

As both an XC race bike and as an ultra-light trail bike, the Mach 4 Carbon performs unlike anything else in the category. Pivot's premier XC/Trail bike rolls on 27.5" wheels, features 115mm of dw-link travel*, and next generation race/trail geometry, paired with the lightest full-suspension frame we have ever made. Whether you are a pure XC racer looking for something with the lightning acceleration of 26" wheels and the rolling speed of a 29er, or if you are a trail rider seeking a light, nimble, and responsive ride, the Mach 4 Carbon has you covered, from the World Cup to Rio to your local trail.

dw-link™ Suspension

The dw-link™ suspension has been tuned to provide instant acceleration with hardtail efficiency, while delivering the incredible climbing traction that all our bikes are famous for. The short chainstays, spacious cockpit, and the incredibly stiff carbon chassis enable you to achieve your fastest time on the climbs. When descending, the Mach 4 Carbon comes alive. With ultra-stable front end geometry, a low BB height, and 115mm of travel, you can truly light it up on the descents, tackling the roughest sections of any race course with ease and confidence; cornering like the bike is on rails.

Pivot Carbon Technology

The Mach 4 Carbon begins with our highly engineered carbon chassis design, designed and prototyped for ideal layup structures, tube sections and material choices in every size. We then bring this vision to reality via our proprietary hollow core internal molding process.

For those seeking the top of the line in components and compatibility, the Pivot Mach 4 Carbon is fully Di2 integrated and internal dropper post compatible via Pivot's Cable Port System. Internal routing for any component is easy to install and maintain via large, easy to access ports and interchangeable covers. Riders have the ability to switch between a variety of cable routing options, allowing for the cleanest possible installation of wires, batteries and cables. No matter what components or gearing you choose, now or in the future, we have you covered.

Fox Factory Suspension

Mach 4 Carbon is spec'd with the Fox Float DPS (Dual Piston System) shock custom tuned specifically for XC and Endurance racing. The Float DPS shock features settings and a design that allows for an incredibly plush feel with a wide range of damping control while also offering an extremely positive "firm" position for fast climbs. These features are direct complements to Pivot's suspension tuning and when combined with the dw-link's® patented position-sensitive anti-squat, gives riders even better traction on steep ups and over rough trail.

Downhill and in technical terrain, the 115mm of dw-link® suspension performs like a longer travel bike, and the happy medium of the 27.5 inch wheel gives athletes the rollover advantage of bigger diameter options with the nimble feel of a BMX bike on drops and hips.

To match the rear suspension, we've spec'd the Mach 4 Carbon with either a 130mm FOX 34 Factory fork, or optional ultra lightweight 100mm travel 32step-cast XC race specific for fine tuning performance to your exact specifications.

All the Right Details

Other essential details include post mount disc brake mounts for easy set up and weight savings, stealth dropper compatibility and Enduro Max cartridge bearings throughout. We've got clearance for a waterbottle in every size, including X-Small, and 4 color options that are sure to coordinate perfectly with the best components, build kits, and your team kit.

We take quality and workmanship seriously at Pivot, and know that the details are what make a great rider experience. Every Pivot Cycles frame undergoes a 28 step assembly and quality control check to ensure that the only thing you need to think about is the ride.

*X-Small size features 100mm travel. See FAQ tab for more information.

2017 Mach 4 Carbon Features

- 115mm dw-link® suspension* with race and trail tuning (X-Small size features 100mm travel)
- Full carbon frame featuring Pivot exclusive hollow box internal molding technology
- 27.5" wheels
- XS, S, M, L & L(long) sizing, with our X-small featuring the lowest stand-over clearance of any 27.5" suspension bike made
- Full length internal cable routing, and Shimano Di2 compatible with Pivot's exclusive cable port system
- Dropper post compatible with internal routing
- Enduro Max cartridge bearings
- Custom tuned Fox Float DPS Kashima rear shock
- Frame weight from 5.1lbs (2.3kg)
- Complete bike weights from 22lbs (10kg)
- 2 sets of bottle cage mounts
- Rubberized leather downtube and swingarm protection



Frequently Asked Questions

Which size bike should I purchase?

To ensure the best sizing, we recommend that you visit your local Pivot dealer to get a professional fit and refer to our geometry chart to check your measurements. However, we can provide a rough guideline:

X-Small: 4'10" – 5'5"

Small: 5'4" – 5'8"

Medium: 5'7" – 5'10"

Large: 5'10" – 6'0"

Large (long): 5'10" - 6'3"

What Is a Large (long)?

The Large long version of the Mach 4 offers a longer reach measurements than the standard large while fitting a similar to slightly taller height range as the standard large frame. With the Mach 4's very low stand-over height, and excellent trail bike performance, many riders are stepping up a frame size to get a longer front center which works well for more technical terrain with a shorter stem. This meant that even some riders just under 6' were left without a perfect option so this past year we added this additional size. This puts the reach measurement of the large long Mach 4 close to that of the new Switchblade. Please visit your local dealer or call one of our Pivot Customer Service Representatives at 877.85.PIVOT if you have any questions regarding what size Mach 4 Carbon is best for you.

How do I set the sag on my Mach 4 Carbon?

We make it easy to get the best ride out of your Pivot bike with a simple sag indicator already installed on your bike, and this follow-along video featuring our own Bernard Kerr:

<https://vimeo.com/pivotcycles/sag>

What bottom bracket is used on the Mach 4 Carbon and which cranks are compatible?

Pivot is the first frame manufacturer to feature the 92mm wide bottom bracket shell standard, originally developed in conjunction with Shimano XTR. With the press fit 92 system, there are no external washers or threads in the shell. The bearings are housed in light composite resin cups with a full sealed sleeve to keep out the elements. This design allows for easy crank installation, with no frame facing or special spacers required. Chain line is perfectly optimized and as an added advantage, the bearings are extremely easy to replace. Another bonus is that the XTR version includes a 3 year warranty from Shimano. The system works with Shimano, FSA and Race Face cranks (all compatible with the Shimano cup design) as well as the SRAM GXP system for which SRAM offers both standard and ceramic versions. In addition, Enduro and several other aftermarket companies offer both replacement bottom brackets and bearings to support every major crank brand.

Are there any other bottom brackets that will work with the Mach 4 Carbon? Can you upgrade to ceramic bearings?

We use a Press Fit 92 BB (sometimes called PF92 or BB92) design. Almost every crank and BB manufacturer offers a bottom bracket that is compatible with the Press Fit 92 system. Enduro, SRAM, FSA and others all offer ceramic bearing options.

What is the narrowest Q factor crank that the Mach 4 Carbon will accept?

The Mach 4 will accept cranks with a Q factor measurement as low as 156mm (Such as the narrower option in the SRAM XX1 or the new XTR Race crank). Of course, anything greater than 156mm will work as well. Most standard MTB Q factor measurements are at 163mm.

