

Unleash your trail-slaying potential with the new Mach 6 Carbon – the world's most versatile enduro/trail machine.

Developed with input from Pivot's roster of world-class gravity and enduro athletes, the Mach 6 Carbon is an uncompromising, singletrack-devouring descender with stunning climbing capabilities – a bike that enables everyone, including the best riders in the world, to push their abilities to new levels. Featuring 27.5" wheels, a slack head-angle, short chainstays and low bottom bracket height, the Mach 6 Carbon is incredibly capable – upping the ante across the enduro/trail category and enabling any rider to conquer new terrain, no matter how technical.

All New Rear Triangle And Linkage Design



Stiffness, precision and traction equal confidence on even the gnarliest trails, so we've completely redesigned key features of the Mach 6 Carbon to give you every technical advantage. The Mach 6 Carbon incorporates an all new, Phoenix DH-inspired double wishbone rear triangle, and ultra-stiff linkage design, all based on real-world testing by our athletes as well as significant in-house prototyping and development.

- All new linkages offer huge gains in overall stiffness – the upper linkage alone is 40% wider, 150% stiffer and utilizes larger bearings at the frame attachment point.
- The new, redesigned clevis is now lighter, stronger and provides increased clamping force on the shock body.

When combined with the new double wishbone rear triangle design, these add up to the absolute stiffest frameset available in the enduro/trail category – something you will appreciate via the incredibly precise control and the ability to make bold choices every time you tackle a new trail.

The new rear triangle also incorporates Boost® spacing – the extra width produces an overall increase in both frame stiffness and power transfer as well as a massive increase in tire clearance, allowing for a wider range of condition-specific tire options – essential for racers on the Enduro World Series Circuit and for riders who want to make the most of every single day on the dirt.

Pivot Carbon Meets Electronic Integration



When you start with a chassis that has already known as the "most versatile enduro bike on the planet" and is touted as the bike to beat by the most respected mountain bike reviewers in the world, any improvements will be truly category-defining. Pivot carbon already features purposeful, clean composite design, with large cross sections for stiffness and the right combination of materials to produce a high value frame worthy of the name Pivot. With our exclusive hollow core internal molding process, we are able to create an incredibly durable frame with the highest levels of stiffness and strength.

For the Mach 6 Carbon, we've taken the next step and addressed the extreme weather and gearing demands of enduro via the durability and innovation of the first fully electronic-integrated long-travel bike. The innovative Pivot Cable Port System is the key to this upgrade, developed in direct cooperation with Shimano – giving riders the ultimate in shifting accuracy via the incredible gear-selection intelligence of Di2 componentry. Whether you choose to go the traditional shifting route or opt for Shimano's game changing system, all of your cables, housing, wires and batteries are neatly tucked away for the ultimate in weather and impact resistance, no matter what set up you choose, now or in the future.

DW-Link® And Fox Suspension



The Mach 6 Carbon features acclaimed dw-link® suspension, dialed for long travel applications. The dw-link®'s famed anti-squat delivers non-stop traction, while the variable wheel travel path provides unmatched square-edge bump absorption and control on technical descents. The responsiveness and bottomless feel of this ride is matched only by the exceptionally efficient climbing capability for faster, easier transfers – getting you to the next killer descent before everyone else.

The Mach 6 Carbon is spec'd with the Fox Factory Kashima Float X shock with the EVOL air sleeve, tuned specifically for enduro and trail applications on the Mach 6 Carbon. The new Float X features updated tuning for better support and control while the EVOL air sleeve significantly reduces the force required to initiate travel, for the ultimate in small bump compliance and better bottom-out resistance. When combined with the ultra-low friction Kashima coating, this design offers an incredibly plush feel with a wide range of damping adjustments. The Float X also offers three on-the-fly lever adjustments using the new Open, Medium and Firm options. While dw-link® is inherently efficient in every setting, the firm option is great for long fire road climbs or between stage transfers. These shock features are direct complements to dw-link® suspension tuning and patented position-sensitive anti-squat, giving riders even better traction on steep climbs and over rough trail.

To match Mach 6 Carbon's rear suspension, we've paired it with the newest 160mm Fox 36 – the perfect fork to match any trail rider's need for aggressive, balanced handling on every part of the mountain.

Perfect Details For Perfect Runs



Featured on the Mach 6 Carbon is Pivot's ultra-clean, removable front derailleur mount. For those that want to run two chainrings, this mount offers the best shifting performance you can get, utilizing Shimano's new side-swing front derailleur system. For those who love the simple functionality of 1x systems, remove the front derailleur mount for an incredibly sleek, clean installation with almost no evidence of the unneeded hardware.

All of 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 as well as the best bearing longevity. Other essential details include post mount disc brake mounts for easy set up and weight savings, internal stealth dropper compatibility and Enduro Max cartridge bearings throughout. The Mach 6 Carbon is available in a five sizes to fit riders from 4'11" to 6'2"+ from XS to XL.



Build Kits And Assembly

The Mach 6 Carbon is available with a wide range of complete builds – everything from SLX up to XTR with both SRAM and Shimano options. We've carefully selected every part and only spec components we would ride ourselves.

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 every ride on the Mach 6 Carbon exceeds your expectations.

2017 Mach 6 Carbon Features

- Full carbon frame featuring leading edge carbon fiber materials and Pivot's proprietary hollow core internal molding technology.
- 155mm (6.1") of renowned dw-link® suspension
- 27.5-inch wheels for the fastest descents and superior rollover in technical terrain
- Pivot's new ultra-stiff, DH-inspired, double-wishbone rear triangle design
- All new, cold-forged wider and stiffer upper and lower linkage design with [Enduro Max Cartridge Bearings](#)
- New 12 x 148mm Boost rear spacing for maximum stiffness and control.
- Custom-tuned Fox Factory Kashima Float X shock with EVOL air sleeve.
- Designed to work with forks from 150-160mm in travel.
- All new internal cable routing, featuring Pivot's Cable Port System and full Di2 integration.
- Internal stealth dropper post compatible
- New Pivot removable front derailleur mount for a clean frame design with 1X and perfect front shifting with Shimano's side-swing 2X system.
- Post mount disc brake mounts for precision and weight savings.
- PF92 bottom bracket for light weight, durability and ease of maintenance - co-designed by Pivot Cycles and Shimano, now the industry-leading standard for high-end mountain bikes.
- Rubberized leather chainstay, inner seat stay, and down tube protectors for a quiet ride and higher impact resistance



Frequently Asked Questions

Which size bike should I purchase?

