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The build here is the X01 Eagle, which has been tested and sells for \$6,999. With Revel's updated specification following the release of the composite wheel, the build currently costs \$7,199. Heading in a more fun direction, Rascal is a type of bike that is lively, active and encourages you to take it out into the air whenever you have the opportunity. Schiers claims to like carbon as a material because it is very adjustable - the bike can be hard or compliant in the zone where it is needed. According to Schiers, mountain bike frames have historically been framed using a mixture of 0, 45 and 90 degree fibers, and the wall thickness is built where it is needed to get the desired properties. Chichiers is of the opinion that the angle of the fibers should be directed by the load passing through that particular part - you need to adjust those fiber angles to do a very specific task. Revel uses more 30/60 degree fibers to create what it says is a lighter, stronger frame. The bike has an internal tube for routing cables, an integrated chain guide and space for water bottles within the front triangle, while the small and medium frame fits only 20 ounces of bottles. The cable routing is nice and clean and there is a thread BB to round things out. Using a geometry and sizing 140mm fork, Rascal features a head tube angle, a 75 degree seat tube angle, and a 433mm chain stay. Size media have a range of 444mm. These figures are on the more conservative side of the spectrum, especially in reach and seat tube angle measurements. The bike can be ride with a 130mm or 150mm fork. This, of course, touches things in either direction and hastily loosens them. Suspension Design Rascal's suspension uses the Canfield Balance Formula (CBF) suspension design licensed by Revel from Canfield. CBF focuses on having a suspension system with high levels of anti-squats to help with pedering performance. To achieve this, the links are aligned along the chain line over the entire moving range. This gives a high amount of pedaling efficiency and a lot of anti-squats. Shock ramps up a lot at the end of the trip to prevent bottom-outs, but is soft off the top for a lot of small bump compliance. In these large amounts of anti-squats, a good anti-rise number also comes. With nearly 100% anti-rise, the shape of the bike must be preserved even under heavy braking. Climbing Rascal's climbing prowess reflects my feelings on the long travel rails. The angle of the seat tube is not as steep as part of the competition, but the seated climbing position worked very well because of my 5'10 inch height. The CBF suspension does a great job of keeping the bike sitting high on that trip, there's no swallowing or feeling like you're sinking deeperNecessary. The RockShox SuperDeluxe shock is completely open, so it's next to pedal bob and throughout the months I've been riding my bike, I've not reached for the lockout switch at all. Both flattering and steep terrain, the bike position is comfortable and comfortable for anything from quick jant to full-day tradge. The bike is tight and slow, very easy to handle on technical climbs and the traction provided is impressive. I pedaled many bits of trails that have left flounder on other bikes for slipping on roots and rocks, but Rascal has just turned on the motor on. Heading in a more fun direction, Rascal is a vibrant, active, type of bike that encourages you to stay up in the air whenever you have the opportunity. It's a classic example of an aggressive trail bike - it climbs well, doesn't mind charging into rough terrain, and does so and creates it without hesitation. The traction available during the descent is parallel to rascal's uphill grip, with the bike feeling very smooth and composed, especially in rock and root nests. Shocks are very sensitive to small bumps, but rise well when larger impacts occur. It's competent enough everywhere, but Rascal is really good at tight, twisted, technical old school style terrain. It's fast around corners and when faced with those tight trails, it's never felt too long or cumbersome. As I mentioned earlier, reach is on the more conservative side, but I felt it was appropriate, and that's part of the reason why the bike did so well in the slow speed section of the trail that requires a lot of body English to navigate. I also spend time riding the rascal with a 130mm fork and feel the performance difference is negligible when it comes to inclination angles. I've been riding my bike for a few months and for a long time I can comment on some nuances and durability. As I've seen a number of chips and scuffs, I think the paint could get a little