Trailbike perfection.

The Mach 5.7 Carbon has a long history as our most popular model. It's the bike that the majority of us at Pivot personally own and it's the bike that can take you anywhere and allow you to ride just about anything. The 5.7C provides stable handling and supreme confidence in technical riding while the dw-link's® patented position-sensitive anti-squat keeps the bottom bracket from lowering (squatting) under power and the head tube from slacking on climbs, making for a precise and agile climbing machine. With 5.7" (145mm) of dw-link® suspended travel in 26" wheel form and 5.2" (133mm) with the new 27.5" conversion, the 5.7 Carbon has become even more capable in a wider variety of terrain while the 5.7's carbon chassis adds a higher level of enjoyment to every ride.

Mach 5.7 Carbon Features

- Pivot-exclusive hollow box, high-compression internal mandrel technology allows for greater compaction and smoother internal walls resulting in a lighter, stronger, highly optimized frame design with the best stiffness to weight ratio in the class.
- 5.7"(145mm) with 26" wheels or 5.2"(133mm) travel with the new 27.5" conversion. The dw-link® suspension design features position-sensitive anti-squat allowing us to achieve the stable handling and increased cornering benefits of a lower bottom bracket with more travel, all with better pedaling efficiency and a plusher feel.
- Pivot-specific, custom tuned Fox Float CTD shock technology: increased performance and adjustment range allows riders to quickly and easily adjust for changing course or ride conditions.
- Under top tube shift cable routing with clean disc brake and dropper seat post routing.
- Rubberized leather chainstay, inner seat stay, and down tube protectors for a quiet ride and higher impact resistance.
- Available in four color options - Natural Carbon/Green, Natural Carbon/Blue, Natural Carbon Red, Natural Carbon/Pink (Pink available in XS & Small sizes only)

MACH5.7 CARBON

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: 4'11" – 5'5"
Small: 5'5" – 5'9"
Medium: 5'9" – 6'
Large: 5'11" – 6'2"
X-Large: 6'2" +

What bottom bracket is used on the Mach 5.7 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 5.7 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 5.7 Carbon will accept?

The Mach 5.7 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 5.7 Carbon use?

The Mach 5.7 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 5.7 Carbon use?

The Mach 5.7 Carbon frame uses a 30.9 seatpost and a 34.9 35mm (as some manufacturers call it) seatpost clamp.

Can I use a dropper post with this frame?

Yes, any dropper post with external routing will work on this frame.

What front derailleur does the Mach 5.7 Carbon use?

The Mach 5.7 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.

What headset do I need for the Mach 5.7 Carbon?

The Mach 5.7 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 5.7 Carbon?

Yes, the Mach 5.7 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 5.7 Carbon?

In the 26" wheels version, you can run most 26" X 2.3" tires on the market. With the 27.5" conversion, we use the Maxxis Ardent Race 2.2 in our complete bike builds. With the 27.5" conversion, vertical tire clearance is somewhat limited so although there may be some larger tires that fit, rim width and tire manufacture sizing call outs and tire inconsistency can result in huge difference among both tire brands and individual tires. On the 27.5" conversion bike, if you are running anything other than our recommended specification, we suggest you check the fit with your chosen rim and tire combination to make sure it has proper clearance before riding. Wider rims can allow the use of a slightly bigger tire diameter in some cases.

How large of a rotor will fit on the Mach 5.7 Carbon?

The Mach 5.7 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 5.7 Carbon?

All Mach 5.7 frames are approved for use with 140-160mm travel forks. However, it is our experience that the geometry and handling perform best with a fork that has between 140 and 150mm of travel. We have tested the Fox 34 in both 150mm and 160mm configurations and vastly prefer the 150mm setting to maintain proper BB height, head angle, seat angle and the overall suspension balance of the bike so for those using a Fox 34 fork, this is our recommended set up. For our complete builds with the 26" Mach 5.7, bikes ship with a 150mm fork. With the 27.5" conversion, the builds come with a 27.5" X 140mm travel to maintain proper geometry and match the 27.5" bike 5.2" of rear travel more equally.

What is the eye-to-eye shock length and stroke length on the Mach 5.7?

The eye-to-eye shock length is 7.875 inches and the stroke length is 2.25 inches for the 26" wheel version and 7.875 inches and the stroke length is 2.00 inches for the 27.5" wheel conversion

If I want to run a different brand of shock on my Mach 5.7 Carbon, what else do I need to know?