The Mach 6 models are designed to accommodate a wide range of rider styles and capabilities, so it is sometimes the case that a rider could fit on multiple sizes of bikes based on this chart. This is based on some riders preferences for a longer front center. If your preference is to run between a 40mm-60mm stem, then we recommend going with the larger size in the size range. For example, if you are 5'9" and prefer a 50mm stem, our recommendation would be to go with a large frame. That said, it is important to consider your saddle height as well to make sure that you have at least 7.5" (190mm) of seat post out of the frame in order to run a 125mm dropper or 6.5" (165mm) of seatpost to run a 100mm dropper. 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.

Mach 6 Carbon and Aluminum Sizing Recommendations:

X-Small: 4'11" – 5'4"

Small: 5'4" – 5'7"

Medium: 5'6" – 5'9"

Large: 5'8" – 5'11"

X-Large: 5'11" +

How do I enduro?

#1 Purchase a blue/orange Mach 6 Carbon. The black and green or stealth black will work, but ideally your bike will match your Enduro orange kit. If your bike and kit do not match, you will not look as cool nor go as fast.

#2 Document everything. Every ride, session, and race must be thoroughly recorded in no less than two manners. Appropriate methods of documentation include Go Pros, Strava, and having your photographer/ videographer friend follow you around and make sick edits.

#3 Enduro-specific helmets and goggles are required at all times when descending. Be sure to bring your spare XC lid for climbing.

#4 You must wear a minimum of three articles of Troy Lee Designs clothing at all time. If you cannot afford Troy Lee, have fun on your cross country ride.

#5 Create a Hookit profile to maximize sponsorship exposure.

#6 Be sure to get pro name decals with your state/ country flag so that you can easily identify your bike.

#7 Equip your bike with Enduro-specific components, including but not limited to stems, wheels, and grips. (Fortunately, these are all included in our awesome Pivot complete builds.)

How do I set the sag on my Mach 6 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 6 Carbon?

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.

What cranks will the Mach 6 Carbon accept?

The Mach 6 Carbon will accept all cranks designed for the BOOST system and compatible with a press fit 92mm bottom bracket. BOOST system means that the rear hub spacing is 148mm and the chain-rings have been shifted out approximately 3mm from where a tradition crank designed for a 142mm rear hub would be so that the chainrings will line up properly with the new position of the cassette on the 148mm rear hub.

Can I run non-Boost™ cranks on my Mach 6 Carbon?

In some cases you can run a conventional non-BOOST 1X or 2X crank. The Race Face NEXT 1X and other Cinch system 1X cranks are dual compatible between standard 142mm and 148mm Boost rear ends. Some smaller chainring combination 1X (30 and 32T) Shimano XT and XTR 11 will also work. In some cases 2X standard cranks may also work with 24/34, 26/36 and 22/36 combinations. Shimano's new 11 Speed XTR and XT standard cranks feature both 24/34 and 26/36 chainring options which work perfectly with the Mach 6 Carbon frame as Shimano's chainline dimensions already tend to run wider than others in the market. There may be other 2X non- boost cranks available that will work although it is dependent on specific chainline and chainring size. If the chainline is not out far enough, the front derailleur clearance may be tight when shifting into the small ring as the front derailleur mount on the Mach 6 Carbon is also shifted outwards to accommodate the BOOST design.

Additionally, you cannot run cranks designed specifically with a narrower Q Factor such as XTR Race 158mm Q factor crank and the SRAM XX1 156Q crank (In fact, for any SRAM 1X cranks, you need to run their specific BOOST version of the crank).

What is the narrowest Q factor crank that the Mach 6 Carbon will accept?

The Mach 6 Carbon will accept cranks with a standard Q factor measurement as low as 163mm. You cannot run cranks designed specifically with a narrower Q Factor such as XTR Race 158mm Q factor crank and the SRAM XX1 156Q crank

What hub/wheel spacing does the Mach 6 Carbon use?

The Mach 6 Carbon uses the Boost 148mm X 12mm hub/wheel spacing. This is a new hub design with wider flanges so you cannot take a current 135mm, 142mm, 150mm, or 157mm hub and change end caps to convert an existing hub.

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=132

What size seatpost does the Mach 6 Carbon use?

The Mach 6 Carbon frame uses a 30.9mm seatpost.

What size seat clamp does the Mach 6 Carbon use?

The Mach 6 Carbon 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 internal stealth and externally-routed dropper posts are compatible with the Mach 6 Carbon frame.

What front derailleurs does the Mach 6 Carbon use?

The Mach 6 Carbon uses an e-type Shimano side-swing style front derailleur only. Shimano produces the new e-type side-swing front derailleur in Deore and SLX for 10 speed drivetrains and XT and XTR for 11 speed drivetrains.

Can I mount a chain guide on my Mach 6 Carbon?

Yes. The Mach 6 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 6 Carbon?

The Mach 6 Carbon uses a ZS (zero stack) 44mm top and (zero stack) 56mm bottom, or a Chris King Inset 2.

What travel fork can I use on my Mach 6 Carbon?

The Mach 6 Carbon was designed for either a 150mm or 160mm fork. The maximum travel length that can be used on the Mach 6 Carbon is 160mm travel.

What is the fork offset on the Mach 6 Carbon?

The fork offset on the Mach 6 Carbon is 44mm.

How wide of a tire can I run on the Mach 6 Carbon?

The Mach 6 Carbon can run tires up to 2.4 in width, including the Continental Trail King, which cleared with 8mm to spare in our tests. For other tires in the market, most will 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. We suggest you check the fit with your chosen rim and tire combination to make sure it has proper clearance before riding if you choose to use something that is not our standard specification.

How large of a rotor will fit on the Mach 6 Carbon?

The Mach 6 Carbon was designed for 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 is the eye-to-eye shock length and stroke length on the Mach 6 Carbon?

The eye-to-eye shock length is 8.5 inches and the stroke length is 2.5 inches.

If I want to run a different brand of shock on my Mach 6 Carbon, what else do I need to know?

The Mach 6 Carbon shock uses M8 through bolt hardware on the front and no hardware on the rear. Shock spacer dimensions are 22mm wide front. On the rear of the shock, the spacer hardware and bushing will need to be removed as the strut mounts directly to the shock body. Some shocks may have a different spec than the Fox shock (that the Mach 6 Carbon is designed for) and may not fit properly. Also, as we cannot test every shock on the market, riders assume some risk if they choose a shock that does not fit properly or is not tuned correctly for the bike. The frame is designed around a large volume air can. With the Fox shock, we run a +.4 or +.6 cubic inch volume spacer in the can to reduce the volume back down. We run medium compression valving and medium rebound damping.