What hub/wheel spacing does the Mach 4 Carbon use?

The Mach 4 Carbon uses the 142mm X 12mm hub/wheel spacing. Our custom 12mm DT Swiss axle is included with the frame. The axle is based off of Shimano's 12mm through axle specifications for length and thread pitch so if you were ever to lose your axle, a Shimano or Shimano compatible axle will work properly as well.

What is the thread pitch on the rear axle?

Pivot uses a 1.5 thread pitch on the rear thru axle. You can order one through our online store here:

http://www.pivotcycles.com/store/index.php?route=product/product&path=60&product_id=133

What size seatpost does the Mach 4 Carbon use?

The Mach 4 frame uses a 30.9mm seatpost.

What size seat clamp does the Mach 4 Carbon use?

The Mach 4 frame uses a 34.9mm or 35mm (as some manufacturers call it) seatpost clamp.

Can I use a dropper post with this frame?

Yes, both internally and externally-routed dropper posts are compatible with the Mach 4 Carbon frame.

What front derailleurs does the Mach 4 Carbon use?

The Mach 4 Carbon, we use a DM (direct mount) style front derailleur. You can use a SRAM direct mount top pull X-9 or XO version for any 2X system. The SRAM top pull is best if you are running a 10 speed rear cassette and a large front chainring smaller than a 38 tooth. If you are running a 2X or 3X Shimano system with 10 speed rear cassette then use a Shimano direct mount FD. We specify a top pull on the Mach 4 but their dual pull models will work as well. If you are running Shimano's new 11 speed XTR rear cassette then we recommend the new direct mount XTR side-swing FD. The new XTR side-swing F/D also works incredibly well on current Shimano 10 speed rear cassette systems when mated with any Shimano XT or above left shifter and a 2X front with 36 tooth or small big ring. It is the only Shimano front derailleur that can really be used with front gear combinations such as 36/24, 36/22, 34/24, and 34/22.

What headset do I need for the Mach 4 Carbon?

The Mach 4 Carbon uses a ZS (zero stack) 44mm top and (zero stack) 56mm bottom, or a Chris King Inset 2.

Can I run a large water bottle in the front triangle on the Mach 4 Carbon?

Yes, the Mach 4 carbon was designed to clear a large water bottle on top of the down tube. For best clearance, we suggest removing the rear shock and swapping the spacer hardware from front to rear. Re-install the shock with the air can side facing the rear triangle and the CTD adjusters facing down, away from the top tube. This will open up the clearance significantly at the front, allowing easy access to larger bottles. This is the setup that all of our racers run, and we designed the frame to be run with a flipped shock for those wanting to use large bottles.

We also include a spacer to be placed under the upper water bottle cage mount that changes the angle of the water bottle cage enough to provide the extra clearance required to prevent a large water bottle from rubbing against the down tube.



How wide of a tire can I run on the Mach 4 Carbon?

We use the Maxxis Ardent Race 2.2 in our complete bike builds. However, the Mach 4 Carbon is designed to easily accept most 2.3 tires in the market. For instance, a Maxxis High-Roller II 2.3 fits with plenty of clearance. For other 2.35 tires in the market, some may fit, but rim width and tire manufacture sizing call outs and tire inconsistency can result in huge difference among both tire brands and individual tires. For anything beyond a 2.3, we suggest you check the fit with your chosen rim and tire combination to make sure it has proper clearance before riding.

How large of a rotor will fit on the Mach 4 Carbon?

The Mach 4 Carbon will clear either a 160mm or 180mm rotor.

What type of rear brake adapter do I need?

No brake adapter is needed for a 160mm rotor. However, many manufacturers make adapters for larger rotor sizes, in which case you would need a 160mm direct mount/ post to post adapter.

What travel fork can I use on my Mach 4 Carbon?

The Mach 4 was designed for forks lengths between 100mm and 130mm travel. We use a 130mm fork in all our complete bike builds (although for special orders you can request a 100mm).

What is the fork offset on the Mach 4 Carbon?

We use a 44mm offset in all our complete bike builds.

What is the eye-to-eye shock length and stroke length on the Mach 4 Carbon?

For the small, medium and large Mach 4 Carbon frames, the eye-to-eye shock length is 7.25 inches and the stroke length is 1.75 inches. The size x-small frame has an eye-to-eye shock length of 6.5 inches and the stroke length is 1.5 inches.

If I want to run a different brand of shock on my Mach 4 Carbon, what else do I need to know?

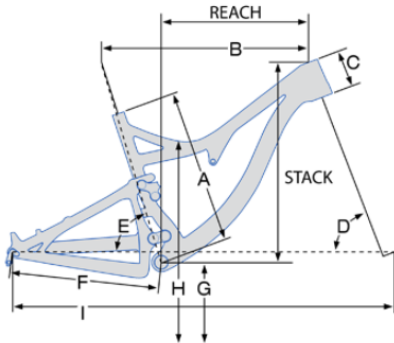
The Mach 4 shock uses M8 through bolt hardware on both the front and rear. Shock spacer dimensions are 22mm wide front and 36mm wide rear. The frame is designed around a standard size air can volume and we typically run light to medium valving on the compression side (depending on rider weight) and light rebound damping.

What are the torque specs?

A detailed PDF of the torque specs can be found under the "Tech Specs" tab.

Why does the Size X-Small feature 100mm of travel?

In order to optimize the Mach 4 X-small size, we arrived at 100mm of travel for the best combination of stand-over clearance, overall frame fit, and shock tuning for the target weight and height riders that the Mach 4 X-small frame is designed for.



100mm Travel Fork

	XS	S	M	L	L (long)
A Seat Tube Length (C-T)	14.50	16.00	17.50	19.00	20.00
B Top Tube Length	21.85	22.95	23.75	24.50	25.40
C Head Tube Length	3.35	4.00	4.25	4.72	5.12
D Head Tube Angle	68.50°	69.20°	69.20°	69.20°	69.50°
E Seat Tube Angle	73.80°	73.00°	73.00°	73.00°	73.40°
F Chain Stay Length	16.85	16.85	16.85	16.85	16.85
G Bottom Bracket Height	12.80	12.80	12.80	12.80	12.80
H Standover Height	26.06	26.26	26.34	27.01	27.30
I Wheelbase	42.20	42.72	43.50	44.17	45.28
Stack	21.65	22.40	22.64	23.11	23.50
Reach	15.43	15.98	16.69	17.28	18.27

