°
Seat tube angle	69°
Standover height	32"
Wheelbase	45.5"
Suspension travel (front)	8"
Suspension travel (rear)	8.8"
Frame material	Aluminum
Fork	Fox Shox 40 RC2
Shock	Fox Shox DHX 5.0 coil
Rims	Mavic EX729
Tires	Michelin DH 24, 26x2.5"
Hubs	Sunn Ringle Abbah DH
Brakes	Shimano Saint
Brake levers	Shimano Saint
Crankset	Race Face Evolve DH
Shifters	Shimano XT trigger
Rear derailleur	Shimano XT
Chainrings	Race Face Evolve DH, 38T
Cassette	SRAM 970DH 11-26T
Pedals	None (weighed with Shimano DX)

**Lean and mean:** Once up to speed, the Glory DH settles into its travel and tracks well with the front and rear wheels. We felt comfortable aboard the Glory almost immediately, and didn't think twice about pinning it.