Can I run a Cane Creek Double Barrel shock on my Mach 6 Carbon?

Yes, as long as you order the correct eyelet size (15mm eyelet). Additionally, the fit of the Cane Creek shocks into our strut is not as precise as that on the Fox shocks so extra care needs to be taken to make sure that the shock is not able to rotate or move in the strut as any sideways movement during riding can damage the frame.

Can I put a coil-over shock on my Mach 6 Carbon?

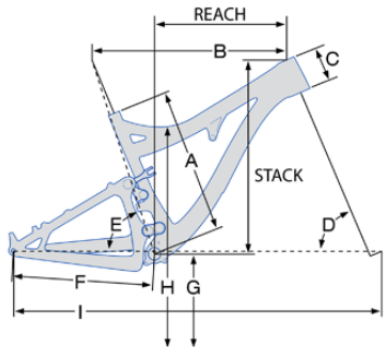
In general, you cannot run a coil-over on your Mach 6 Carbon! The Mach 6 Carbon was designed to work with the progressiveness of an air spring. A coil-over shock (even one with separate bottoming control) does not offer the progressive spring curve that the Mach 6 Carbon requires. Running a coil-over shock on the Mach 6 Carbon will result in hard bottoming and damage to the frame. That said, we have done extensive testing with the PUSH industries ElevenSIX shock and have arrived at settings that are approved for the Mach 6 Carbon. If you choose to run this shock, it is the user's responsibility to follow the tune guidelines that PUSH provides. Any frame damage occurring due to excessive bottoming would be a result of not using the recommended shock settings and spring weight and would therefore not be covered under warranty.

What are the torque specs?

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

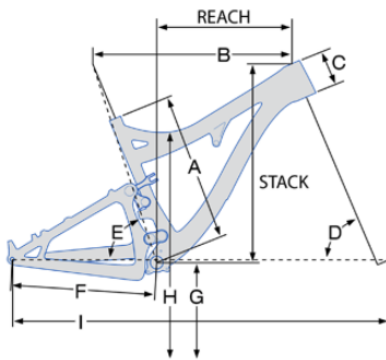


Geometry Chart



| | XS | S | M | L | XL |
|---------------------------------|--------|--------|--------|--------|--------|
| A Seat Tube Length (C-T) | 14.50 | 16.00 | 17.50 | 19.00 | 20.50 |
| B Top Tube Length | 21.70 | 22.68 | 23.25 | 23.90 | 24.70 |
| C Head Tube Length | 3.50 | 4.00 | 4.25 | 4.72 | 5.90 |
| D Head Tube Angle | 66.00° | 66.00° | 66.00° | 66.25° | 66.50° |
| E Seat Tube Angle | 72.50° | 72.50° | 72.50° | 72.50° | 72.50° |
| F Chain Stay Length | 16.95 | 16.95 | 16.95 | 16.95 | 16.95 |
| G Bottom Bracket Height | 13.60 | 13.60 | 13.60 | 13.60 | 13.60 |
| H Standover Height | 27.90 | 28.00 | 28.80 | 29.00 | 29.00 |
| I Wheelbase | 43.22 | 44.25 | 44.85 | 45.43 | 46.24 |
| Stack | 22.83 | 23.05 | 23.28 | 23.76 | 24.90 |
| Reach | 14.47 | 15.31 | 15.81 | 16.30 | 16.74 |