The Mach 5.7 Carbon 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 high volume air can for the 26" wheel version and standard size air can volume for the 27.5" option. 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 5.7 Carbon?

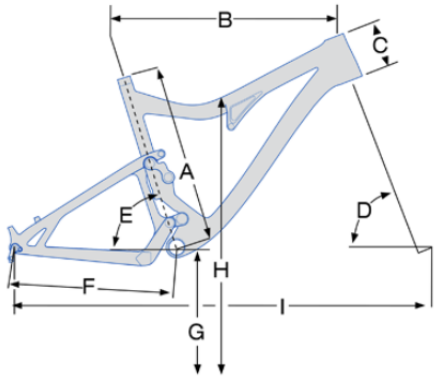
You cannot run a coil-over on your Mach 5.7 Carbon! The Mach 5.7 Carbon was designed to work with the progressiveness of an air spring. A coil-over shock (even one with separate bottoming control) does not offer the progressive spring curve that the Mach 5.7 requires. Running a coil-over shock on the Mach 5.7 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.

MACH5.7 CARBON

Geometry Chart



Mach 5.7 Carbon with 150mm Travel Fork (26")

		XS	S	M	L	XL
A	Seat Tube Length (C-T)	14.50	16.50	18.50	20.50	21.80
B	Top Tube Length	21.50	22.60	23.20	24.20	24.75
C	Head Tube Length	3.50	4.50	4.85	5.70	7.00
D	Head Tube Angle	67.10°	67.10°	67.10°	67.10°	67.10°
E	Seat Tube Angle	71.50°	71.10°	71.10°	71.10°	71.10°
F	Chain Stay Length	16.85	16.85	16.85	16.85	16.85
G	Bottom Bracket Height	13.72	13.72	13.72	13.72	13.72
H	Standover Height	26.60	27.50	28.60	28.60	28.85
I	Wheelbase	42.37	43.37	44.00	45.06	45.70
	Stack	21.09	22.04	22.37	23.18	24.39
	Reach	14.69	15.30	15.80	16.54	16.69

Mach 5.7 Carbon with 27.5" 140mm Travel Fork and 27.5" Conversion Option

		XS	S	M	L	XL
A	Seat Tube Length (C-T)	14.50	16.50	18.50	20.50	21.80
B	Top Tube Length	21.50	22.60	23.20	24.20	24.75
C	Head Tube Length	3.50	4.50	4.85	5.70	7.00
D	Head Tube Angle	67.10°	67.10°	67.10°	67.10°	67.10°
E	Seat Tube Angle	71.50°	71.10°	71.10°	71.10°	71.10°
F	Chain Stay Length	16.85	16.85	16.85	16.85	16.85
G	Bottom Bracket Height	14.37	14.37	14.37	14.37	14.37
H	Standover Height	26.40	28.00	29.37	29.37	29.50
I	Wheelbase	42.37	43.37	44.00	45.06	45.70
	Stack	21.09	22.04	22.37	23.18	24.39
	Reach	14.69	15.30	15.80	16.54	16.69

Values in inches CM

Mach 5.7 Carbon with 150mm Travel Fork (26")

		XS	S	M	L	XL
A	Seat Tube Length (C-T)	36.83	41.91	46.99	52.07	55.37
B	Top Tube Length	54.61	57.40	58.93	61.47	62.87
C	Head Tube Length	8.89	11.43	12.32	14.48	17.78
D	Head Tube Angle	67.10°	67.10°	67.10°	67.10°	67.10°
E	Seat Tube Angle	71.50°	71.10°	71.10°	71.10°	71.10°
F	Chain Stay Length	42.80	42.80	42.80	42.80	42.80
G	Bottom Bracket Height	34.85	34.85	34.85	34.85	34.85
H	Standover Height	67.56	69.85	72.64	72.64	73.28
I	Wheelbase	107.62	110.16	111.76	114.45	116.08
	Stack	53.57	55.98	56.82	58.88	61.95
	Reach	37.31	38.86	40.13	42.01	42.39

