

I have been riding M10s since 1994 and still have that original suspension. It's been a 121" and 136" and has been updated several times including to the latest M-20 Airwave version with on board compressor and driver seat adjustability. My most current ride is the new M-10 W2 mountain version in a Summit REV with a 163" track. This turned the REV from a harsh riding X into a superbly plush ride with big bump capabilities. The anti-squat geometry of the W2 keeps the skis on the ground and actually makes the sled handle the trails almost like a short track! It totally eliminated the annoying inside ski lift of the stock skid on the trails. It also keeps the skis on the ground when doing full power climbing on steep slopes. This skid also has LESS rolling resistance than the stock suspension; I know, hard to believe but true. And all without any weight gain.

My group has all experienced M-10s and our general opinion for bump riding is that even a marginally set up M-10 is better than everything else. And when the set up is right, there is no comparison. The range of bump size and speed capabilities is superior on an M-10. You can eliminate, and I mean you don't feel annoying 4-6" trail chop and yet the suspension absorbs those huge rolling moguls of un-groomed, off trail riding.

This year the W2 is moving to a Summit XP; that's another advantage of the M-10; the ability to move from sled to sled. My original 1994 M-10 has been in four different sleds.

Mike Lehman  
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*Ride Inspired!*