Values in inches

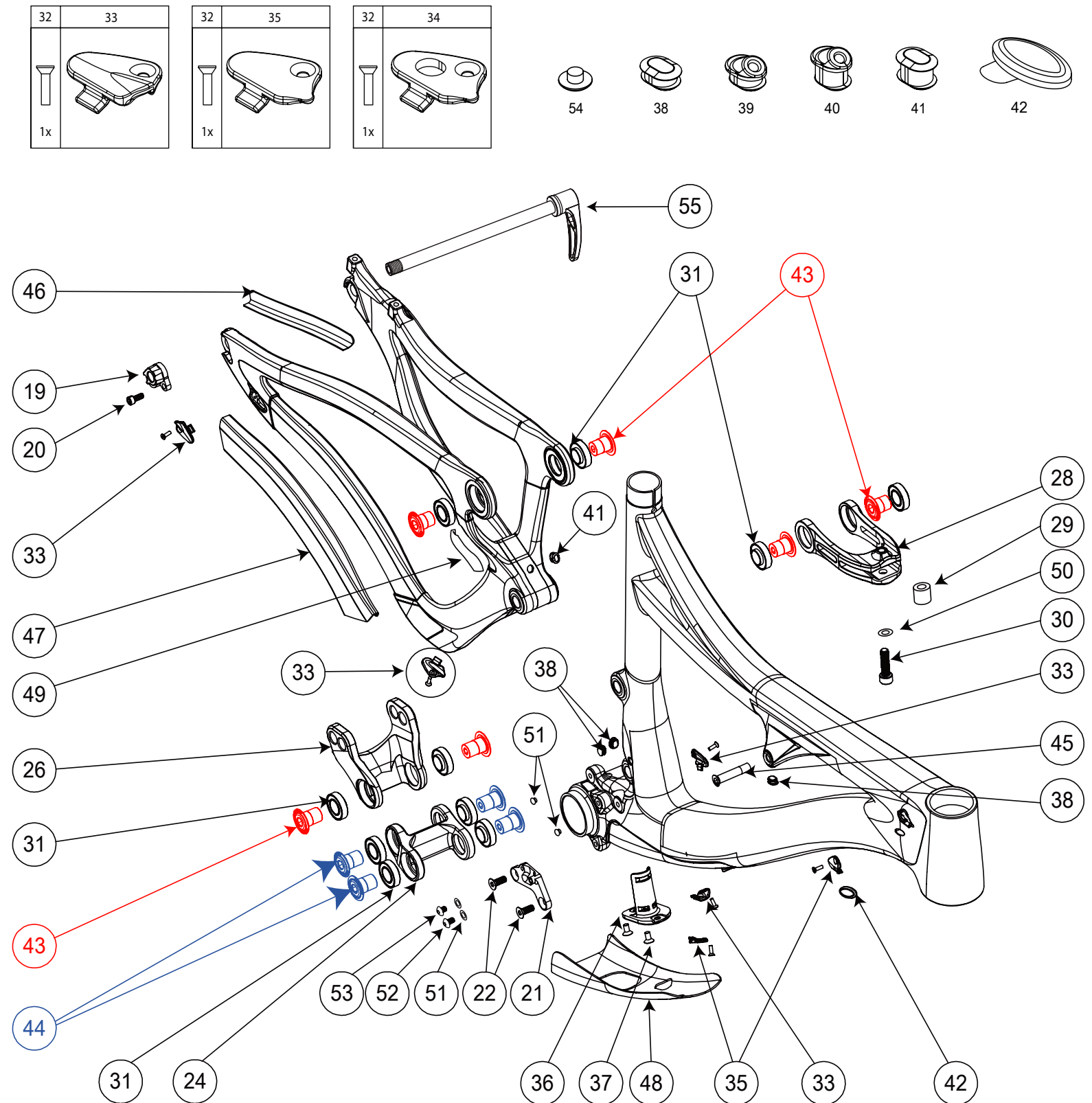


| | XS | S | M | L | XL |
|---------------------------------|-----------|----------|----------|----------|-----------|
| A Seat Tube Length (C-T) | 36.83 | 40.64 | 44.45 | 48.26 | 52.07 |
| B Top Tube Length | 55.12 | 57.61 | 59.05 | 60.71 | 62.74 |
| C Head Tube Length | 8.89 | 10.16 | 10.79 | 11.99 | 14.99 |
| D Head Tube Angle | 66.00° | 66.00° | 66.00° | 66.25° | 66.50° |
| E Seat Tube Angle | 72.50° | 72.50° | 72.50° | 72.50° | 72.50° |
| F Chain Stay Length | 43.05 | 43.05 | 43.05 | 43.05 | 43.05 |
| G Bottom Bracket Height | 34.54 | 34.54 | 34.54 | 34.54 | 34.54 |
| H Standover Height | 70.87 | 71.12 | 73.15 | 73.66 | 73.66 |
| I Wheelbase | 109.78 | 112.39 | 113.92 | 115.39 | 117.45 |
| Stack | 57.99 | 58.55 | 59.13 | 60.35 | 63.25 |
| Reach | 36.75 | 38.89 | 40.16 | 41.40 | 42.52 |

Values in centimeters

MACH 6 CV2

| NUMBER | PART NAME | DESCRIPTION | Torque | * |
|--------|-------------------------------|---|------------------|---|
| 19 | FP-RDH-TA-12MM-BLK-V1 | REAR DERAILLEUR HANGER THROUGH AXLE 12MM BLACK V1 | | |
| 20 | FP-SCW-SCK-M5*10 | SCREW SOCKET 5X10 | 7 Nm (5 lb-ft) | ○ |
| 21 | FP-FDM-ETYPE-V2-R1 | FD MOUNT E TYPE V2 REV1 | | |
| 22 | FP-SCW-FLT-M6*12 | FLATHEAD SCREW M6 x 12L | 10 Nm (7 lb-ft) | □ |
| 24 | FP-LNK-LL-BLK-V4-R1 | LINK LOWER BLACK VER4 REV1 | | |
| 26 | FP-LNK-UL-57MM-V2-R1 | LINK UPPER 57MM VER2 REV1 | | |
| 28 | FP-CLV-94MM-V2-R1 | CLEVIS 94MM VER2 REV1 | | |
| 29 | FP-PIN-CLV-M8*150-BLK-R2 | PIN CLEVIS 8X15 BLACK REV2 | | |
| 30 | FP-SCW-SCK-M8*30-R1 | SCREW SOCKET 8X30 | 28 Nm (21 lb-ft) | ● |
| 31 | FP-BRG-6902-LLUMAXECN | 6902 LLU MAX-E CN | | |
| 32 | FP-SCW-FLT-M3*10 | SCW FLAT 3X10 | ** | |
| 33 | FP-CLM-MECH-FRM-V1 | CLAMP MECHANICAL FRAME | | |
| 34 | FP-CLM-DI2-FRM-V1 | CLAMP DI2 FRAME | | |
| 35 | FP-CVR-MECH-FRM-V2 | COVER MECHANICAL FRAME V2 | | |
| 36 | FP-CVR-DI2-DT-V1 | COVER DI2 DOWNTUBE V1 | | |
| 37 | FP-SCW-FLT-M5*16 | SCREW FLAT 5x16 | | |
| 38 | FP-PLG-DI2-7*8*2.5 | PLUG DI2 7X8X2.5 | | |
| 39 | FP-GDE-DI2-7*8*2.5*2.5 | GUIDE DI2 7X8X2.5X2.5 | | |
| 40 | FP-GDE-DI2-7*8*5*2.5 | GUIDE DI2 7X8X2.5X2.5 | | |
| 41 | FP-PLG-DI2-7*8*5 | PLUG DI2 7X8X2.5 | | |
| 42 | FP-PLG-MECH-5.5MM | PLUG MECHANICAL 5.5MM | | |
| 43 | FP-BLT-M14*17-BLK | BOLT 14X17 BLACK | 35 Nm (27 lb-ft) | □ |
| 44 | FP-BLT-M14*20-BLK-V2 | BOLT 14*20 BLACK V2 | 35 Nm (27 lb-ft) | □ |
| 45 | FP-BLT-M8*38-BLK | BOLT 8X38 BLACK | 13 Nm (10 lb-ft) | ● |
| 46 | FP-PRO-M6CV2-SS-V1-R1 | M6CV2 SEATSTAY GUARD | | |
| 47 | FP-PRO-M6CV2-CS-V1-R1 | M6CV2 CHAINSTAY GUARD | | |
| 48 | FP-PRO-M6CV2-DT-XS/S/XL-V1-R1 | M6CV2 XS/S/XL DT Guard | | |
| 48 | FP-PRO-M6CV2-DT-M-V1-R1 | M6CV2 MEDIUM DT GUARD | | |
| 48 | FP-PRO-M6CV2-DT-L-V1-R1 | M6CV2 LARGE DT GUARD | | |
| 49 | FP-PRO-M6CV2-UR-V2-R1 | M6CV2 UPRIGHT GUARD | | |
| 50 | FP-WSH-81*120*1W | WASHER 81 X 120 X 1W | | |
| 51 | FP-WSH-51*100*1W | WASHER 51 X 100 X 1W | | |
| 52 | FP-SCW-BTN-M5*12 | SCREW BUTTON 5X12 | 3 Nm (26 in-lb) | □ |
| 53 | FP-SCW-BTN-M5*10 | SCREW BUTTON 5X10 | 3 Nm (26 in-lb) | □ |
| 54 | FP-PLG-MNT-6MM | PLUG MOUNT 6MM | | |
| 55 | DT SWISS 148 RWS | DT SWISS 148 RWS | | ○ |



