

TCX Comp Evo Michelin Boot Review

New boot, new sole.

By SEAN KLINGER JANUARY 15, 2018

0 Comments

This article was originally featured in the September 2017 print edition of Dirt Rider

A good pair of moto boots is indispensable for the casual and serious rider alike, yet the top-tier offerings can be the most expensive dirt bike-related purchase a rider makes, after the bike of course. The TCX Comp Evo Michelins are no different in that respect, and according to its media rep, they have been in the making for years.

First off, these boots run big—like a full size too big. I haven't worn a size nine in boots or casual shoes since middle school, and I'm a size 10.5 in casuals and normally run a size 10 in moto boots, but in these TCXs, I'm a comfortable size nine. I originally had a pair of 10s that I put four or five rides on and wasn't happy with, but I'm glad I ordered one size smaller and gave them a second look.

When I first put on the size nine, I worried it might be too tight, but after about half a day of trail riding, they loosened up to a comfortably snug feel. Even with the size-smaller boot, the height of the boot, from sole to the top of the foot, is a little taller than other boots and adds just the tiniest amount of vagueness to upshifts. The rest of the boot fits fine, and the upper has a nearly identical closure system as Sidis (a leather internal section that has a Velcro tab and Velcro at the top, then the hard plastic shell slides over that and is secured by the straps). There is a good amount of padding in the footbed, and there is neutral arch support (not high or low).

The hinge is Gaerne SG 12-esque and allows for a little less movement than Sidi Crossfire 2s and about the same as SG-12s. I actually like that the Comp Evo has a stiffer bend. We've had some test riders complain that their Crossfire 2s are too easy to flex. Perhaps that's why the Crossfire 3s now have physical stops on the hinges, but that is for another test. The Comp Evo boot has what they call, "Double Flex Control," and I think it works great. On the back of the boot connected to the hinge are two tapered tabs, one going up and one going down. These slide into a slot on the back of the calf section and heel section respectively. To prevent hyperextension of the ankle, as the toe of the boot is pointed these tabs slide farther into the holes. Since the tabs are wider toward their starting point they eventually get too tight to slide any farther.

I have a good amount of bike contact with the Comp Evo, and the big rubber inner calf area offers seamless grip on the bike. I also like that the foot portion of the boot is almost entirely covered in plastic for a lot of protection. The Michelin sole is fairly tacky and has lasted well through trail and track riding.

Overall the Comp Evo is on par with the other premium boots on the market. There is a good balance of mobility, comfort, and protection. If I really wanted my cake and eat it too, it would be cool if some of the wear pads and soles were replaceable, but Sidi has spoiled us with that.

| | |
|--------------|-----------|
| RATED | 87 |
| STYLE | 19/20 |
| COMFORT | 8/10 |
| FUNCTION | 44/50 |
| DURABILITY | 9/10 |
| PRICE | 7/10 |

ridetcxboots.com

Latest

More Stories

Videos

Many products featured on this site were editorially chosen. Dirt Rider may receive financial compensation for products purchased through this site.

dirtrider.com is part of the Bonnier Motorcycle Group, a division of Bonnier Corporation.

Copyright © 2018 Dirt Rider. A Bonnier Corporation Company. All rights reserved. Reproduction in whole or in part without permission is prohibited.
