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Lumicycle is a relatively small UK brand that has recently become available in Australia. They only just entered into the LED market, having spent 10 years making halogen and HID lights (they still sell Li-ion/halogen systems starting at \$199). We tested their 'LED System 3' kit which combines two 850 lumen lights to create a 1,700 lumen system—now that is a lot of light!


Each head unit houses three Cree XRE R2 LEDs and the stock \$799 kit contains one 13-degree flood and a 6-degree spot beam. Both connect to the single 2,600mAh Sanyo Li-ion battery and offer runtimes between 1.5 and 20 hours. As a single battery/twin light system, the stock set-up is limited to handlebar mounting. However, for an extra \$200 you can get another battery pack and a helmet mount to split the lights between your head and the handlebars. You can also select the beam patterns and a bigger 5,200mAh battery is available. If 850 lumens is sufficient, a single system can be bought for \$550.

Our overall impression was of quality and a well thought out design. Rather than a push button arrangement, Lumicycle uses a toggle switch on each light. If you want

more light you push the switch up, for less push it down—it was easier to use and you don't have to cycle through any lower light levels to get to high beam. Each light has an easy to view (when bar mounted) LED light that simultaneously indicates the battery condition and the light output—it was both simple and intuitive.

One interesting concept surrounded their highest beam setting. They call hi-beam 'boost' and switching to this mode gives you three minutes at the highest output before gradually dimming to the next beam down. This is so you don't ride everywhere while pumping out 1,700 lumens and means that you'll always have some extra brightness in reserve when you hit a technical section. After all, this kit still pumps out 1,200 lumens on the second light level which is still sufficient for any trail at any speed. My only issue lay with the soft battery pack. It is designed so

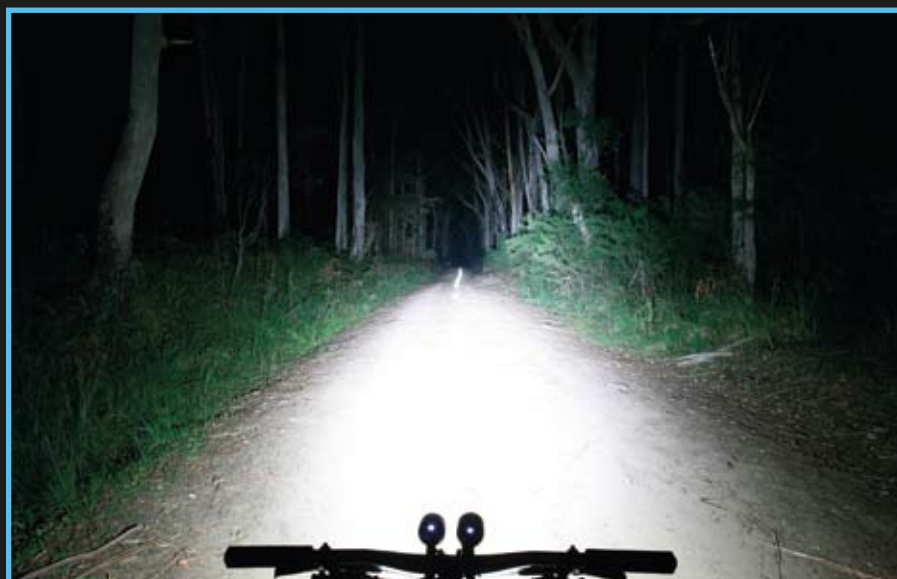
that any excess cable can be stuffed inside but I found the fit so tight that I struggled to get the battery in on its own.

On the trail this dual kit produced a huge light output with enough flood for twisty singletracks. Splitting the kit between your bike and helmet would only improve your vision but in stock form it was sufficient for any trail. It was amongst the brightest LED lights that we have seen and in the same ballpark as the NiteFlux Photon Max Extreme and the Lupine Betty. Whilst more expensive than the Photon Max Extreme, we found it easier to live with and preferred the light mounted toggle switches, more compact battery pack and the easy to view power indicators. Compared to the Betty it was simply a lot cheaper. 

SPECIFICATIONS	
LEDs	2 units with 3 x 4watt LEDs
Claimed Hi-Beam Output	1,700 Lumens ('boost' mode)
Battery Type	2,600mAh Li-ion
Charge Time	3 hours
Light Unit Weight	279g pair (152g single w/helmet mount)
Battery Weight	281g
Total System Weight	560g
Hi-Beam Burntime (as tested)	1:30 on 'boost' mode
Longest Burntime (claimed)	20 hours
Mounting Types	Handlebar (helmet optional)



The 1,700 lumen output was huge and amongst the brightest lights we have seen.



Note: All of the night time trail photos were taken on a Cannon 5D (28mm lens) with a 20 second exposure at F9 and an ISO of 400. Ten reflectors on the trail are spaced at 10 metre intervals so the furthest is 100m away from the light. These images should not be compared with our last lighting shootout as we used a different camera lens and have changed printers.