** See Bearing Assembly Procedure located in the tech specs section at www.pivotcycles.com

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

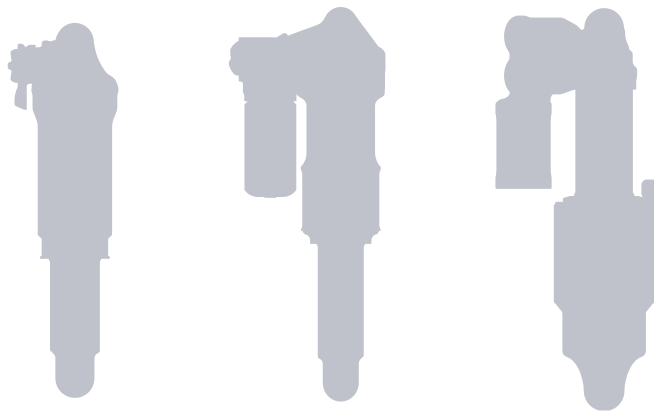


SUSPENSION SETUP GUIDE

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 DPS* and *Float X* 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 up *FOX Float X2 Air***
- 5. Setting up *FOX Float* air fork pressure**
- 6. Setting up *FOX Float* air fork compression and rebound damping**

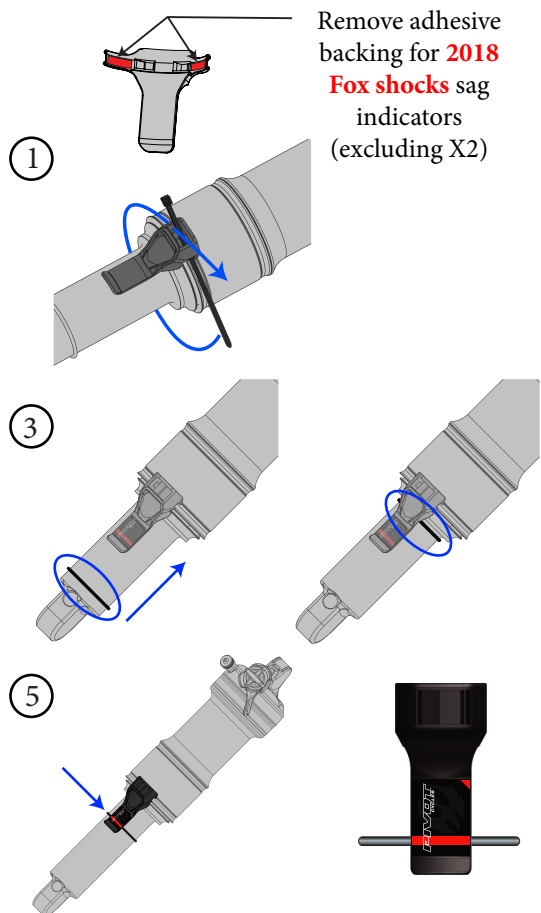


Performance. Redefined.

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.



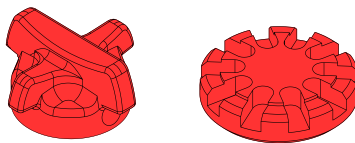
Remove adhesive backing for **2018 Fox shocks** sag indicators (excluding X2)

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 |

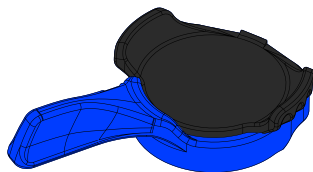
*Sag Measurement: 0.80" (20.3mm); set between the red line and the end of the indicator



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:

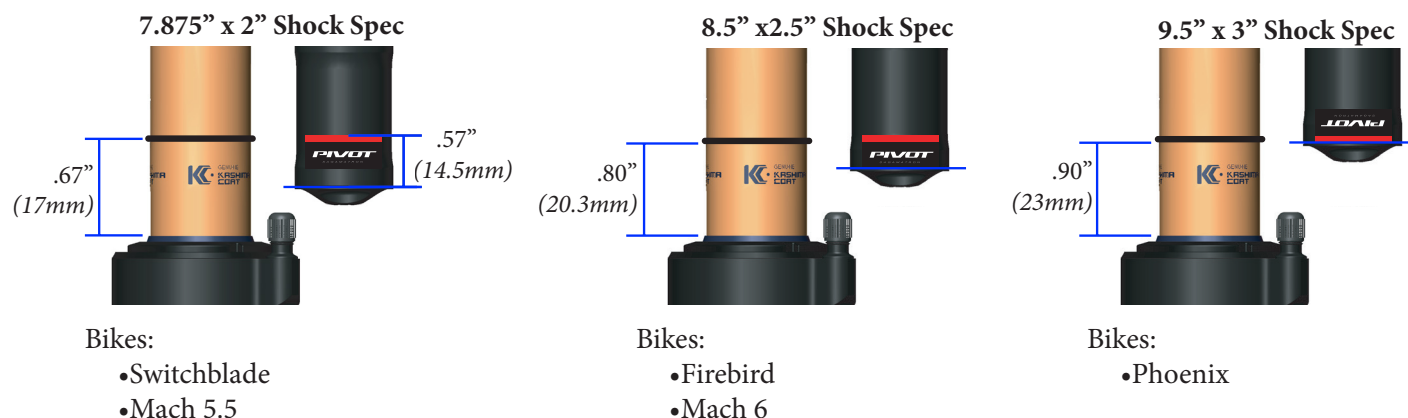
Because all dw-link® equipped Pivot bikes pedal so efficiently, we use the compression lever as a tuning tool for rider weight and compression support. All bikes can be run with the *blue* lever in full open and perform very well. On Float DPS shocks, this means the lever is turned towards the opposite 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 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. 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

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 | 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 |

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:

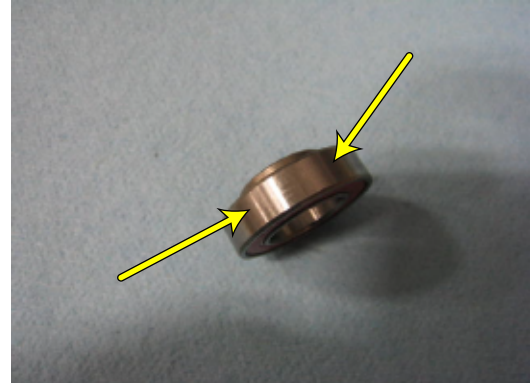
We set compression from the most open or fastest position, so start by turning the *black* compression inner dial on the top of the right fork leg counterclockwise all the way out and then follow the guidelines below:

- **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.

