Racing is a new game.

The half pound lighter Pivot Mach 429SL Carbon is the bike that you need when the course tests both your engine size and your handling skills. Dominate in any event with the newest version of our award winning 100mm 29er – a perfect combination of incredible racing efficiency and trail-worthy technical prowess.

The space age chassis drops over 1/2lb (226g) via the use of leading-edge carbon fiber and our proprietary hollow-core, internal-mandrel process. This coveted production technology enables us to create best-in-class frames with the "lighter, stiffer, stronger" qualities that put the Mach 429SL Carbon at the top of the list.

To achieve a huge reduction in weight and an increase in frame stiffness, our engineers looked for every possible advantage via optimizing the composite materials and lay-up structure in the 429's huge, box-section downtube and bottom bracket area. From the tapered head tube to the highly-specific oversize rear triangle tube sections, nothing was left untouched when we made the Mach 429SL Carbon frame the lightest 29er chassis – with the best power transfer – available today.

For those seeking the top of the line in components and compatibility, the Pivot Mach 429SL Carbon is only the second production mountain bike in the world to be fully Di2 integrated (the Pivot Mach 4 Carbon being the first). Featuring 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. Rest easy knowing that no matter what components or gearing you choose, now or in the future, we have you covered.

Our race-winning, trail-slaying Mach 429SL Carbon geometry is tried, tested and confidence-inspiring. On the uphill, you benefit from the latest in dw-link® suspension design with a Fox Float Kashima Factory shock, performance-tuned specifically for the Mach 429SL Carbon. You can expect World Cup level efficiency provided by dw-link®'s anti-squat characteristics, instant acceleration and unparalleled climbing traction.

Downhill, the 100mm of dw-link® suspension performs like a longer travel bike – an incredibly capable ride in technical terrain and ready for record-setting descents, enhanced by the precise feel of 12 x 142mm rear spacing and the rollover qualities of the 29 inch wheel.

The Mach 429SL Carbon is designed to work with 100 to 120mm forks, allowing for perfect rider optimization – shorter for your cross country weapon, longer for the ultimate in trail-handling.

Our mountain bikes feature the PF92 bottom bracket. Collaboratively developed by our engineers and Shimano, this allows for wider pivots and better bearing support, both of which contribute to increased frame stiffness and strength.

Other essential details include post mount disc brake mounts for easy set up and weight savings, direct mount front derailleur for perfect shifting, stealth dropper compatibility and Enduro Max cartridge bearings throughout. Our 429SL frame will accommodate two water bottles of any size and boasts updated graphics for a sleek, race-inspired look.

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.

2016 Mach 429SL Carbon Features

- 100mm travel dw-link® rear suspension with race and trail tuning
- 1/2lb (226g) weight savings: Frame weight from 5.3lbs (2.4Kg) and Sub 23lb (10.4kg) complete
- Full carbon frame featuring proprietary hollow core internal molding technology
- 29 inch wheels for the fastest laps and best rollover
- Full length internal cable routing and Shimano Di2 integration via Pivot's exclusive, easy-to-maintain Cable Port System
- Full internal dropper post compatible routing
- Cold forged alloy linkages with Enduro Max Cartridge Bearings
- Fox Float Kashima Factory shock, performance tuned for the Mach 429SL
- Highly durable 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:

Small: 5'5" – 5'10"
Medium: 5'9" – 6'1"
Large: 6'1" – 6'4"
X-Large: 6'3" +

What bottom bracket is used on the Mach 429SL 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 429SL 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.

What is the narrowest Q factor crank that the Mach 429SL Carbon will accept?

The Mach 429SL Carbon 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 429SL Carbon use?

The Mach 429SL 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 size seatpost does the Mach 429SL Carbon use?

The Mach 429SL Carbon frame uses a 30.9mm seatpost.

What size seat clamp does the Mach 429SL Carbon use?

The Mach 429SL Carbon frame uses a 34.9mm or 35mm (as some manufacturers call it) seatpost clamp.

Can I use a dropper post with this frame?

The Mach 429SL is designed forinternal routing dropper post so any internal routed dropper post is compatible with the 429SL frame.

What front derailleur does the Mach 429SL Carbon use?