Mach 5.7 Carbon with 27.5" 140mm Travel Fork and 27.5" Conversion Option

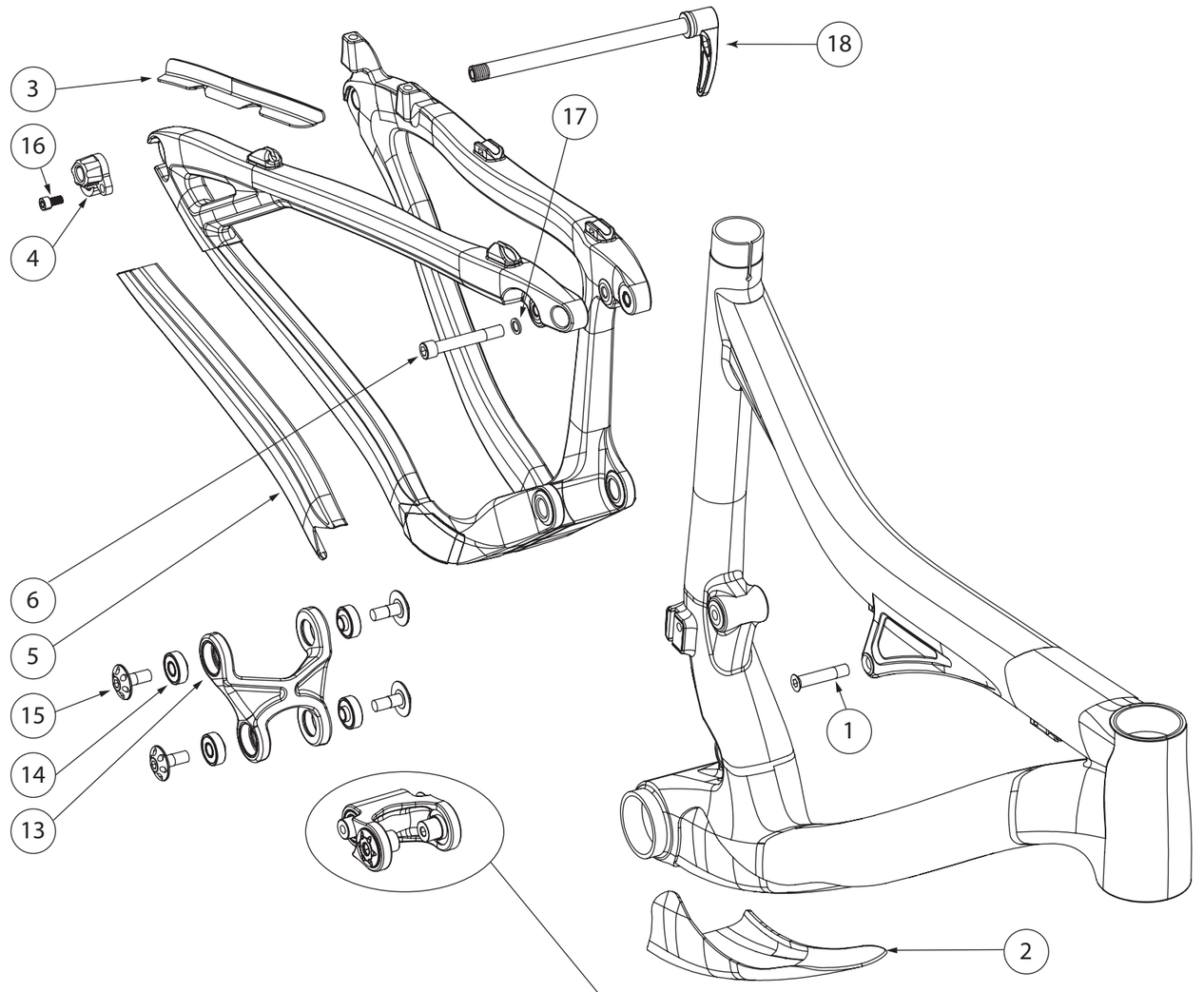
		XS	S	M	L	XL
A	Seat Tube Length (C-T)	36.83	41.91	46.99	52.07	55.37
B	Top Tube Length	54.61	57.40	58.93	61.47	62.87
C	Head Tube Length	8.89	11.43	12.32	14.48	17.78
D	Head Tube Angle	67.10°	67.10°	67.10°	67.10°	67.10°
E	Seat Tube Angle	71.50°	71.10°	71.10°	71.10°	71.10°
F	Chain Stay Length	42.80	42.80	42.80	42.80	42.80
G	Bottom Bracket Height	36.50	36.50	36.50	36.50	36.50
H	Standover Height	67.06	71.12	74.60	74.60	74.93
I	Wheelbase	107.62	110.16	111.76	114.45	116.08
	Stack	53.57	55.98	56.82	58.88	61.95
	Reach	37.31	38.86	40.13	42.01	42.39