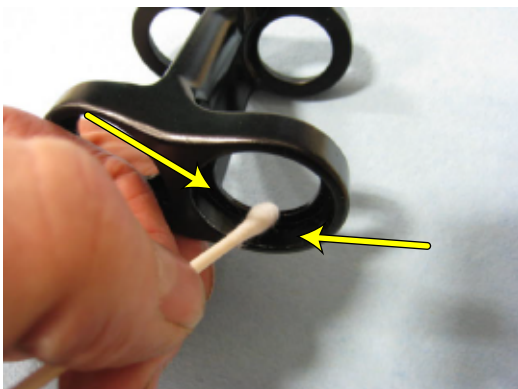
1 LOWER LINK AND BEARINGS



2 Bearing race must be clean of oil or grease



3 Bearing pocket must be clean of oil or grease

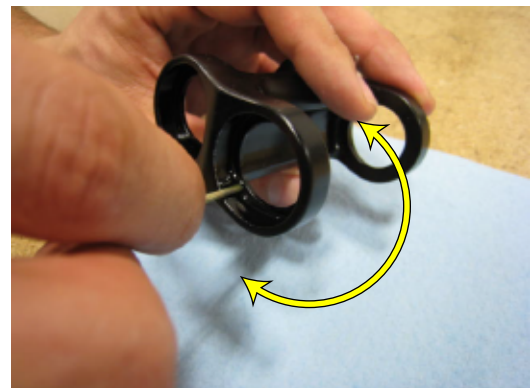


It is best to use alcohol to clean bearings, bearing pockets, and threads to ensure no oil or grease is on any of the surfaces during the assembly process

4 Apply Loctite 609 or equivalent to all bearing pockets



5 Use a toothpick to spread the Loctite to coat bearing pocket



- 6 Use enough Loctite to cover surface until wet



- 7 Press bearings into link



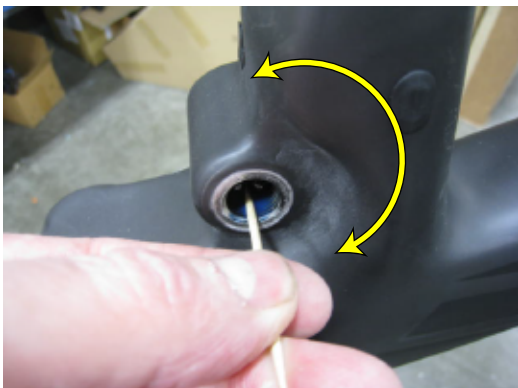
- 8 Apply Loctite 242 or 243 to threads in frame



- 9 Apply enough Loctite to cover threads as shown



- 10 Use a toothpick to spread the Loctite to coat threads



- 11 **DO NOT** apply Loctite on bolt threads



- 12** Install lower link with arrow on NDS facing forward



- 13** Torque bolts to 35Nm



- 14** Check motion of link to ensure free movement



15 UPPER LINK AND HARDWARE



Before installation clean oil and grease off of bearings and link.

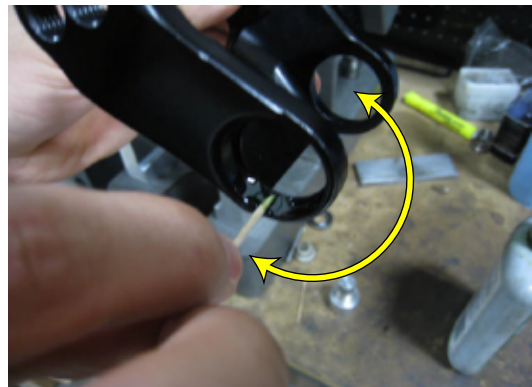
It is best to use alcohol to clean bearings, bearing pockets, and threads to ensure no oil or grease is on any of the surfaces during the assembly process

Follow steps 16-19 only if the DS bearing is not pre-installed

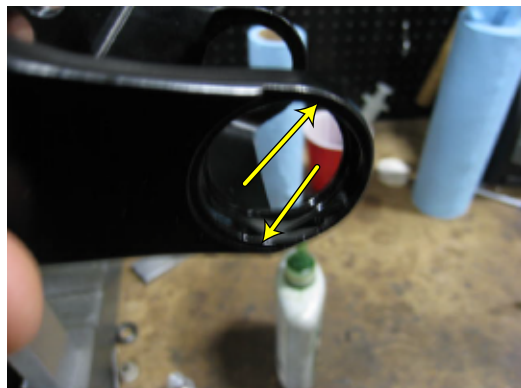
16 Apply Loctite 609 or equivalent to DS bearing pocket only



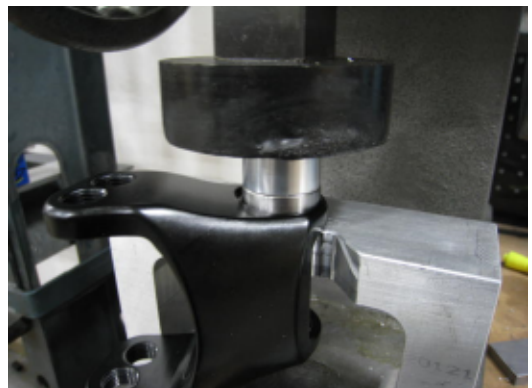
17 Use a toothpick to spread the Loctite to coat bearing pocket



18 Use enough Loctite to cover surface until wet



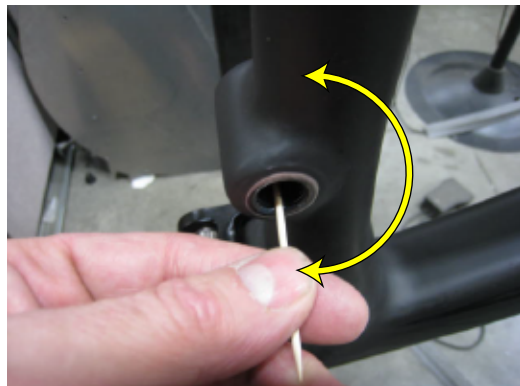
19 Install bearing on DS only



- 20** Apply Loctite 242 or 243 to upper mount threads (both sides)



- 21** Use a toothpick to spread the Loctite to coat threads



- 22** Install bolt in DS



- 23** Torque bolt to 35Nm



- 24** Apply Loctite 609 or equivalent to NDS bearing pocket



- 25** Use a toothpick to spread the Loctite to coat bearing pocket



- 26 Place bolt in bearing and install in link



- 27 Torque bolt to 35Nm



- 28 Check motion of link to ensure free movement



29 CLEVIS AND HARDWARE



Before installation clean oil and grease off of bearings and clevis.

