



No bridge on the seatstays is good for compliance and clearance



Welded rocker link and trunnion shock adds stiffness



SRAM Code calipers with 180mm rotors more than up to the job



Moody nardo grey is stock but custom finishes also available

**SPECIFICATION**

- Frame** 6066-T6 aluminium 140mm travel (130mm measured)
  - Shock** RockShox Deluxe Ultimate
  - Fork** RockShox Pike Select+, 150mm travel
  - Wheels** Deed 110/148 hubs, Deed TREN 30 rims, Onza Porcupine 29x2.3in tyres
  - Drivetrain** SRAM Descendant 32t chainset, SRAM GX r-mech and shifter
  - Brakes** SRAM Code RSC, 180mm
  - Components** Deed alloy 780mm bar, Deed 40mm stem, Bike Yoke Revive 160mm post, Deed cro-mo saddle
  - Sizes** S, M, L, XL
  - Weight** 14.78kg (32.58lb)
- GEOMETRY**
- Size ridden** L (low)
  - Head angle** 65.3°
  - Seat angle** 70.4°
  - Effective SA** 77.3°
  - BB height** 342mm
  - Chainstay** 434mm
  - Front centre** 796mm
  - Wheelbase** 1,230mm
  - Down tube** 745mm
  - Top tube** 612mm
  - Reach** 466mm



Versatility and a benign ride are the Pyga's most appealing traits

## The ride quality of the Pyga Hyrax feels just right

If, like me, you're old enough to remember Morewood bikes, you'll know that one criticism often aimed at them, sometimes by me, was that the BBs were too high. And while it's still an option to have lots of pedal clearance on the Hyrax, the low geometry setting gives a 34mm BB height with 2.3in tyres. It's not heel-dragging low for a trail bike, but it puts the crank in a great spot for smuggling in pedal strokes to maintain speed, without making it feel like you're sat on top of the bike. Also the way the suspension behaves means you need a slightly higher BB, which I will get to in just a second.

Looking at the rest of the geometry it's clear that the Pyga is modern without pushing boundaries to achieve trendsetter status. The steep 77.3° effective seat angle keeps your weight forward for seated climbing, but it's not so steep as to make it feel like your feet

are behind you when spinning along flatter sections of trail. What's even more impressive for an alloy frame is that, bar the reach measurement, the listed geometry is remarkably close to what I measured in our workshop.

The same can't be said of the travel though, the Hyrax measuring 10mm shy of its claimed 140mm. Granted, some of that shortfall is due to the negative spring on the RockShox Deluxe Ultimate shock sucking the bike into its travel, but even when I measured again with the shock topped out (no air in the negative) it still didn't deliver on its 140mm promise.

### HOW IT RIDES

There's something about the ride quality of the Pyga Hyrax that feels just right. Maybe it's the bridgeless seatstays that offer the perfect balance of stiffness for power delivery while retaining the right amount of flex for grip. Or it could be the way the rear suspension provides excellent support for energetic pedalling efforts while still tracking the terrain with laser-like precision.

Yes, the rear suspension on the Pyga is relatively easy to bottom, but this means you actually get to use all of the available travel when smashing through

roots and rocks, and not just on the occasional drop. So rather than having the rear suspension curtailed by an overly progressive rate, Pyga makes full use of what it's got. It's probably why I never felt short changed, even though the Hyrax doesn't deliver its claimed 140mm travel.

In fact I've lost count of the times I've cracked open the air-can on a shock to remove volume spacers to make the suspension more linear, only to find that there are no volume spacers to ditch. With the RockShox Deluxe Ultimate shock on the Pyga you have the option to add volume spacers and make it more progressive if needed. And that's how it should be. I also think there's a feeling you get on an alloy bike that's hard to match in carbon. I'm not saying that it can't be done, but I'm convinced that most brands do not have the resources to make it a reality.

Are there any downsides to Pyga's approach? If there is one, it could be that heavier riders who are really aggressive may find the bike a little too flexy. That's hard to say with any certainty though, because simply changing to a firmer suspension set-up can give the impression of stiffness.

So Pyga has nailed the finish, ride

quality and suspension on the Hyrax, but what about the price? At £2,299 for the frame only it's certainly not cheap, especially when compared to alloy complete builds from direct sales brands like YT, Vitus and Canyon. In fact, Privateer's recently released 141 complete bike costs only £500 more than the Pyga frame alone. You could argue that's not an apples to apples comparison though. So let's compare it to an Orange instead. The new StageEvo frame will set you back £2,135 for the frame only — pretty darn close to Pyga's pricing. Not bad, given that the Hyrax has made the trip all the way from South Africa.

Alan Muldoon

### mbr 1ST IMPRESSION

**HIGHS**  
Compliant ride without ever feeling too wallowy or flexible, resulting in amazing traction. Also good geometry and sizing without being extreme

**LOWS**  
Pyga doesn't make full use of the flip-chip as the geometry in the high setting is redundant