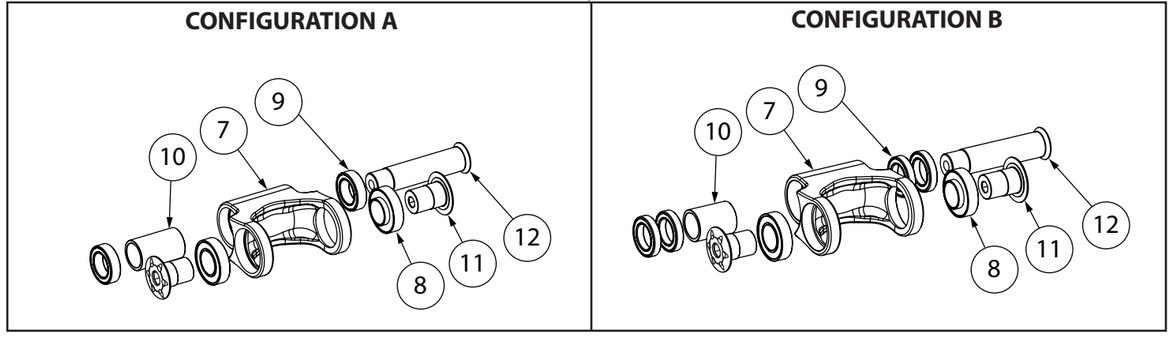
Values in centimeters IN

www.pivotcycles.com
480-467-2920

MACH 5.7 CARBON

NUMBER	PART NAME	DESCRIPTION	Torque	*
1	FP-BLT-M8*38-BLU	*BOLT 8X38 BLUE*	13 Nm *(10 lb·ft)*	●
2	MACH CARBON DOWNTUBE GUARD	*MACH 5.7 CARBON DOWNTUBE GUARD*		
3	MACH CARBON SEATSTAY GUARD	*MACH 5.7 CARBON SEATSTAY GUARD*		
4	FP-RDH-TA-12MM-BLK-V1	*REAR DERAILLEUR HANGER THROUGH AXLE 12MM BLACK V1*		
5	MACH CARBON CHAINSTAY GUARD	*MACH 5.7 CARBON CHAINSTAY GUARD*		
6	FP-BLT-M8*55-BLU	*BOLT 8X55 BLUE*	13 Nm *(10 lb·ft)*	●
7a	FP-LNK-LL-ALM-610	*34MM LOWER LINK*		
8a	FP-BRG-6902-LLUMAXECN	*6902 LLU MAX-E CN*		
9a	FP-BRG-3802-LLBMAXSP	*3802 LLB MAX*		
10a	FP-SLV-LL-31MM	*SLEEVE LOWER LINK 31MM*		
11a	FP-BLT-M14*20-BLU	*BOLT 14X20 BLUE*	35 Nm *(27 lb·ft)*	□
12a	FP-BLT-M14*66-BLU	*BOLT 14X66 BLUE*	35 Nm *(27 lb·ft)*	●
7b	FP-LNK-LL-BLU-V2-R1	*LINK LOWER BLU VER2 R1*		
8b	FP-BRG-6902-LLUMAXECN	*6902 LLU MAX-E CN*		
9b	FP-BRG-6802-LLBMAX	*6802 LLB MAX*		
10b	FP-SLV-LL-25MM	*SLEEVE LOWER LINK 25MM*		
11b	FP-BLT-M14*20-BLU	*BOLT 14X20 BLUE*	35 Nm *(27 lb·ft)*	□
12b	FP-BLT-M14*66-BLU	*BOLT 14X66 BLUE*	35 Nm *(27 lb·ft)*	●
13	FP-LNK-UL-60MM-V3-R1	*LINK UPPER 60MM VER3 REV1*		
14	FP-BRG-608-LLUMAXE	*608 LLU MAX-E*		
15	FP-BLT-M8*20-BLU	*BOLT 8X20 BLUE*	13 Nm *(10 lb·ft)*	●
16	FP-SCW-SCK-M5*10	*SCREW SOCKET 5X10*	7 Nm *(5 lb·ft)*	□
17	FP-WSH-8I*12O*1W	*WASHER 8I X 12O X 1W*		
18	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.