It is best to use alcohol to clean bearings, bearing pockets, and threads to ensure no oil or grease is on any of the surfaces during the assembly process

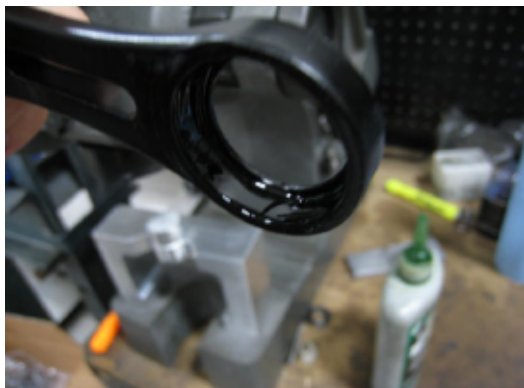
30 Apply Loctite 609 or equivalent to DS bearing pocket only



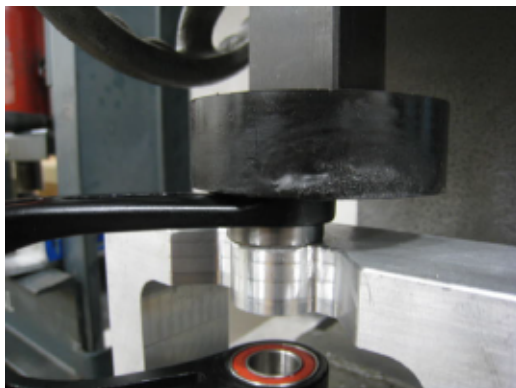
31 Use a toothpick to spread the Loctite to coat bearing pocket



32 Use enough Loctite to cover surface until wet



33 Install bearing and repeat process for other side



- 34** Apply loctite 243 to all UL threads



- 35** Use a toothpick to spread the Loctite on threads



- 36** Place clevis with threaded side up



- 37** Install bolt in NDS



- 38** Install bolt in DS



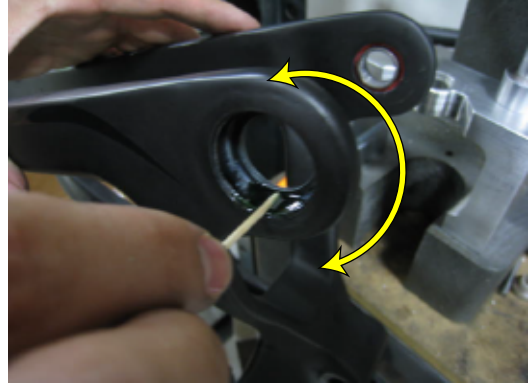
- 39** Torque bolts to 35Nm
See step 48 for alternate technique



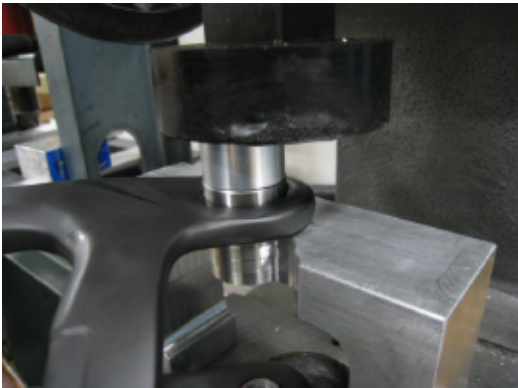
- 40** Apply Loctite 609 or equivalent to bearing pocket



- 41** Use a toothpick to spread the Loctite on bearing pocket



- 42** Press bearing into upright pockets



- 43** Apply Loctite 242 or 243 to RT threads on both sides



- 44** Use enough Loctite to cover threads as shown



- 45** Use a toothpick to spread the Loctite on threads



46 Install RT Bolts



47 Torque bolts to 35Nm



48 Clevis bolts may be torqued to 35Nm at this time if not done previously



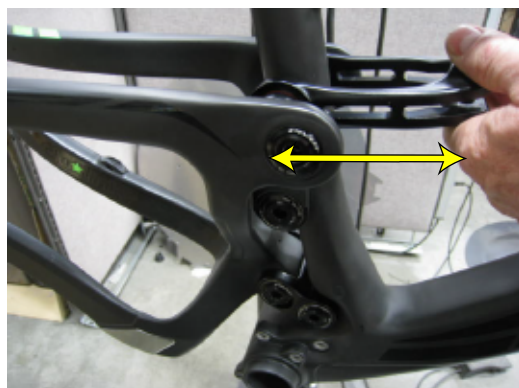
49 Install upper bolts in RT



50 Torque bolts to 35Nm



51 Check motion of assembly to ensure free movement



- 52** Apply grease or anti-seize to clevis pin



- 53** Insert pin into shock eye



- 54** Apply grease or anti-seize to clevis bolt



- 55** Install bolt with washer into clevis from bottom



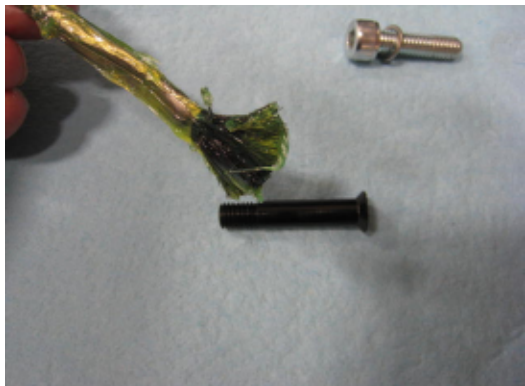
- 56** Twist shock at 45° angle to allow oil canister to clear frame