tougher. In addition, I have not experienced any problems with it, but the bike can collect dirt in the pivot/bearing area and it is hard to clean. This can lead to problems down the road, especially with as many pivots as a bike, but the testers I'm riding are still running as good as on day one. How does it compare? Both bikes have long chain stays of 130mm and 433mm of rear suspension. For medium frames, the wheelbase is similar, with yeti only 3.6mm longer. Yeti get a little travel with a 150mm fork from the box. The angle of its head tube is half a degree looser than the rascal, and its 77 degree seat tube angle is twice steeper than Revel's. On the trail, both bikes score at the top of the overall ride and experience. Revel does a better joblt manages trail chatter with a smaller bump sensitivity than the SB130. If you are a rider who has tighter and more technical trails, Rascal is an easy choice. In such a situation, it rides more lightly and intuitively than the SB130. For riders who crave flat-out speed and ride more aggressively, the SB130 offers because you feel the best when pressed stronger. It's not about saying it doesn't feel like a really good time, it needs to push a little bit more to reach its full potential. When both bikes are pushed to the limit, the SB130 moves a bit more a little while ago and has a slight edge with a bit more stability at those high speed, but at the end of the day, neither bike will let you down. Technical Report SRAM Drivetrain: Levelless all of the bikes with SRAM Eagle Drivetrain. The X01 Eagle system was trial and error and did not cause any problems during testing. The full SRAM specification also includes a RockShowx reverb stealth post. Compared to other cable actuation posts, the hydraulic lever felt sluggish and required more effort to push than I had wanted. Tires: Maxxis DHF/DHR II tire matchups are one of the most common combinations out there and for good reason. It's nice to see exo+ casing specifications on top of EXO and I had no problem with flats throughout much of the encounter with sharp rocks and low air pressure. RockStox Suspension: Rock Shocks' Pike Ultimate and Super Deluxe Rear Shock performed perfectly and the smoothness of the suspension was one of the most striking qualities of Rascal's ride. The suspension is easy to set up and 100% trouble-free on rides over the past few months. Industry 9 Wheels: Industry 9's flashy system wheels with high engagement hubs are hard to beat. All of Revel's bikes come with the i9 in some way. The only update from what I've been riding to the 2020 Rascal is that it includes Revel's RW 30 composite wheel, which raises the price by \$200 overall. I've been on wheels for a few months and have only good things to say about them and it's excellent value for a lot of performance in a full bike package from Revel. The i9 Enduro level system wheels are a bit stiffer than the other options available and certainly hard, but can contribute to a good quality ride. Pink Bike's take-quick, lively and nimble Revelzu Rascal is a unique bike that offers a high-performance ride. In fact, it is one of the best ride 130mm trail bikes I have been riding in recent memory and it is a bike that I could recommend to many riders without hesitation. — Daniel Sapp Sees High Resolution Gallery for More Images From This Review. Discussion Starter • #1 • January 2, 2019 (Edit) I hear a lot of people say ripmo leverage ratios don't work, but I don't listen to people having problems with Mojo HD3. Newsflash They have roughly the same leverage ratio. Both are maximized for medium volume airThey both add support in the middle section and balance the ramp-up at the end. Ripmo is more progressive going from 2.85 to 2.65 vs. 2.85 to 2.70 in HD3. Ibis Ripmo 29"2019 - Linkage Design Ibis Mojo HD3 27.5"2015 - Linkage Design Issue is 2018 Fox X2. It was a new size and they slapped it together without thinking about the size of the air chamber and limited it to two spacers. It's a negative room, smaller that gives less sagging. The positive compression ratio was too low and there was less sagging to prevent the bottom. It was limited to too low of the pressure you had to almost max if you were heavy. All of this has been fixed in the 2019 version. The air is 11mm longer in a much larger negative room. You can now run 4 spacers and the maximum value of Psi is much higher. When designing the suspension, it is necessary to determine the air-to-coil and air volume. I feel ibis nailed this. My 2019 X2 is absolutely amazing even with an 8 foot drop. But it has up to 4 spacers. I'm 190-195 pounds ready to ride. I feel the 2019 x2 has a 220 for riders who very much agree