XL size available July 2015

Values in inches

CM

120mm Travel Fork

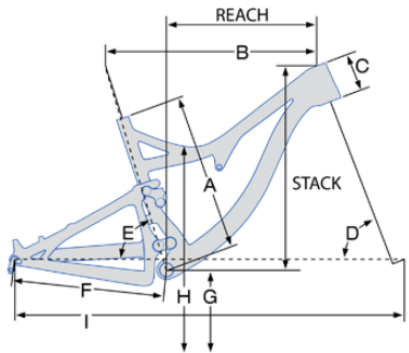
	XS	S	M	L	L (long)
A Seat Tube Length (C-T)	14.50	16.00	17.50	19.00	20.00
B Top Tube Length	21.85	22.95	23.75	24.50	25.40
C Head Tube Length	3.35	4.00	4.25	4.72	5.12
D Head Tube Angle	67.50°	68.20°	68.20°	68.20°	68.60°
E Seat Tube Angle	72.80°	72.00°	72.00°	72.00°	72.40°
F Chain Stay Length	16.85	16.85	16.85	16.85	16.85
G Bottom Bracket Height	13.00	13.00	13.00	13.00	13.00
H Standover Height	26.61	26.77	26.85	27.48	27.56
I Wheelbase	42.50	43.03	43.80	44.45	45.55
Stack	21.93	22.68	22.91	23.39	23.78
Reach	15.08	15.59	16.30	16.88	17.87

XL size available July 2015

130mm Travel Fork

	XS	S	M	L	L (long)
A Seat Tube Length (C-T)	14.50	16.00	17.50	19.00	20.00
B Top Tube Length	21.85	22.95	23.75	24.50	25.40
C Head Tube Length	3.35	4.00	4.25	4.72	5.12
D Head Tube Angle	67.10°	67.80°	67.80°	67.80°	68.20°
E Seat Tube Angle	72.40°	71.60°	71.60°	71.60°	72.00°
F Chain Stay Length	16.85	16.85	16.85	16.85	16.85
G Bottom Bracket Height	13.40	13.40	13.40	13.40	13.40
H Standover Height	26.70	27.00	27.30	27.80	28.00
I Wheelbase	42.67	43.15	43.94	44.60	45.70
Stack	22.05	22.80	23.03	23.54	23.86
Reach	14.88	15.39	16.10	16.69	17.68

XL size available July 2015



100mm Travel Fork

	XS	S	M	L	L (long)
A Seat Tube Length (C-T)	36.83	40.64	44.45	48.26	50.80
B Top Tube Length	55.50	58.29	60.33	62.23	64.52
C Head Tube Length	8.51	10.16	10.79	11.99	13.00
D Head Tube Angle	68.50°	69.20°	69.20°	69.20°	69.50°
E Seat Tube Angle	73.80°	73.00°	73.00°	73.00°	73.40°
F Chain Stay Length	42.80	42.80	42.80	42.80	42.80
G Bottom Bracket Height	32.51	32.51	32.51	32.51	32.51
H Standover Height	66.19	66.70	66.90	68.61	69.34
I Wheelbase	107.19	108.51	110.49	112.19	115.01
Stack	54.99	56.90	57.51	58.70	59.69
Reach	39.19	40.59	42.39	43.89	46.41

120mm Travel Fork

	XS	S	M	L	L (long)
A Seat Tube Length (C-T)	36.83	40.64	44.45	48.26	50.80
B Top Tube Length	55.50	58.29	60.33	62.23	64.52
C Head Tube Length	8.51	10.16	10.79	11.99	13.00
D Head Tube Angle	67.50°	68.20°	68.20°	68.20°	68.60°
E Seat Tube Angle	72.80°	72.00°	72.00°	72.00°	72.40°
F Chain Stay Length	42.80	42.80	42.80	42.80	42.80
G Bottom Bracket Height	33.02	33.02	33.02	33.02	33.02
H Standover Height	67.59	68.00	68.20	69.80	70.00
I Wheelbase	107.95	109.30	111.25	112.90	115.70
Stack	55.70	57.61	58.19	59.41	60.40
Reach	38.30	39.60	41.40	42.88	45.39

130mm Travel Fork

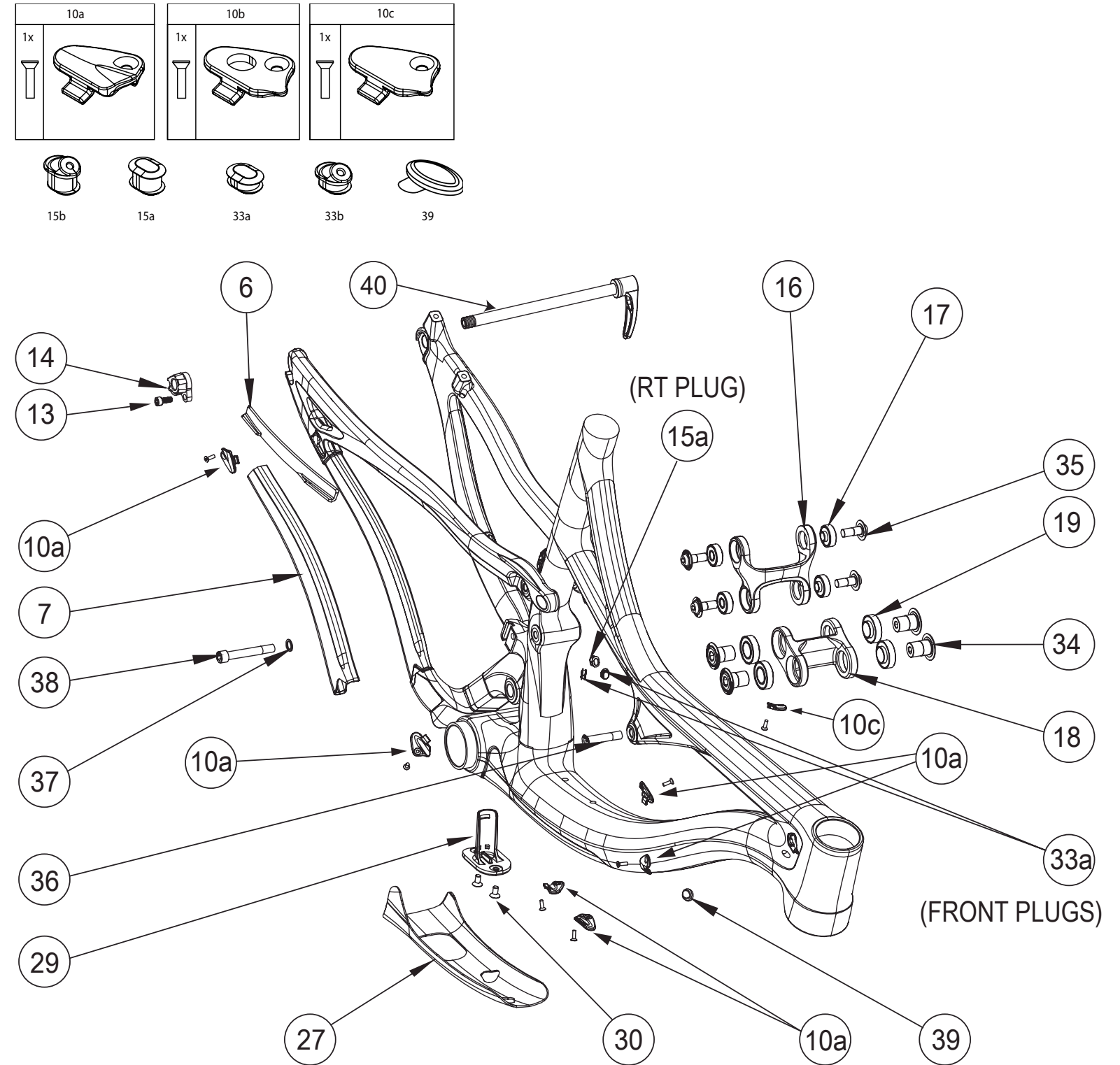
	XS	S	M	L	L (long)
A Seat Tube Length (C-T)	36.83	40.64	44.45	48.26	50.80
B Top Tube Length	55.50	58.29	60.33	62.23	64.52
C Head Tube Length	8.51	10.16	10.79	11.99	13.00
D Head Tube Angle	67.10°	67.80°	67.80°	67.80°	68.20°
E Seat Tube Angle	72.40°	71.60°	71.60°	71.60°	72.00°
F Chain Stay Length	42.80	42.80	42.80	42.80	42.80
G Bottom Bracket Height	34.04	34.04	34.04	34.04	34.04
H Standover Height	67.82	68.58	69.34	70.61	71.12
I Wheelbase	108.38	109.60	111.61	113.28	116.08
Stack	56.01	57.91	58.50	59.79	60.60
Reach	37.80	39.09	40.89	42.39	44.91

