

# CW Z 2000



Z winner



*Our slightly under-six-foot tester Tim Ebbett thought the Z 2000 was best suited for the five-and-a-half-foot-or-under BMX guy. Because of that, we opted to use a laid-back seatpost to give Tim more leg room for radness.*

California-based CW Racing is a frame builder's frame builder. You name it and they build it: minis, midis, full-sizers, 24 minis, full-sized 24s, even freestylers. And if all that isn't enough, CW also builds frames for a variety of other popular manufacturers. Indeed, when CW does something, it tends to do it in a big way. So when we caught wind of its all-new, priced-to-drop-jaws Z 2000 entry-level racer, we went for it—hook, line and sinker.

#### THE BIKE FOR YOU

Every bike has its target audience, so who's the Z 2000 aimed at? Good question. First off, the price tag is a super-affordable \$199.95 to around \$219.95, depending on where you buy it and from whom you buy it. For that price you get what we like to refer to as

an "entry-level racer" or, in other words, a great ride-to-school-and-race-on-the-weekends scooter.

The Z 2000 hits the scales at right under 24 pounds, which isn't too shabby for a novice-level race bike. As for the sizing of CW's latest model, we feel that anyone from ten to about 15 will feel right at home aboard it. So if any of the above sounds good to you, keep reading and find out what really makes this CW racer tick.

#### PARTING IT OUT

As with the majority of bikes found in this price range, the Z 2000 is made in Taiwan. Now, in the past Taiwan had a bit of a bad rep when it came to building BMX bikes. The quality just wasn't quite up to snuff. But that's all changed. If you haven't checked out a Taiwanese

BMXer as of late, we think you'll be pleasantly surprised. Better make that stunned! Precision welds, class machining, quality materials and attention to detail and finish are all there. It's amazing how far Taiwan has come in such a short time. The bottom line is, you come out a winner. Take a look at the Z 2000's parts package, and we think you'll see what we mean.

To get things rolling in style, the Z 2000 comes equipped with a set of Ukai alloy rims laced to Suzue high-flange alloy hubs. Tires are Kenda skinwalls, 1.75 inches front and rear. The drive train is made up of classy Keihin one-piece chromoly cranks (175mm in length), a tough KMC chain, a SunTour 16-tooth freewheel, a 44-tooth alloy quick-change sprocket, Victor pedals (that look identical to SunTour's popular XC-II models), and finally a bulletproof steel bottom-bracket set.

When it comes to brakes, our Z 2000 came with a genuine Dia-Compe 890 caliper and old-style touring lever. In the future they'll come with the much better Tech 3 or Tech 4 levers. Bars will also be a bit different. Ours came with CW's popular pro-style bars but in a slightly narrower width (25½ inches). Yours will come with full-sized (eight-inch rise, 28-inch width) models, which we would have preferred. Stock grips are copies of Oakley F-1s, while the stem is a clean-looking, cold-forged alloy model with chromoly shaft and the CW logo embossed into the top of the clamp. Nice touch. All that's left is the Velo plastic saddle with fluted alloy post. While we liked the shape of the Velo seat, we didn't like the easy-to-bend fluted alloy post. Save money elsewhere—not on the seatpost! We recommend replacing the stock model with something chromoly. We switched to a 20-inch laid-back JMC seatpost for our test. Other than that, we didn't find anything we needed to change. The CW Z 2000 has a well-rounded, no-nonsense parts package. For entry-level race enthusiasts or school commuters, the Z 2000 has what it takes.

#### HANDLING IMPRESSIONS

Before we go into the handling of the Z 2000, let's quickly describe the frame and fork: 100-percent chromoly throughout, fabricated in Taiwan to CW's demanding specs. True to CW form, the Z 2000 is a no-frills chassis—just enough to get the job done. Down-tube diameter is 1-1/4 inches, top tube is 1-1/8 inches,