and a maximum weight limit of 240ish for regular riders before you have too little sagging or too much compression damping to prevent harsh bottoming out. I'm interested in what light riders have to say. dpx2 is similar, but I think it's good from both ends of the spectrum for the smallest maximum weight. Did you share the settings here? I'm just building my Ripmo and riding it one as an aggressive 170lb rider and I also found the rear very tough while blowing the trip (but no bottom out on the first ride). I add a spacer and hope it sorts things out. Are you serious?... He is the one who started the thread. He has been given more information on tuning this bike than anyone in history so far. I've really heard one guy complain about it, but he complains about it in every thread that has to do with mountain biking, so a lot of people seem to hate it. This bike has won too many awards and praise for a couple of people to shake my opinion. Great ride for me.yes. I started that thread. We look forward to hearing how your test pans out. But it has a rift in everything else. I didn't realize you started the thread, I found it very useful. Thanks! Also I wonder what happened to Antonio from the linkage blog, he is mia. I've never heard of people having problems with Mojo HD3. I raised my hand. Gear up I weighed ~235-240 lbs. There was no good shock option for heavy riders as the HD3 leverage curve has not risen enough. The problem is the 2018 Fox X2. It was a new size and they slapped it together without thinking about the size of the air chamber and limited it to two spacers. Agreement. All of this has been fixed in the 2019 version. The air is 11mm longer in a much larger negative room. You can now run four spacers.The maximum value of Psi is much higher. My 2019 X2 is absolutely amazing even with an 8 foot drop. But it has up to 4 spacers. I'd like to try one. How much weight do you weigh? Do you agree that there are some flaws in the leverage curve for heavier riders if it weighs less than 220 pounds? i.e., does the leverage curve put too much strain on the shock? from the HD4 review of the pink bike: the old HD3 released in 2014, the ibis gave a makeover to the bike's dw-link suspension, and the most noticeable change is that the shock is now driven by Clevis, not the swing arm itself. Its 2014 HD3 had some impressive suspension characteristics, including great pedaling performance, and thankfully, the Ibis haven't changed much when it comes to the rear end of the HD4. From the suspension side, I absolutely love the way the Mojo HD3 pedals are now, says Jack Mays. We didn't want to ruin such a nice suspension design, so we left the same kinematics for the Mojo HD4. So, hopefully, the same great on-power feeling exists, but Jack Maines has actually changed a few things: the trip bumps slightly from 150mm to 153mm and there's more progress built into the leverage curve to minimise those clans. Discussion Starter • #7 • January 2, 2019, I'm £195 in gear. Agreed that more progress would be better if you exceeded 200 and very much agreed. However, many bikes fall into this category. Too much progression, then lighter weight and more conservative riders will have problems using every trip. It's a balancing act. Ibis' Castemer's Majoy Iti is not all old and super agreeing Enduro Brothers. I don't think many people disagree that the '18 X2 was a bad choice for Ripmo. And it is an unfortunate fact that being heavy on a bike is against a 150-160lb man. (I need to eat more salad,) I ride with a 110-pound girl who works on a bike around 20 miles every day, waiting for her mojo3 for me every time. I tell her if she goes too fast and she waits too long at the top, she sometimes lets out the bear waited for people like her, but she doesn't listen I just got a DPX2 PE for my trusty HD3. The local shock tuning/service shop said the owner of another HD3 was happy with it. Last year, I chose cheap takeoff Monarch Plus Debonea instead of rebuilding CCDBIL. Monarch had a light comp. med rebound tune and I felt like there was not enough slow compression damping. It feels very luxurious, I bottomed out all the rides even with 5 spacer bands installed. So far, the DPX2 feels more controlled and composed of LSC climbing on dialed-out roots and rocks. It was an M/M song and I used every trip 25% sagging. I'll just get the space circuit and experiment over the weekend to

see if I can get a bit more luxurious feeling for the descent (but I started with zero rebounds and went down the technical trail with a 2-3 foot drop, so I probably need to be a little quieter). But solt shows a lot of promise. Promise.

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