Values in centimeters

IN

MACH 4 C

NUMBER	PART NAME	DESCRIPTION	Torque	*
6	FP-PRO-M4CV1-SS-V1-R1	MACH 4 275C SEATSTAY GUARD		
7	FP-PRO-M4CV1-CS-V1-R1	MACH 4 275C CHAINSTAY GUARD		
10a	FP-CLM-MECH-FRM-V1	CLAMP MECHANICAL FRAME		
10b	FP-CLM-DI2-FRM-V1	CLAMP DI2 FRAME		
10c	FP-CVR-MECH-FRM-V2	COVER MECHANICAL FRAME V2		
13	FP-SCW-SCK-M5*10	SCREW SOCKET 5X10	7 Nm (5 lb-ft)	□
14	FP-RDH-TA-12MM-BLK-V1	REAR DERAILLEUR HANGER THROUGH AXLE 12MM BLACK V1		
15a	FP-PLG-DI2-7*8*5	PLUG DI2 7X8X2.5		
15b	FP-GDE-DI2-7*8*5*2.5	GUIDE DI2 7X8X2.5X2.5		
16	FP-LNK-UL-50MM-V2-R1	LINK UPPER 50MM VER2 REV1		
17	FP-BRG-608-LLUMAXE	608 LLU MAX-E		
18	FP-LNK-LL-BLK-V3-R1	LINK LOWER BLACK VER3 REV1		
19	FP-BRG-6902-LLUMAXECN	6902 LLU MAX-E CN		
27XS	FP-PRO-M4CV1-DT-XS-V1-R1	MACH 4 275C DT GUARD XSMALL		
27S	FP-PRO-M4CV1-DT-SM-V1-R1	MACH 4 275C DT GUARD SMALL		
27	FP-PRO-M4CV1-DT-M-V1-R1	MACH 4 275C DT GUARD MEDIUM		
27L	FP-PRO-M4CV1-DT-L-V1-R1	MACH 4 275C DT GUARD LARGE		
27XL	FP-PRO-M4CV1-DT-XL-V1-R1	MACH 4 275C DT GUARD XLARGE		
29	FP-CVR-DI2-DT-V1	COVER DI2 DOWNTUBE V1		
30	FP-SCW-FLT-M5*10	SCREW FLAT 5x10		
33A	FP-PLG-DI2-7*8*2.5	PLUG DI2 7X8X2.5		
33B	FP-GDE-DI2-7*8*2.5*2.5	GUIDE DI2 7X8X2.5X2.5		
34	FP-BLT-M14*20-BLK-V2	BOLT 14*20 BLACK V2	35 Nm (27 lb-ft)	□
35	FP-BLT-M8*20-BLK	BOLT 8X20 BLACK	13 Nm (10 lb-ft)	□
36	FP-BLT-M8*38-BLK	BOLT 8X38 BLACK	13 Nm (10 lb-ft)	●
37	FP-WSH-8I*120*1W	WASHER 8I X 120 X 1W		
38	FP-BLT-M8*55-BLK	BOLT 8X55 BLACK	13 Nm (10 lb-ft)	●
39	FP-PLG-MECH-5.5MM	PLUG MECHANICAL 5.5MM		
40	DT SWISS 142 RWS	DT SWISS 142 RWS		



* ○ = grease ● = anti-seize ◐ = anti-seize or grease □ = loctite 243

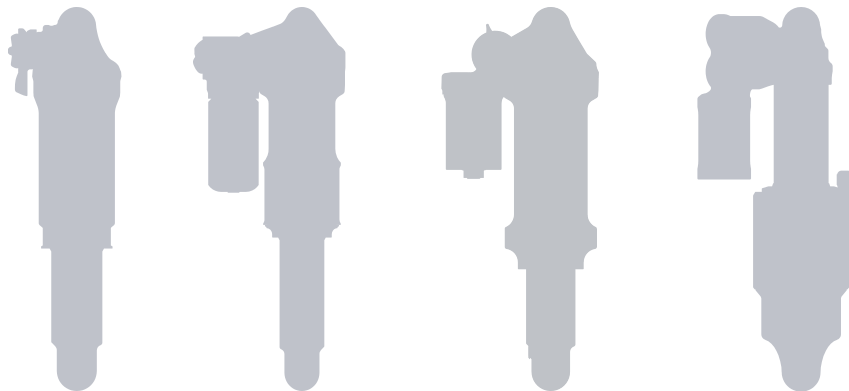


SUSPENSION SETUP GUIDE

For your Pivot suspension equipped bike to pedal and descend at its best, it is important to tune the suspension properly. Use this guide to familiarize yourself with the Pivot suspension setup procedures and as a baseline for tuning to your individual riding needs.