The Mach 429SL Carbon uses 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 then 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. You will need to look at Shimano's technical specifications in order to source the correct Shimano top pull DM front derailleur for the front chainring combination you are using.

Can I mount a chain guide on my Mach 429SL Carbon?

Yes. The Mach 429SL carbon features ISCG05 mounts on the frame. Most upper guides on the market will fit. For full upper and lower guides, the two chain guides we found that fit best are the Blackspire Twinty2x, ISG05/36T - 40t and the 32 - 36t.

What headset do I need for the Mach 429SL Carbon?

The Mach 429SL 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 on the Mach 429SL Carbon?

Yes, the Mach 429SL 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 and then re-installing the shock with the air can side facing the rear triangle and the CTD adjusters facing up towards the top tube. This will open up the clearance significantly at the front allowing easy access to the larger bottles. This is the set up all our racers run and we designed the frame to be run this way for those wanting to use large bottles.

How wide of a tire can I run on the Mach 429SL Carbon?

We use the Maxxis Ardent Race 2.2 in our complete bike builds. However, the Mach 429SL 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 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 429SL Carbon?

The Mach 429SL 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 429SL Carbon?

The Mach 429SL Carbon was designed for either a 100mm or 120mm fork. We use a 120mm fork in all our complete bike builds (although for special orders you can request a 100mm). The maximum travel length that can be used on the Mach 429SL Carbon is 130mm travel.

What is the fork offset on the Mach 429SL Carbon?

We use a Fox 120mm, 34 forks with a 51mm offset in all our complete bike builds. The 100mm travel special order option also features 44mm offset.

What is the eye-to-eye shock length and stroke length on the Mach 429SL Carbon?

The eye to eye shock length is 7.25 inches and the stroke length is 1.75 inches.

If I want to run a different brand of shock on my Mach 429SL Carbon, what else do I need to know?

The Mach 429SL 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.

Can I put a coil-over shock on my Mach 429SL Carbon?

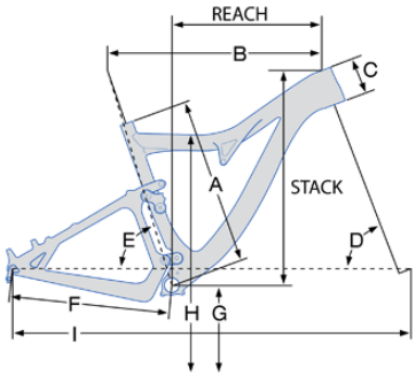
You cannot run a coil-over on your Mach 429SL Carbon! The Mach 429SL Carbon was designed to work with the progressiveness of an air spring. A coil-over shock (even one with separate bottoming control) does not offer the progressive spring curve that the Mach 429SL requires. Running a coil-over shock on the Mach 429SL will result in hard bottoming and damage to the frame.

What are the torque specs?

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

MACH 429 SL

Geometry Chart



100mm Travel Fork

		S	M	L	XL
A	Seat Tube Length (C-T)	17.00	18.50	20.00	22.00
B	Top Tube Length	23.00	24.00	24.75	25.60
C	Head Tube Length	4.00	4.00	4.70	5.90
D	Head Tube Angle	70.30°	70.30°	70.30°	70.30°
E	Seat Tube Angle	72.90°	72.90°	72.90°	72.90°
F	Chain Stay Length	17.65	17.65	17.65	17.65
G	Bottom Bracket Height	12.75	12.75	12.75	12.75
H	Standover Height	27.70	29.30	29.30	30.50
I	Wheelbase	42.89	43.90	44.69	45.58
	Stack	23.69	23.69	24.37	25.49
	Reach	15.65	16.67	17.20	17.70

120mm Travel Fork

		S	M	L	XL
A	Seat Tube Length (C-T)	17.00	18.50	20.00	22.00
B	Top Tube Length	23.00	24.00	24.75	25.60
C	Head Tube Length	4.00	4.00	4.70	5.90
D	Head Tube Angle	69.30°	69.30°	69.30°	69.30°
E	Seat Tube Angle	71.90°	71.90°	71.90°	71.90°
F	Chain Stay Length	17.65	17.65	17.65	17.65
G	Bottom Bracket Height	13.00	13.00	13.00	13.00
H	Standover Height	28.00	29.60	29.60	30.80
I	Wheelbase	43.16	44.17	44.96	45.85
	Stack	23.96	23.96	24.65	25.77
	Reach	15.24	16.27	16.80	17.29