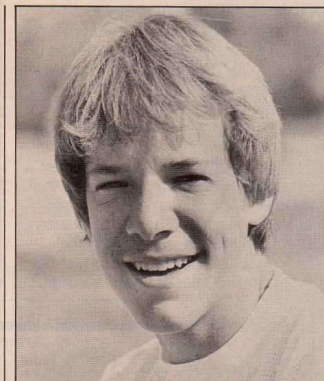






## BMX PLUS!

1. **Bike:** CW Z 2000, 20-inch, complete bike.
2. **Age range:** 10 years old and up.
3. **Country of origin:** Taiwan.
4. **Intended use:** Entry-level racing.
5. **Wheelbase:** 35-5/8" to 36-5/8".
6. **Bottom-bracket height:** 10-3/4".
7. **Chain stay length:** 15".
8. **Steering head angle:** 72.5°.
9. **Seat tube angle:** 72°.
10. **Frame:** CW Z 2000, 100% chromoly throughout. Features: 1-1/8" top tube, 1-1/4" down tube, 4" head tube, American bottom bracket, chrome or white painted finish available.
11. **Fork:** CW Z 2000, 100% chromoly throughout. Features: 1" diameter legs, leading-axle design, drilled for caliper, chrome or white painted finish available.
12. **Rims:** Ukai, alloy, 20" x 1.75", 36-hole.
13. **Spokes:** 36/080, cadmium plated.
14. **Hubs:** Suzue, alloy, high flange, loose ball.
15. **Tires:** Kenda skinwall, 20" x 1.75" front and rear, 40 psi.
16. **Cranks:** Keihin, 1 piece, chromoly, 175mm.
17. **Pedals:** Victor, alloy with chromoly spindle.
18. **Chain:** KMC 1/2" x 1/8".
19. **Bottom bracket:** Steel, retained ball.
20. **Front sprocket:** 44T, alloy with steel, quick-change spider.
21. **Freewheel:** Sunfour 16T.
22. **Brakes:** Dia-Compe 890 caliper and Tech 3 lever, rear only.
23. **Headset:** Steel, retained ball.
24. **Stem:** CW, alloy clamp, chromoly shaft.
25. **Handlebars:** CW Pro, chromoly, 8" rise, 28" width.
26. **Grips:** F-1 style, vinyl.
27. **Seating:** Velo, plastic with fluted alloy post and alloy clamp.
28. **Miscellaneous:** Set of safety pads, C.P.S.C. safety equipment.
29. **Overall weight:** 23-3/4 lbs. with 3 pads and no plate.
30. **Approximate retail price:** \$199.95 to \$219.95.
31. **For additional information contact:** CW Racing, 731 S. Melrose St., Placentia, CA 92670; (714)996-1660.



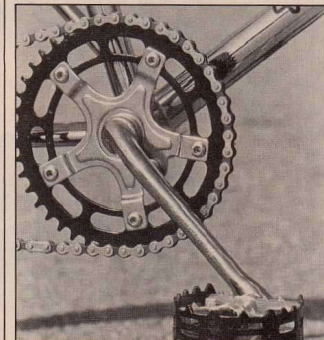
Tim Ebbett is the newest member of the BMX PLUS! test squad. When he's not thrashing bikes for our cameras, he can usually be found training with Clint Miller and Harry Leary near his home in La Verne, California. If you want to be rad, it helps to hang around with the right crowd. Tim's riding proves it.

forks are one inch even. Probably the only difference we noticed from CW's other quality frames was that the Z 2000 came with capped rear stays, something we've wanted to see for a while. It's a nice touch and greatly adds to the already clean finish. Nice work.

In the handling department the Z 2000 is a pleasant surprise. You see, occasionally we run across entry-level racers that, well, frankly underestimate the riding skills of even a BMX beginner. What you end up getting if you're not careful is a sluggish-handling, slow-steering scoot that has a hard time getting out of its own way. Not the kind of bike you want to be riding out on the race course! Fear not—the Z 2000 rips! If you check our spec sheet, you'll see what we mean: fast 72.5-degree head angle and 72-degree seat angle combined with a short and racy 15-inch chain stay. So what do all these de-



With steering in the neutral-to-fast range, the CW works to complement the skills of an expert and enhance the ability of beginners. Not many entry-level racing bikes can do that. The Z 2000 is one that can.



All of the usual good stuff is here for bikes in the \$200 price range: a 44-tooth alloy quick-change chain ring, 175mm one-piece chromoly Keihin cranks, a tough KMC 1/2-inch by 1/8-inch chain, Victor pedals, a nice copy of the incredible Sunfour XC-II models.

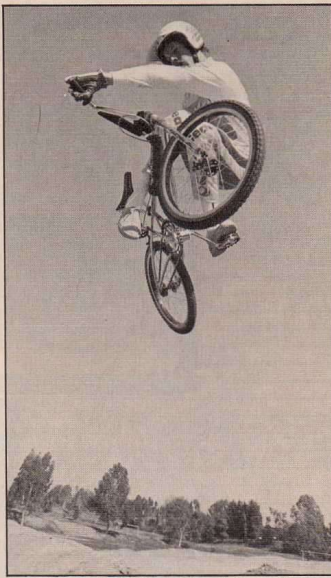


# CW Z 2000

grees and dimensions add up to on the track? Fast fun, that's what. The Z 2000 steers quick-to-neutral and rides, well, like a racer. Due to the shortish rear end, the Z 2000 speed jumps extremely well for an entry-level mount. It also corners like a champ due to the low bottom-bracket height (10-3/4 inches). However, due to that height, we would strongly discourage running anything longer than the stock 175mm cranks.

All in all the Z 2000 is a pretty racy-handling scoot. The weight, at 23-3/4 pounds ready to race, won't give you any problems, and neither will the gearing, brakes or handling. If you're looking for a sporty, race-minded mount, the Z 2000 could be your ticket.

**GOOD BUY OR GOODBYE?**  
Complete bikes are somewhat of a new thing for CW. However, in the case of the Z 2000, CW has proven that they're fast learners indeed. It's got the quality, ride and feel of bikes costing much more. Probably the only thing not up to snuff was the graphics (or lack of them). They were pretty basic when compared to the comp's. Beyond that the new Z 2000 is an able new contender in the rough-and-tumble entry-level marketplace. At this rate the frame builder's frame builder may become the bike builder's bike builder! □



**In-flight predictability of the CW was first class. The short rear end and the low center of gravity helped make this bike one of the better handlers during low-level flights over speed jumps as well. The versatility of the Z 2000 is a welcome feature you don't expect when you pay this little for a BMX bike.**



**When you take a close look at the weld quality and overall finish of the Z 2000, it's easy to forget that the thing is made in Taiwan. The Comp III copies and nice steel headset will cast further doubt about this bike's country of origin—you'd swear the whole package came from Japan!**

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