Document Contents:

- 1. Setting Sag on *FOX Float X, Float DPS and Float DPX2* Rear shocks**
- 2. Setting Rebound damping on *FOX Float DPS and Float X* Rear Shocks**
- 3. Setting Compression damping on *FOX Float DPS and Float X* Rear Shocks**
- 4. Setting Rebound damping on *FOX Float DPX2* Rear Shock**
- 5. Setting Compression damping on *FOX Float DPX2* Rear Shock**
- 6. Setting up *FOX Float X2 Air***
- 7. Setting up *FOX Float* air fork pressure**
- 8. Setting up *FOX Float* air fork compression and rebound damping**

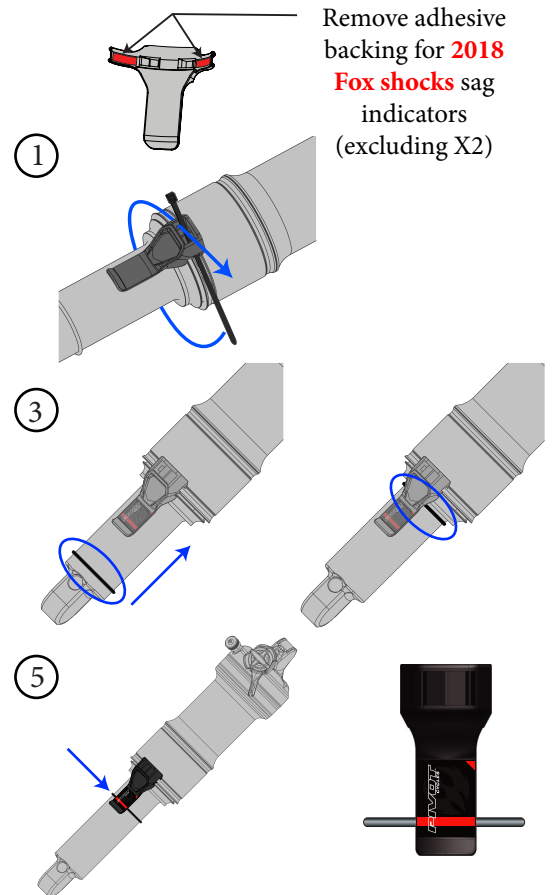


Performance. Redefined.

1. Setting Sag on FOX Float X, Float DPS, and Float DPX2 Rear shocks

Always set sag with the compression adjust *blue* lever turned to the open position (see section 3 for details on this setting).

1. If it is not installed already, attach the sag indicator to the bottom of the shock body using the provided zip-tie. (fig 1)
2. Have the rider stand on the pedals, preferably with their hydration pack on, and have them sit down hard into the saddle to achieve accurate sag settings. The rider does not need to bounce up and down nor should they sit down gently. If they sit down hard once, the suspension will cycle well into the stroke and return to the natural sag setting with the rider in the saddle.
3. With the rider in the saddle and not moving, slide the O-ring up into position against the air can. (fig 3)
4. Once the O-ring is set in place, have the rider slowly step off the bike so as not to move the O-ring.
5. Make adjustments to the sag by removing or adding air so that steps 2-4 result in the O-ring lining up with the red line on the sag indicator (fig 5). Some of our models feature a sag indicator with both a blue line (RACE) and a red line (TRAIL). You can set the sag anywhere in this range to achieve a firmer or plusher overall feel depending on rider preference. *For shocks with the EVOL can:* It will be necessary to cycle the shock after adding or subtracting air before re-checking sag as the large Evol negative air chamber will need to equalize pressure with the main chamber each time air is added or removed. You can do this by pushing down on the saddle several times to compress the shock past the sag point. It is OK to do this with the shock pump still attached to the shock as it will let you know how much the pressure increases or decreases after the Evol negative air chamber balances with the main chamber.



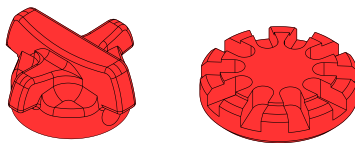
Remove adhesive backing for **2018 Fox shocks** sag indicators (excluding X2)

WARNING: MAKE SURE THE SAG INDICATOR IS ON THE BOTTOM OF THE SHOCK BEFORE RIDING TO ENSURE THAT IT DOES NOT BREAK OFF WHEN THE SUSPENSION CYCLES

If there is no sag indicator on the shock, use the measurements listed below to determine sag. Different models and sizes of Pivot bikes use different length shocks and therefore require different sag settings.

Indicator A* Sag: 0.74" (18.8mm)*	Indicator B Sag: 0.65" (16.5mm)	Indicator C Sag: 0.49" (12.4mm)	Indicator D Sag: 0.55" (14.0mm)
Bikes: • Mach 5.7 • Mach 5: M-XL • Mach 6 Carbon* • Mach 6 Alloy* • Firebird*	Bikes: • Switchblade • Shuttle • Mach 5.5 • Mach 5.7 Carbon • Mach 4: S-XL (2010 & Older) • Mach 5: XS-S • Mach 429 Alloy	Bikes: • Mach 4: XXS-XS	Bikes: • Mach 4: S-XL (2011 & Newer) • Mach 429 Carbon • Mach 429 SL • Mach 429 Trail

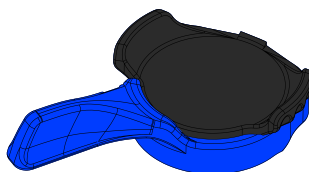
*Sag Measurement: 0.80" (20.3mm); set between the red line and the end of the indicator



2. Setting Rebound damping on FOX Float DPS and Float X Rear Shocks:

We set rebound from the most open or fastest position, so start by turning the *red* rebound dial counterclockwise all the way out and then follow the guidelines below per model:

- Mach 4, 429SL, and Mach 5.7: Turn *red* dial in clockwise 0-6 clicks in depending on rider weight. A sub 130lb rider is at the full out or fastest setting. Average is 4 clicks in.
- Mach 429 Trail: Turn *red* dial in clockwise 3-8 clicks in depending on rider weight. Average is 5 clicks in.
- Switchblade and Mach 5.5: Turn *red* dial in clockwise 5-10 clicks in depending on rider weight. Average is 6 clicks in.
- Mach 6 or Firebird with Float X or Float DPS: Turn *red* dial in clockwise 9-13 clicks in depending on rider weight.

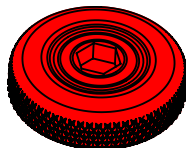


3. Setting Compression damping on FOX Float DPS and Float X Rear Shocks:

Because all dw-link® equipped Pivot bikes pedal so efficiently, we use the compression lever as a tuning tool for rider weight and compression support. All bikes can be run with the *blue* lever in full open and perform very well. On Float DPS shocks, this means the lever is turned towards the opposite side of the air valve. In the case of the Float X, this means that the lever will be flipped towards the remote reservoir. Lighter riders under 160lbs will generally run in the full open position most of the time. Riders in the 170lb+ range and more aggressive riders who like the feel of more mid-stroke support will generally prefer the middle setting. The firm setting is great for your ride to the trail, long fire road climbs, and smooth XC race courses where a more locked out feel is desired.