Values in inches CM

100mm Travel Fork

		S	M	L	XL
A	Seat Tube Length (C-T)	43.18	46.99	50.80	55.88
B	Top Tube Length	58.42	60.96	62.87	65.02
C	Head Tube Length	10.16	10.16	11.94	14.99
D	Head Tube Angle	70.30°	70.30°	70.30°	70.30°
E	Seat Tube Angle	72.90°	72.90°	72.90°	72.90°
F	Chain Stay Length	44.83	44.83	44.83	44.83
G	Bottom Bracket Height	32.38	32.38	32.38	32.38
H	Standover Height	70.36	74.42	74.42	77.47
I	Wheelbase	108.94	111.51	113.51	115.77
	Stack	60.17	60.17	61.90	64.74
	Reach	39.75	42.34	43.69	44.96

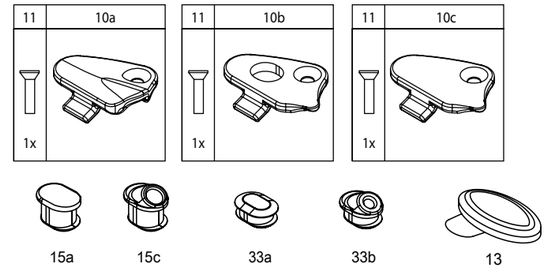
120mm Travel Fork

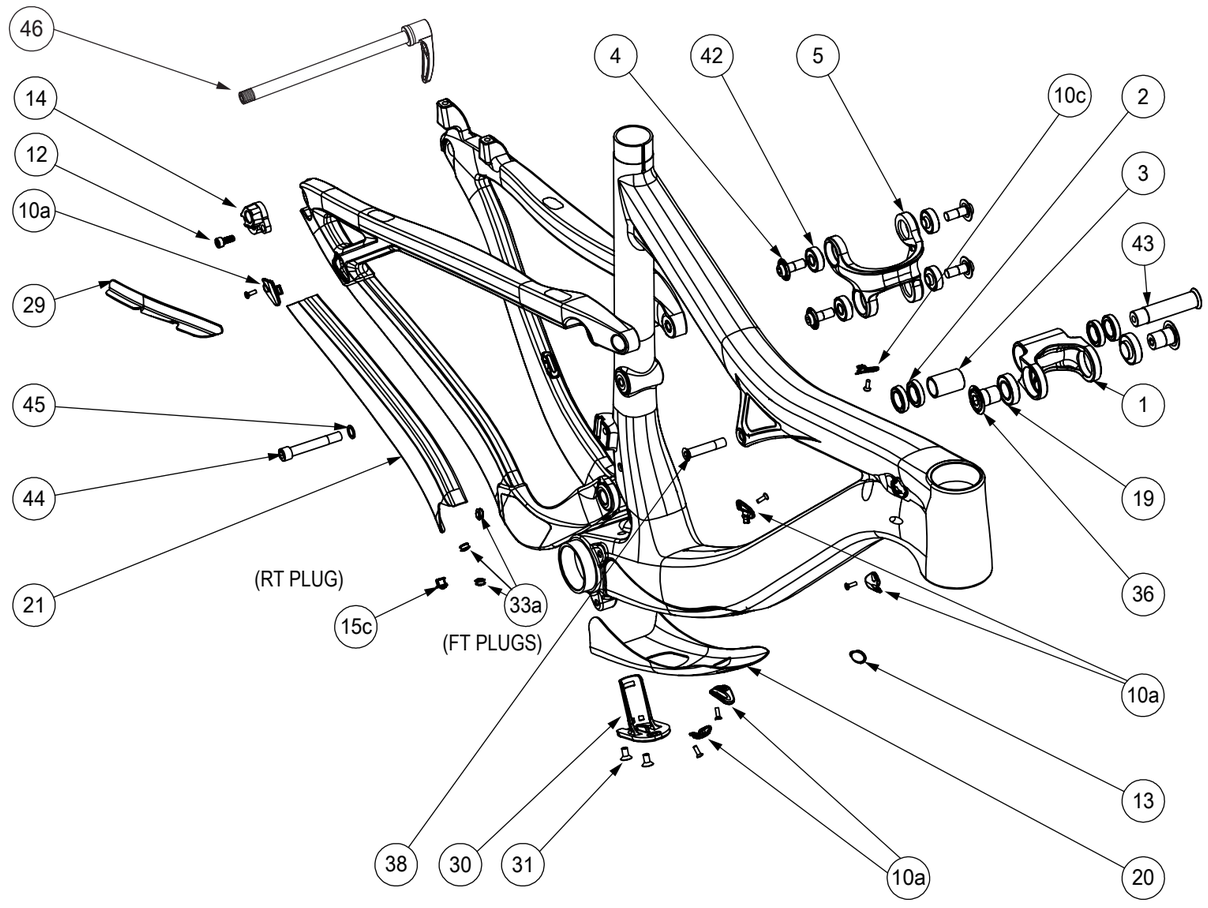
		S	M	L	XL
A	Seat Tube Length (C-T)	43.18	46.99	50.80	55.88
B	Top Tube Length	58.42	60.96	62.87	65.02
C	Head Tube Length	10.16	10.16	11.94	14.99
D	Head Tube Angle	69.30°	69.30°	69.30°	69.30°
E	Seat Tube Angle	71.90°	71.90°	71.90°	71.90°
F	Chain Stay Length	44.83	44.83	44.83	44.83
G	Bottom Bracket Height	33.02	33.02	33.02	33.02
H	Standover Height	71.12	75.18	75.18	78.23
I	Wheelbase	109.63	112.19	114.20	116.46
	Stack	60.86	60.86	62.61	65.46
	Reach	38.71	41.33	42.67	43.92