- 57** Once frame is cleared, align shock vertically in tabs



- 58 Apply grease or anti-seize to shock bolt



- 59 Install shock tab bolt



- 60 Torque shock tab bolt to 13Nm

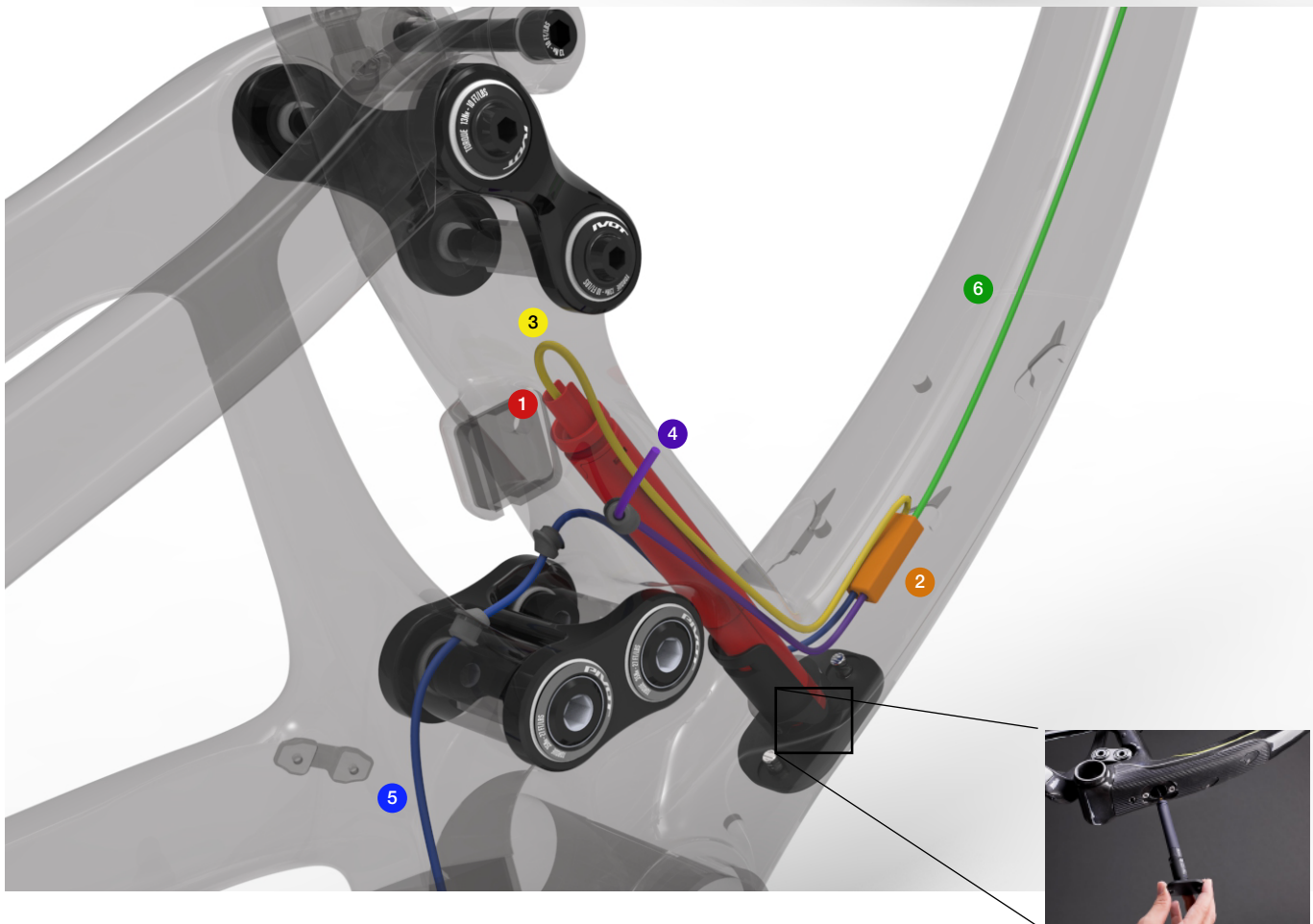
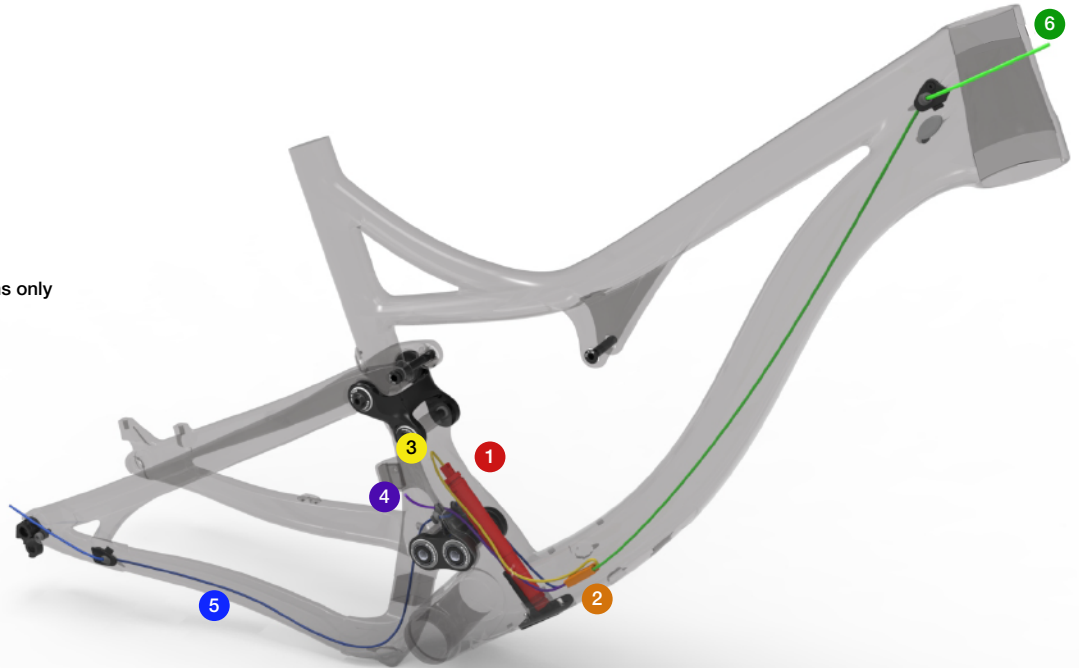


- 61 Torque clevis bolt to 32Nm



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