All Factory Series Float X and Float DPS shocks also feature three additional options that affect the open setting via the *black* knob. This knob needs to be lifted slightly to turn to one of the three designated options. #1 is the most open, or least amount of compression damping, and #3 is the firmest (but still slightly less firm than the middle position of the *blue* lever). You can experiment with all of these options to find the setting that provides the best compression support and plush feel for your weight and riding style. Other than running in the full firm mode on rocky descents, all settings are designed to work well in a wide variety of terrain and rider weights.

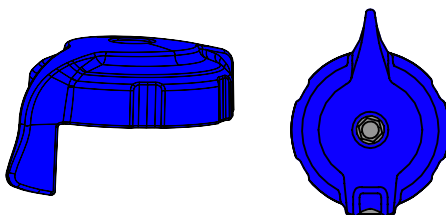




4. Setting Rebound damping on FOX Float DPX2 Rear Shock:

We set rebound from the most open or fastest position, so start by turning the *red* rebound dial counterclockwise all the way out. The rebound setting is determined by the air pressure in the shock. Refer to the table below for the suggested rebound setting. The number in the chart refers to how many click in (clockwise) from the open setting the rebound should be set.

Air Pressure [psi]	Suggested Rebound Setting
<120	Open
120-140	1
140-160	2
160-180	3
180-200	4
200-220	6
220-240	7
240-260	9
260-280	11
280-300	12



5. Setting Compression damping on FOX Float DPX2 Rear Shock:

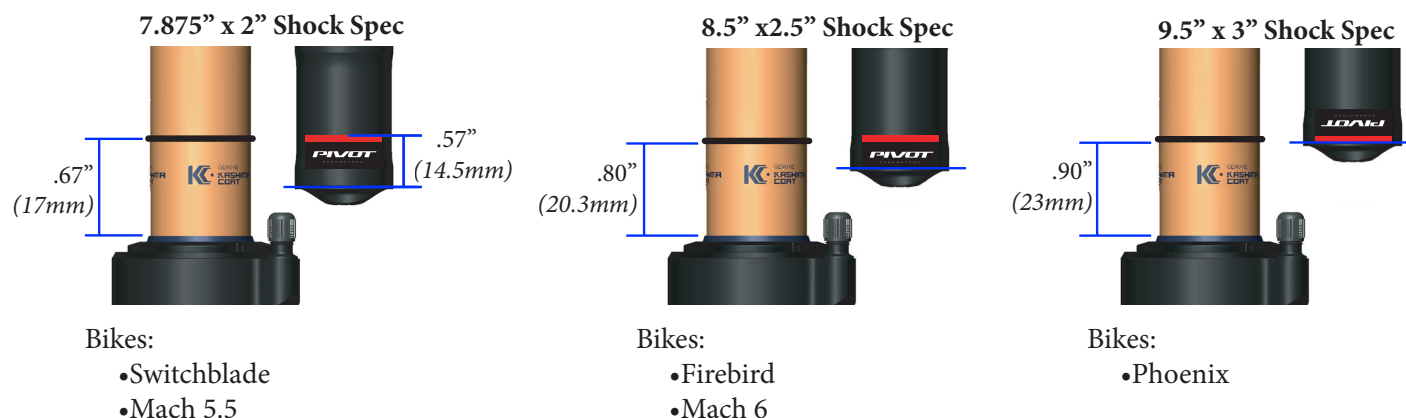
On Float DPX2 shocks, the compression damping is in the fully open position when the lever is turned up, towards the top tube. Lighter riders under 180lbs will generally run in the full open position most of the time. Riders in the 180lb+ range and more aggressive riders who like the feel of more mid-stroke support will generally prefer the middle setting. As with the other shocks, the firm setting is best suited for long fire road climbs and smooth XC courses.

The Factory Series Float DPX2 features a screw inside the top of the *blue* compression damping lever, which can be used to fine tune the open mode of the compression damping using a 3mm hex wrench. This screw offers 10 additional fine tune adjustment settings to the open mode. Turning the screw clockwise will increase low speed compression damping. Turning the screw counter-clockwise will decrease low speed compression damping. You can experiment with all of these options to find the setting that provides the best compression support and plushiest feel for your weight and riding style. For a rider between 160-180lbs., we like to start at 7 clicks in from full open as a good baseline setting.



6. FOX Float X2 Air:

Start by setting sag using the same process as the Float X and Float DPS shocks (page 2). The sag indicator on this shock is located on the oil reservoir rather than attached to the air sleeve. If there is no sag indicator on the oil reservoir use the measurements listed below to determine sag. Different models and sizes of Pivot bikes use different length shocks and therefore require different sag settings. The bike models for each sag setting are listed under the respective diagrams.

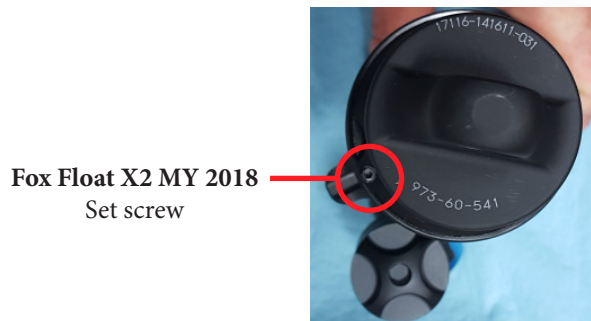


Damping Adjustments

The X2 air shock has tuning options well beyond the scope of what we can cover here. Not only can the shock be tuned through the use of the HSC, LSC, HSR, and LSR knobs, but it can also be tuned via the amount of air pressure in the shock and the addition or removal of air volume spacers to change the spring curve characteristics. We have settled on an air spring curve that has proven to be optimized for a wide range of riders from a sport level to our World Cup DH team, so changing the Pivot factory air spring curve characteristics is not really necessary.

We recommend 30% sag on the Float X2 Air. Based on this sag setting you can record your air pressure and use FOX's tuning chart copied on the right to set your *High Speed Compression* damping (HSC), *Low Speed Compression* damping (LSC), *High Speed Rebound* damping (HSR), and *Low Speed Rebound* damping (LSR). These settings are also applicable to Performance series Float X2 air shocks that feature only the LSC and LSR adjustments.

The suggested settings differ based on the which model year shock is spec'd on your bike. The performance of the shocks are identical between model years, however, due to valving changes, the suggested settings have shifted in the usable range of the tuning options. To determine which shock is spec'd on your bike look for a set screw on the bottom of the air can, in line with the fill valve. The 2018 shocks will have a set screw, the 2017 shocks will not. The photos below will help illustrate the difference between the shocks.