Values in centimeters IN

MACH 429 C SL

NUMBER	PART NAME	DESCRIPTION	Torque	*
1	FP-LNK-LL-BLK-V2-R1	*LINK LOWER BLACK VER2 REV1*		
2	FP-BRG-6802-LLBMAX	*6802 LLB MAX*		
3	FP-SLV-LL-25MM	*SLEEVE LOWER LINK 25MM*		
4	FP-BLT-M8*20-BLK	*BOLT 8X20 BLACK*	13 Nm *(10 lb·ft)*	●
5	FP-LNK-UL-50MM-V2-R2	*LINK UPPER 50MM VER2 REV2*		
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*		
11	FP-SCW-FLT-M3*10	*SCW FLAT 3X10*		□
12	FP-SCW-SCK-M5*10	*SCREW SOCKET 5X10*	7 Nm *(5 lb·ft)*	
13	FP-PLG-MECH-5.5MM	*PLUG MECHANICAL 5.5MM*		
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*		
15c	FP-GDE-DI2-7*8*5*2.5	*GUIDE DI2 7X8X2.5X2.5*		
19	FP-BRG-6902-LLUMAXECN	*6902 LLU MAX-E CN*		
20a	FP-PRO-429CSLV2-DT-M-V2-R1	*MACH 429 CBN DT GUARD MEDIUM V2*		
20b	FP-PRO-429CSLV2-DT-SM-V2-R1	*MACH 429 CBN DT GUARD SMALL V2*		
20c	FP-PRO-429CSLV2-DT-L-V2-R1	*MACH 429 CBN DT GUARD LARGE V2*		
20d	FP-PRO-429CSLV2-DT-XL-V2-R1	*MACH 429 CBN DT GUARD XLARGE V2*		
21	FP-PRO-429C-CS-V1-R1	*MACH 429 CBN CHAINSTAY GUARD*		
29	FP-PRO-429C-SS-V1-R1	*MACH 429 CBN SEATSTAY GUARD*		
30	FP-CVR-DI2-DT-V1	*COVER DI2 DOWNTUBE V1*		
31	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*		
36	FP-BLT-M14*20-BLK-V2	*BOLT 14*20 BLACK V2*	35 Nm *(27 lb·ft)*	□
38	FP-BLT-M8*38-BLK	*BOLT 8X38 BLACK*	13 Nm *(10 lb·ft)*	●
42	FP-BRG-608-LLUMAXE	*608 LLU MAX-E*		
43	FP-BLT-M14*66-BLK	*BOLT 14X66 BLACK*	35 Nm *(27 lb·ft)*	●
44	FP-BLT-M8*55-BLK	*BOLT 8X55 BLACK*	13 Nm *(10 lb·ft)*	●
45	FP-WSH-8I*12O*1W	*WASHER 8I X 12O X 1W*		
46	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.

