

DETAILS

STEELY LOOKS

Chromoly tubing is beloved in the hardtail world, famed for its forgiving ride quality when used in narrow-diameter, thin-walled tubes

MAINTENANCE MADE EASY

Except for the dropper post, the Piglet's cables are externally routed, making the bike easier to work on

FADE TO BLACK

The pink-to-black colour-fade paint job got plenty of positive comments on the trails



RAGLEY PIGLET

£1,799.99 Can the Piglet prove steel is still 'real'?

The Piglet is a do-it-all trail bike that's happy over most terrain. This latest iteration has some important updates including more modern geometry, a laterally stiffer rear end that's also claimed to be more compliant due to tubing changes, and a host of modern kit.

The frame

Built from 4130 chromoly, the Piglet has classic skinny steel tubes, which are triple-buttressed and tweaked to provide a comfier ride. The chainstays are asymmetrical where they're welded to the threaded bottom bracket (BB) shell, to allow chainring clearance, and ISCG-05 chain guide tabs are provided. While the cables are mostly externally routed, allowing for easier maintenance, there is a port for a

'stealth' dropper post cable at the base of the seat tube. Geometry straddles the line between modern and conservative. Our large size has a 65.5-degree head angle, 455mm reach and relatively short 425mm chainstays. These are combined with a 1,187.5mm wheelbase, 311mm BB height and 73-degree seat angle. While these figures put the Piglet firmly in the 'trail bike' bracket, its burly kit suggests it has the potential to go bigger.

The kit

For the price, the Piglet has an impressive list of branded parts, and savings in sensible areas help keep costs down. Up front is RockShox's proven 130mm-travel Revelation RC fork with Motion Control damper. You get a 12-speed mostly SRAM NX Eagle drivetrain with 11-50t cassette and their powerful Guide T brakes. SUNringlé Duroc 35 Comp tubeless-ready wheels are shod with Maxxis

JARGON

ASYMMETRICAL CHAINSTAYS

The chainstays are shaped differently on the drive side and non-drive side to accommodate the chainring without it hitting the frame.

STACK HEIGHT

The vertical distance from the centre of the bottom bracket to the centre-top of the head tube. This determines the minimum handlebar height.

Minion DHF and DHR II tyres (running tubes). A 150mm-travel Brand-X Ascend dropper post is provided on the large size, although there's room in the frame for one with a longer drop. The bar, stem, grips and saddle are all own-brand parts.

The ride

The Piglet feels stiff and taut on the climbs, and nimble over rocks and roots when ascending. But the pay-off for this direct-feeling ride is that it doesn't smooth-out bumps as well as steel bikes are known to. The ride isn't harsh, instead feeling 'dead' rather than twangy. Despite Ragley's claims of improved compliance, the bike isn't that comfy when riding fast.

It also has a fairly aggressive seated riding position, due to the 50mm stem, 645.7mm top tube and low 623.5mm stack height. While this feels good when digging deep on climbs or grinding out flat sections, when we wanted to cruise we found