



A UNIQUE FEATURE IS THE HALL LOCK, WHICH LIMITS ROTATION OF THE MAIN PIVOT TO REDUCE MECH LIFT AND CHAIN SLAP

HIGHS

Solid-feeling system with crisp shifting

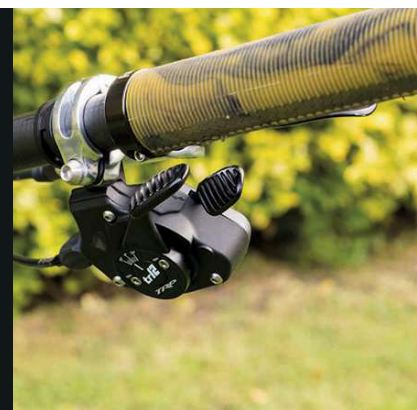
Guide marks make set-up a doddle

LOWS

Officially incompatible with cassettes over 50t

Excessive chain slap and noise

Downshift paddle is poorly positioned



TRP TR12 rear mech and shifter £310

TRP's 12-speed mech and shifter are designed to work with other brands' cassettes, chains and chainrings. They're said to be most compatible with SRAM's 10-50t Eagle drivetrains, and TRP advise not to use the 292g mech with sprockets over 50t, ruling out SRAM's 10-52t and Shimano's 10-51t cassettes. We did our main testing with a 10-45t Shimano XT set-up, but also tried the 51t version, and the mech shifted onto the big sprocket perfectly, hinting at a cautious approach from TRP. Ignoring their advice could invalidate the warranty, though. Set-up is straightforward, with the indicator guides for B-tension position and chain length proving invaluable, and the barrel adjuster on the shifter making indexing simple.

A unique feature on the mech is the Hall Lock, developed with input from Aaron Gwin and his mechanic John Hall. Flicking this lever at the top of the mech prevents it from pivoting backwards on the hanger bolt so easily, in a bid to reduce chain slap. With the adjustable tension set so that it

locked the mech in place when we tried to move it by hand, once riding it didn't appear to reduce noise over rough terrain. The main pivot also began to creak, regardless of whether the Hall Lock was on or off. This didn't affect performance, but made an otherwise silent bike quite noisy. TRP advised applying anti-seize, but as we went to press we hadn't put enough miles in to see if this had fixed the problem.

There's also a ratchet clutch to limit cage movement. Its factory setting was quite loose, causing lots of chain slap, but it was easy to tension, via Allen screws. This reduced chain slap a little, but we found the system noisier than SRAM or Shimano's, and felt it interfered with the suspension action. Our XT chain dropped down the cassette during long freewheel sections over rough ground (despite staying on the chainring), but the carbon fibre cage and upper link plus jockey wheels remained damage and twist-free.

The 126g shifter's upshift paddle has a 40-degree range of adjustment, which

is handy for getting it in a comfortable position. However, the non-adjustable downshift paddle sat too far from the bar for us, no matter how we positioned the shifter. While the linear stroke felt good, this meant we found it impossible to change gear without moving our hand, which made speedy shifts tricky, especially on bumpy trails.

Overall, the TR12 mech and shifter have a high-quality and robust feel, but the chain slap and shifter paddle design mean that, in our opinion, Shimano's and SRAM's own offerings still give the best performance for money. **Alex**
www.upgradebikes.co.uk

MBUK VERDICT

A robust set-up with crisp shifting, but let down by chain slap and shifter ergonomics