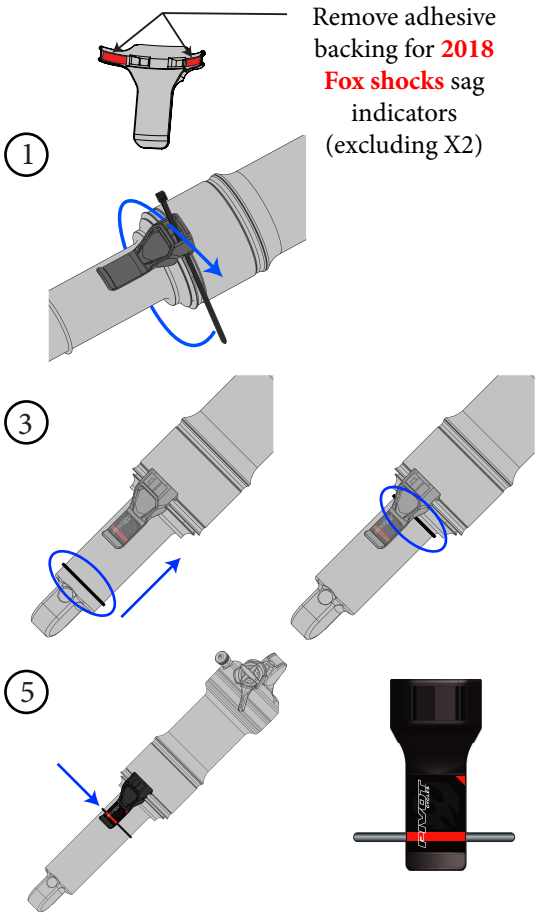
Document Contents:

Performance. Redefined.

1. Setting Sag on *FOX Float DPS*, and *Float X* 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.

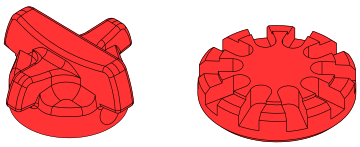


WARNING: MAKE SURE TO ROTATE SAG INDICATOR TO BOTTOM OF SHOCK BEFORE RIDING TO ENSURE THAT IT DOES NOT BREAK OFF WHEN SUSPENSION CYCLES

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 • 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

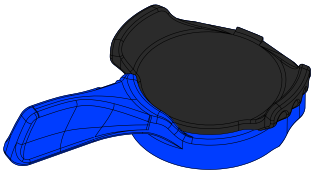
**Sag Measurement: 0.80" (20.3mm); set between the red line and the end of the indicator*



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 then 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 plushest 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.

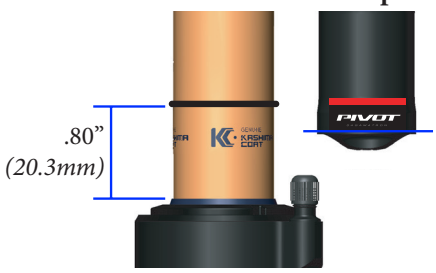
4. *FOX Float X2 Air:*

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.

7.875" x 2" Shock Spec

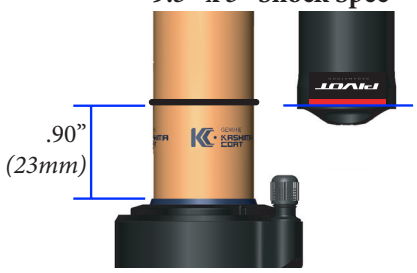
Bikes:
- Switchblade
- Mach 5.5

8.5" x2.5" Shock Spec



Bikes:
- Firebird
- Mach 6

9.5" x 3" Shock Spec



Bikes:
- Phoenix

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.

