

# MERIDA Silex 600

£1,699

Radical new design to conquer all tracks



**M**erida has pushed the boundaries for so-called adventure bikes further than most with the new Silex and has clearly taken inspiration from MTBs. At first glance, the tall head tube is impossible to ignore, with our size large frame having an enormous 220mm headtube, accentuated by the dramatically sloped top tube. In use, however, the extra height makes sense and especially off-road and on more technical and steeper terrain, it is the most stable and thus the most fun of all the bikes on test.

Key to the stability is geometry, with a slack 71-degree head angle and shorter stem with reasonable top tube length combined with the taller front end all helping boost

confidence. The higher front end can make steeper climbs more challenging but we found ourselves using the drop bars on the climbs, not through any wish to look like Marco Pantani, but simply to lower our centre of gravity. While it felt a little odd at first we soon got used to it and would not see it as a negative. It is clearly a superb bike off-road and it feels very capable on the roads too, although anyone after a more aerodynamic riding position will need to look elsewhere.

As a new design, it's no surprise to see the latest standards used, with 12mm bolt-thru axles front and rear. Other touches show that designers have taken all riders and potential riding conditions into account – including

neat internal cable routing with full-length outers, plus a third bottle cage mount and extra mounts on the fork for extra bottles or luggage. With large 40mm tyre clearance and the ability to fit 650b tyres up to 2.2in, it could be capable of some extremely demanding terrain and although the Maxxis Razzo tyres fitted were good both on and off-road, they were not tubeless and that does seem like a big oversight for a bike with such good off-road credentials.

The SRAM Apex drivetrain feels well matched to the bike with gear ratios that are fine for both on and off-road. Fulcrum wheels finish off a package that feels solid and should hopefully prove durable even with heavy use.



**GOOD**

- **Off-road ability** – Geometry boosts confidence and fun.
- **Versatile** – Plenty of mounts for racks, cages and big tyre clearance.
- **Price** – Great value with good choice of components.



**WEIGHT:** 9.8kg (size Large)

**FRAME:**  
Silex Lite, Full carbon fork

**GROUPSET:**  
SRAM Apex, 1x11

**BRAKES:** SRAM Apex

**CHAINSET:**  
SRAM Apex 1, 44t

**CASSETTE:**  
SRAM PG-1130, 11-42

**BAR:** Merida Expert  
Double butted

**STEM:**  
Merida Expert 3D forged

**SEATPOST:** Merida Comp

**WHEELS:**  
Fulcrum Racing Expert DB

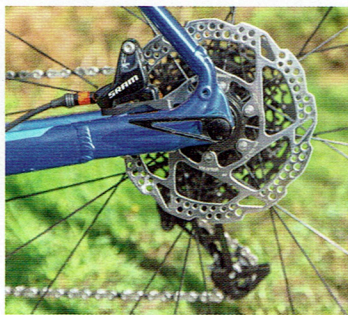
**TYRES:** Maxxis Razzo  
700x35c (35mm measured)

**CONTACT:**  
www.merida-bikes.com



**NOT SO GOOD**

- **Road performance** – A very relaxed ride that won't suit all.
- **Climbing** – High front end means a lighter front end feel.
- **Looks** – Even a lovely paint finish doesn't hide the fact that this isn't the prettiest bike.



**CONCLUSION**

Merida should be applauded for looking beyond the traditional road and gravel style geometry and creating something that is a real blast to ride. The Silex offers great performance, lots of fun and good value for money. It's not the sharpest ride on the road but really comes into its own on trails. 🚲

**Rating**