Suggested Tuning by Air Pressure

Suggested settings for MY17 shocks*				
Air Spring Pressure	Baseline LSR (3mm hex)	Baseline HSR (6mm hex)	Baseline LSC (3mm hex)	Baseline HSC (6mm hex)
90	Open	1-3	Open	Open
100	Open-2	2-4	Open-1	Open-2
110	1-3	3-5	Open-2	1-3
120	2-4	4-6	Open-2	2-4
130	2-4	5-7	1-3	3-5
140	3-5	6-8	1-3	3-5
150	4-6	6-8	2-4	4-6
160	4-6	7-9	2-4	4-6
170	5-7	7-9	3-5	5-7
180	5-7	8-10	4-6	6-8
190	6-8	8-10	4-6	6-8
200	7-9	9-11	5-7	7-9
210	8-10	9-11	6-8	8-10
220	9-11	10-12	6-8	8-10
230	10-12	10-12	7-9	9-11
240	11-13	11-13	8-10	9-11
250	12-14	11-13	8-10	10-12

Suggested settings for MY18 shocks*				
Air Spring Pressure	Baseline LSR (3mm hex)	Baseline HSR (6mm hex)	Baseline LSC (3mm hex)	Baseline HSC (6mm hex)
90	Open-2	5-7	2-4	1-3
100	Open-2	6-8	3-5	3-5
110	3-5	7-9	4-6	4-6
120	4-6	8-10	4-6	5-7
130	4-6	9-11	5-7	6-8
140	5-7	10-12	5-7	6-8
150	6-8	10-12	6-8	7-9
160	6-8	11-13	6-8	7-9
170	7-9	11-13	7-9	8-10
180	7-9	12-14	8-10	9-11
190	8-10	12-14	8-10	9-11
200	9-11	13-15	9-11	10-12
210	10-12	13-15	10-12	11-13
220	11-13	14-16	10-12	11-13
230	12-14	14-16	11-13	12-14
240	13-15	15-17	12-14	12-14
250	14-16	15-17	12-14	13-15

*Count clicks from open. 0 clicks = Open (fully turned counter-clockwise)

In general, we are running the rebound settings at the slower end of the range provided at each pressure and the compression settings at the lighter end of the provided range. For example, if you are running 200psi in the shock, the range for LSR is listed as 7-9 clicks in from open; We recommend starting at 9. For HSR the range is 9-11 clicks in from open; We recommend starting at 11. On the compression side for LSC, at 200psi in the shock, the range is 5-7 clicks in from open; We recommend starting at 5 clicks in. For HSC the range is 7-9 clicks in from open; We recommend starting at 7. If you follow this same process for the pressure that you are running then you'll have an excellent starting set up that may not require any further adjustment.

For further detail, FOX provides a complete tuning guide for the Float X2 Air shock on their website at www.ridefox.com

7. FOX Float Air Fork Pressure:

To set fork sag use the charts below as a recommended starting point:

RIDER WEIGHT (lbs)	32 FLOAT Pressure	34 FLOAT Pressure	36 FLOAT Pressure
120-130	57 psi/ 3.9 bar	45 psi/ 3.1 bar	40 psi/ 2.8 bar
130-140	61 psi/ 4.2 bar	48 psi/ 3.3 bar	41 psi/ 2.8 bar
140-150	66 psi/ 4.5 bar	51 psi/ 3.5 bar	43 psi/ 3.0 bar
150-160	71 psi/ 4.9 bar	53 psi/ 3.7 bar	46 psi/ 3.2 bar
160-170	76 psi/ 5.2 bar	56 psi/ 3.9 bar	51 psi/ 3.5 bar
170-180	82 psi/ 5.6 bar	58 psi/ 4.0 bar	55 psi/ 3.8 bar
180-190	87 psi/ 6.0 bar	63 psi/ 4.3 bar	59 psi/ 4.1 bar
190-200	92 psi/ 6.3 bar	68 psi/ 4.7 bar	63 psi/ 4.3 bar
200-210	98 psi/ 6.7 bar	72 psi/ 5.0 bar	67 psi/ 4.6 bar
210-220	103 psi/ 7.1 bar	77 psi/ 5.3 bar	71 psi/ 4.8 bar
220-230	108 psi/ 7.4 bar	82 psi/ 5.6 bar	75 psi/ 5.2 bar
230-240	113 psi/ 7.8 bar	86 psi/ 5.9 bar	79 psi/ 5.4 bar
240-250	119 psi/ 8.2 bar	91 psi/ 6.3 bar	83 psi/ 5.7 bar

8. FOX Float Air Fork Rebound and Compression Damping:

Setting rebound damping on FOX Forks:

We set rebound from the most open or fastest position, so start by turning the *red* rebound dial on the bottom of the right fork leg counterclockwise all the way out and then follow the guidelines below:

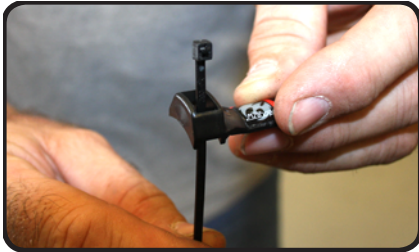
- **Float 32, 34, 36 Fit:** Turn *red* dial clockwise in 5-8 clicks in (depending on rider weight). Most riders are safe with 6 clicks in as a starting point.

Setting Low Speed Compression damping on FOX Forks:

We set compression from the most open or fastest position, so start by turning the *black* compression inner dial on the top of the right fork leg counterclockwise all the way out and then follow the guidelines below:

- **Float 32, 34, 36 Fit:** Turn black dial clockwise in 2-8 clicks in (depending on rider weight). Most riders should feel comfortable with 5 clicks in as a starting point. A rider under 120lbs would start with 2 clicks in.

Setting Up Your Sag Indicator (Meet Your New Travel Companion)



1

- Insert the supplied zip tie into your Sag Indicator, making sure the head of the zip tie is facing outward.



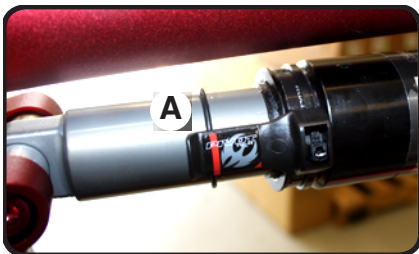
2

- Place the Sag Indicator above the bottom collar of the shock body.
- Tightly pull zip tie tail until indicator is tightly secured to shock before cutting excess.
- Cut excess zip tie.



3

- The Sag Indicator will rotate around the shock body if it is properly installed. Use your Suspension Set Up Guide (provided separately) to ensure proper sag.



4

- You will know you've achieved proper sag when the rubber gasket aligns perfectly with the red line on the Sag Indicator (A).