Fox Float X2 MY 2017
No set screw

Fox Float X2 MY 2018
Set screw

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

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

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

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*

5. 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*	51psi/ *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*	91psi/ *6.3 bar*	83 psi/ *5.7 bar*

6. 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.

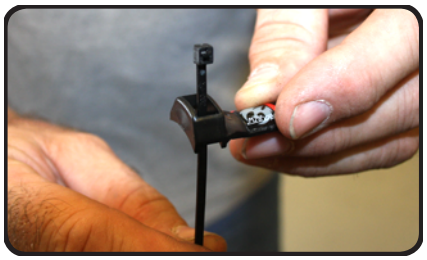
Setting Low Speed Compression damping on FOX Forks:

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.

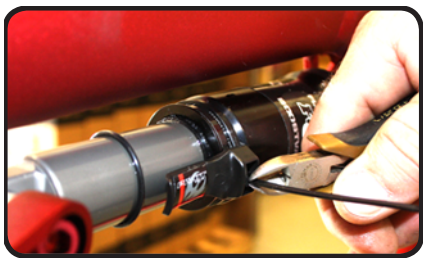
PIVOT CYCLES

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.

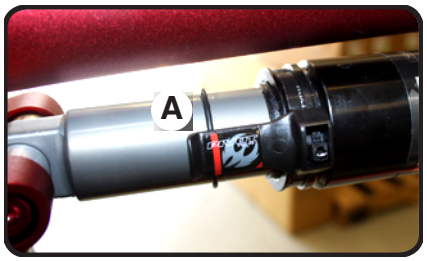


2

- 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).

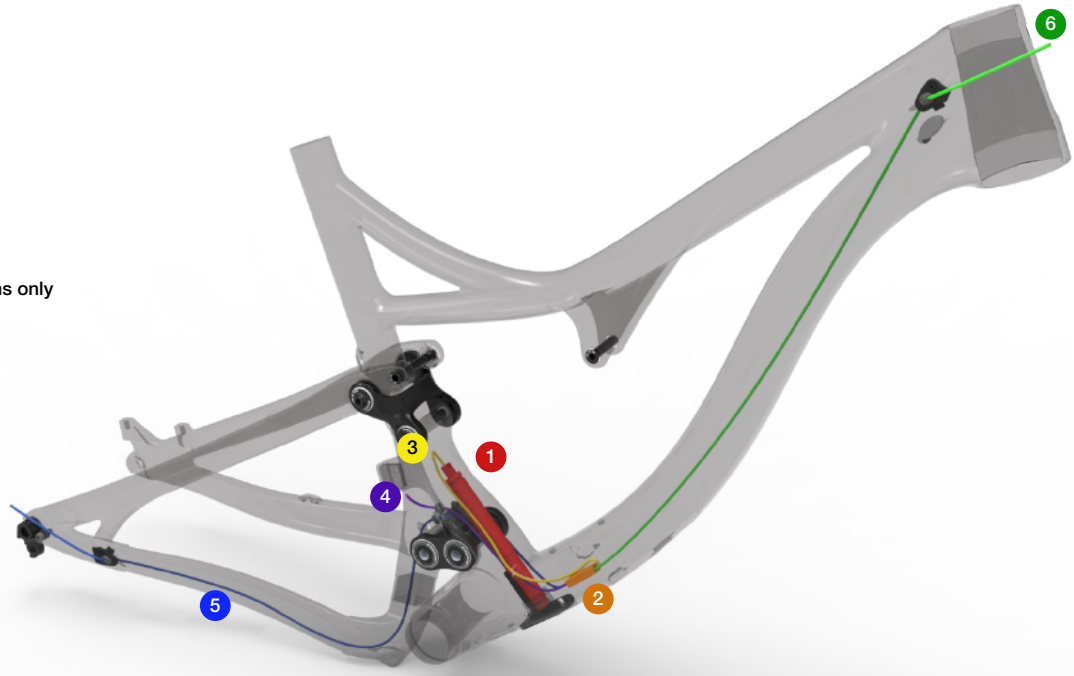
You MUST rotate the Sag Indicator to the bottom of the shock body before riding! (B) Otherwise you risk breaking and losing the Sag Indicator.

