

# Geometry based on 585mm axel to crown

Headset 1.5", Seatpost 30.9mm, Seat clamp 34.9mm, Bottom Bracket 83mm, Rear Axel 150x12mm

	KEY						
TTe	Top Tube effective						
На	Head angle						
Ht	Head tube						
Sa	Seat tube angle						
Wb	Wheel base						
Cs	Chainstay						
Re	Reach						
Sk	Stack						

Size	Toptube (effective)	Head Angle	Head tube	Seattube Angle	Seattube	Wheelbase	Chainstay	BB Height	Reach (mm)	Stack (mm)	Travel
Small	22.5"/572.3	63	124	68	15.3"/390	46.3"/1176.8	17.6"/446.3	14.16"	370.6	602.1	8.3"/209.75
Medium	23.3"/592.3	63	124	68	16"/405	47.1"/1196.8	17.6"/446.3	14.16"	390.6	602.1	8.3"/209.75
Large	24.1"/612.2	63	124	68	16.5"/420	47.9"/1216.7	17.6"/446.3	14.16"	410.6	602.1	8.3"/209.75



## **OVERVIEW:**

### SCALP FRAME

Taking its name from the legendary track at Moneyscalp Wood in Co Down, the Nukeproof Scalp is our eagerly-awaited DH race rig, offering 209mm of progressive rear travel via a pull-link driven single-pivot suspension system.

Designed and built with the target of grabbing podium places on the World Cup circuit, the Scalp is nonetheless destined to appeal to weekend warriors everywhere as a top-quality but affordable speed machine.

Engineered from double-welded 6061 aluminium and tested by our team riders on courses in the UK and elsewhere, the Scalp is a slack and low-slung gravity sled built for the steepest, most technical and most challenging race runs the sport can throw up.

Boasting a super-slack 63-degree head angle, 47.12 in wheelbase and 14" static BB height (medium size) the Scalp is characterised by its centrally-positioned shock and linkage system to keep the centre of gravity low and handling sweet.

Rear hub spacing is standard 150mm while BB width is 83mm and the 1.5in headtube can be used in conjunction with the latest generation of Nukeproof headsets to cater for standard 1-1/8in fork steerers.

Suspension-wise, the Scalp uses a single-pivot configuration with a unified rear triangle for optimum strength and stiffness. Its pull-link driven 'Fallout' linkage drives the shock in a three-stage progressive action - progressive throughout, with increasing progression at the beginning and end of the stroke, but a linearly progressive midstroke to avoid any spikes in damping. Huge 40mm diameter main pivot bearings are used with bearings mounted in machined faces in the swingarm, to provide maximum spacing and stiffness. Twin dogbones pull, rather than push, the swinglink giving a perfect progression rate, and allowing ride height tuning by swapping for different length links.

Shock is a 240x76mm giving 209mm of rear travel, with a Rockshox Vivid R2Ccoil unit as stock on standard frames and Cane Creek Double Barrel as an upgrade option. The Scalp is available in a choice of Anodized Black, Anodized Silver and Nukeproof Yellow finishes.

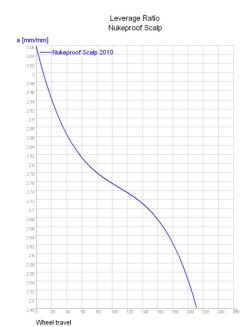
Frame Weight - Large Anodized 9.6lb (9lb 10oz) or 4.36kg (without shock)

# **FEATURES:**

Massive single-pivot bearings for unparalleled stiffness Fallout linkage driven three stage progression 209mm rear travel with 3in stroke shock Double Smooth welded 6061-T6 construction throughout 14" bottom Bracket Height, BB 83mm 63 deg head angle 1.5in headtube, Seatpost 30.9mm, Seatclamp 34.9mm Black, Silver or Nukeproof Yellow finish

Massive single-pivot bearings for unparalleled stiffness Chainring: Recommended 36tooth

Frame Weight - Large 9.6lb or 4.36kg (without shock)



#### SUSPENSION TECHNOLOGY

The scalp has a 3 stage rate, 1st stage starting at 3.05 ratio this gives a supple feel up to the sag point of 70mm then the rate becomes linner from 70mm to 150mm of travel, this gives a very stable platform without any wallowing eating up any med to large obstacles, then the rate changes to become more progressive from 150mm to 210mm with a 2.5 ratio this is to reduce any harsh bottom outs.

The Team rate we are testing has the same 3 stage rate but with a closer start and finish point making it over all more linier, the team mechanics are then able to fine tune in the Cane Creak DB, at this point we are not sure if this is what the average rider wants or needs.

The Scalp has a high forward pivot point, this gives instant pedal input, anti squat and anti brake jack properties.