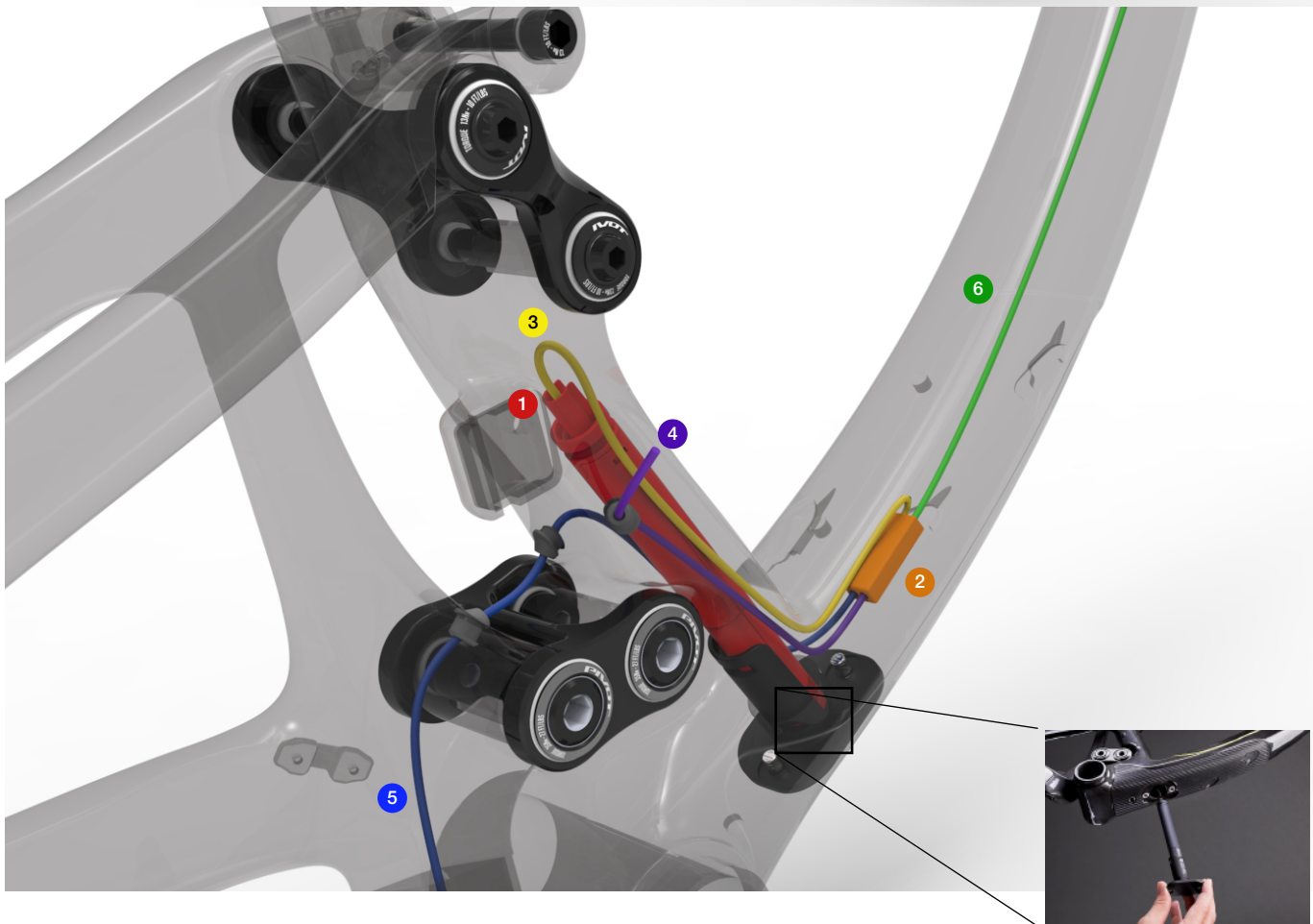
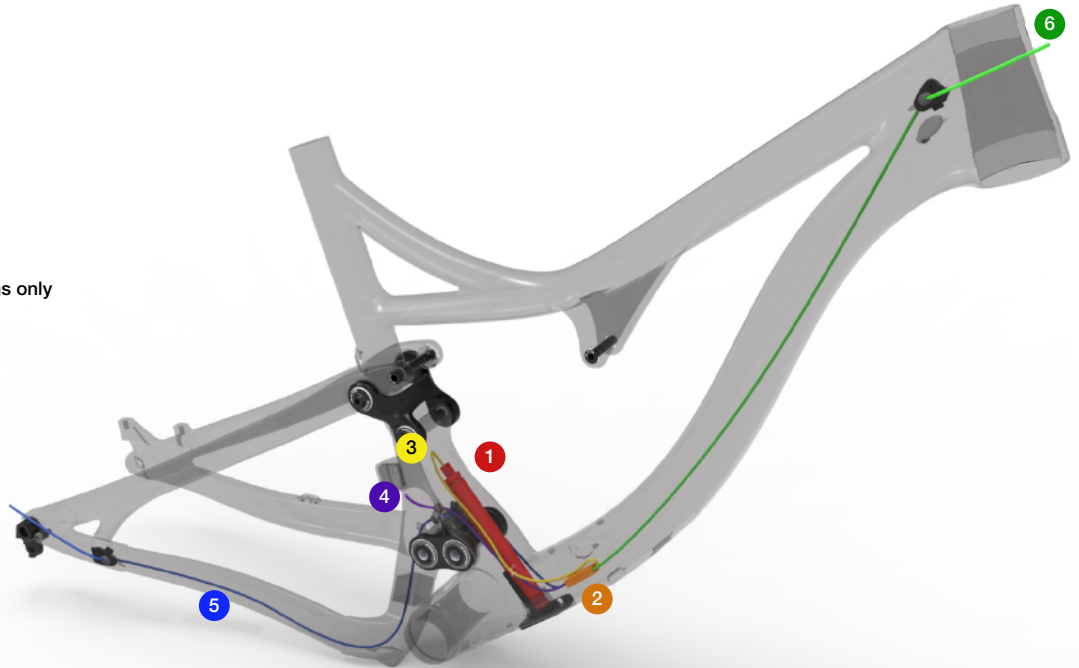


You **MUST** rotate the Sag Indicator to the bottom of the shock body before riding! (B) Otherwise you risk breaking and losing the Sag Indicator.



Wire routing schematic

- 1** Di2 Battery
(Shimano KSMBTR23)
- 2** Shifter Junction Box
(Shimano KSMJC41)
- 3** 500mm Di2 Wire
(Shimano KEWSD50L50)
- 4** 500mm Di2 Wire - for 2x systems only
(Shimano KEWSD50L50)
- 5** 850mm Di2 Wire
(Shimano KEWSD50L85)
- 6** 1000mm Di2 Wire
(Shimano KEWSD50L100)



Use cable ties to secure battery to cover before inserting into frame