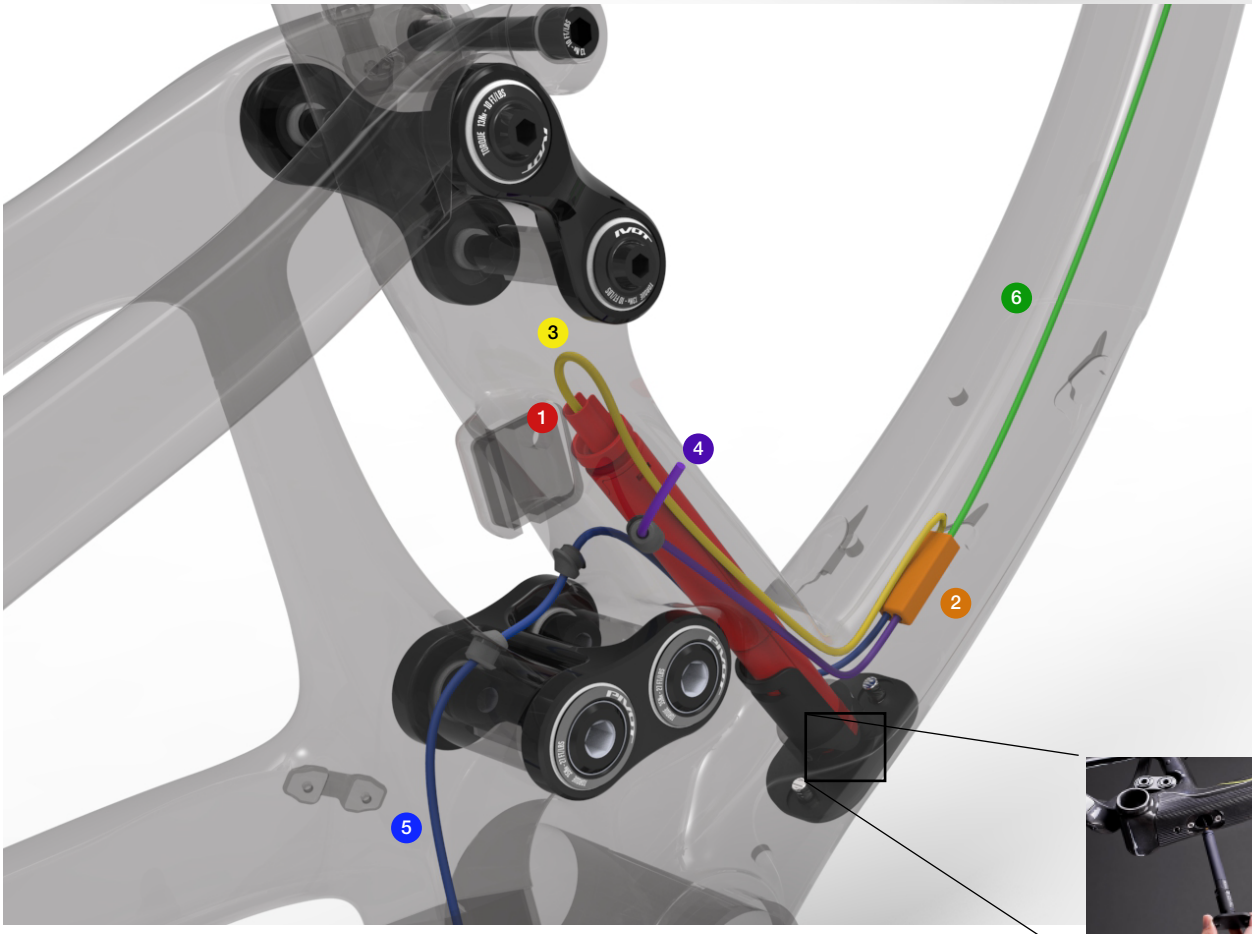
PIVOT CYCLES

Di2 DIGITAL INTEGRATED INTELLIGENCE

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