



**Tech Spec**  
**ON-ONE BOOTZIPPER 29ER SRAM SX**

- **Price:** £899.99
- **Sizes:** S, M, L [tested], XL
- **Weight:** 13.5kg
- **Frame & fork:** TIG-welded 4130 cro-moly steel frame and fork with fittings for mudguards, front and rear racks, and 3 bottles.
- **Wheels:** 56-622 Vittoria AKA tyres, Alex EXR30 29er rims, Formula Boost hubs, On-One Big Dog thru-axes, 32x3 pg spokes.
- **Transmission:** SRAM SX Eagle DUB chainset with 32t ring, SRAM DUB bottom bracket, SRAM SX Eagle
- 11-50t 12-speed rear mech, SRAM SX Eagle rear mech and trigger shifter. 12 ratios, 18-84in.
- **Braking:** SRAM Level hydraulic discs, 180mm front, 160mm rear rotors
- **Steering & seating:** 720mm On-One Geoff aluminium handlebar, 60mm On-One Hot Box V2 aluminium stem, Selcof semi-integrated threadless headset. 31.6mm On-One Twelvety 6061 aluminium alloy seatpost, San Marco Dirty saddle.

**Biketest**

# On-One Bootzipper 29er

**Richard Hallett** reviews a general purpose off-road bike with no suspension but plenty of braze-ons

**A**nyone buying an On-One Bootzipper gets a lot of bike for their money. There's a lot of metal, a lot of rubber, and a lot of handlebar. Oddly, given all this, there's not much by way of a saddle, but first impressions first.

The saddle is a long way off the ground, because – as with many off-road bikes – so is the bottom bracket. The 295mm bottom bracket height placed the saddle so high I mostly opted for a cyclo-cross mount to climb aboard.

This combined with the wide, rear-set Geoff handlebars to provide me with a stately riding sensation reinforced by



**Above:** The seatstays and chainstays are reinforced at the joints and equipped with mudguard and rack mounts

the obstacle-flattening momentum of the massive 29er rubber. The Vittoria AKAs roll well on the road at moderate speeds, with plenty of grip in slippery off-road conditions, for which they are well suited.

So, too, is the Bootzipper itself. Described by the manufacturer as a 'bikepack-ready big wheel mountain mongrel', it's

specified for all-roads action of the more adventurous type, with a wealth of braze-on bosses and fittings – including one for a dropper seatpost cable. The frame is clear-coat finished and shows off the brazing and neat TIG-welding on the variously-butted 4130 chrome-moly

steel frame tubes.

Substantial gussets stiffen the head tube's junction with the top and down tubes – just as well given the unyielding stiffness of the welded tubular steel fork – while steel plate is used to reinforce the seatstays and chainstays where they join the main triangle.

The transmission is SRAM 1x with a tiddly 32t chainring driving a 12-speed cassette with a huge 50t largest sprocket. Lowest gear is a wall-climbing 18in, and the bike does indeed scale very steep gradients with aplomb. SRAM hydraulic disc brakes do their job well and the rear mech shifts unerringly. ●

**Other options**

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**Verdict**

*Out of the box, the Bootzipper is well up for a ride to the pub or an unsupported expedition into the mountains, the sparsely-upholstered saddle ramming home the message that this is not a machine for the lover of home comforts.*