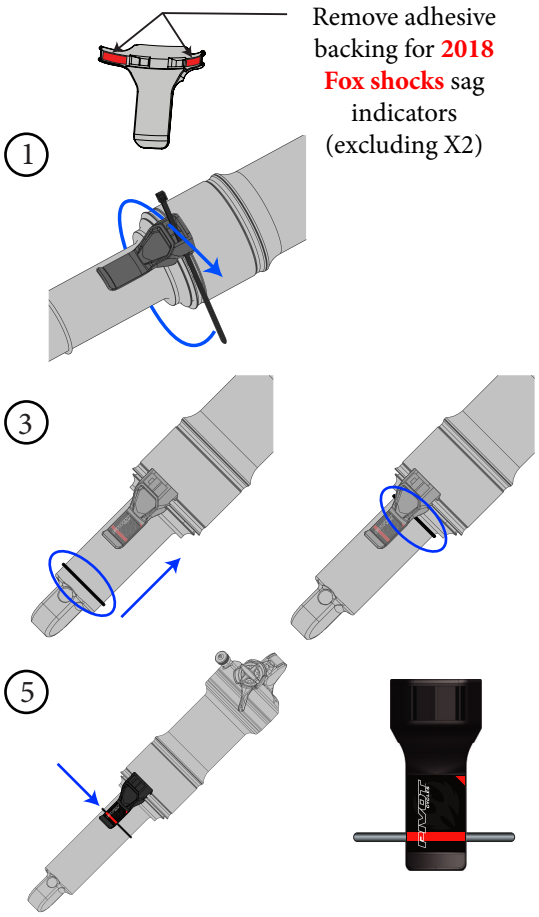
Document Contents:

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.

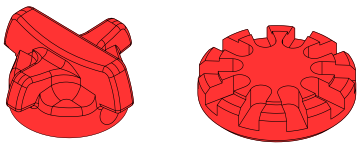


WARNING: MAKE SURE TO ROTATE SAG INDICATOR TO BOTTOM OF SHOCK BEFORE RIDING TO ENSURE THAT IT DOES NOT BREAK OFF WHEN SUSPENSION CYCLES

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

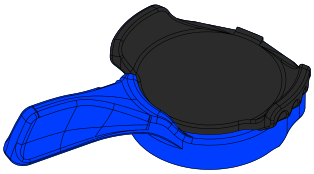
**Sag Measurement: 0.80" (20.3mm); set between the red line and the end of the indicator*



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.

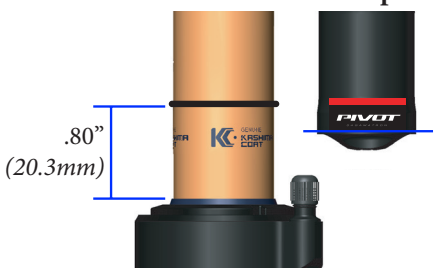
4. *FOX Float X2 Air:*

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

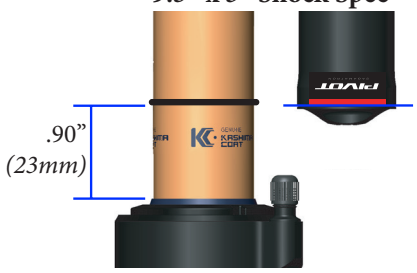
Bikes:
- Switchblade
- Mach 5.5

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.

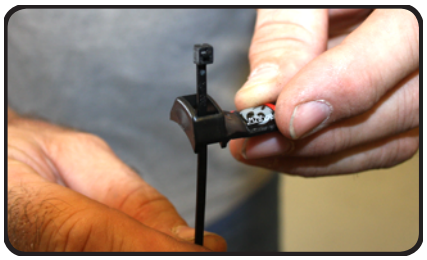
Setting Low Speed Compression damping on FOX Forks:

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.

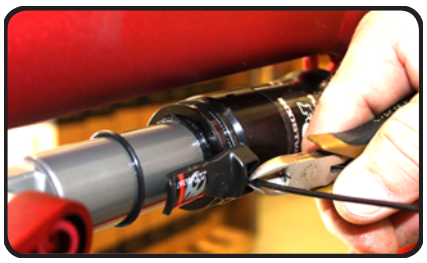
PIVOT CYCLES

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.

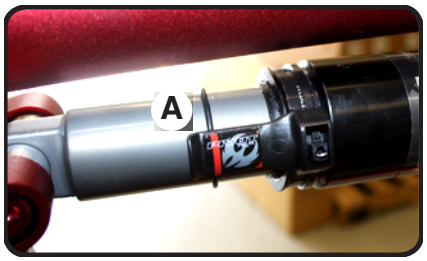


2

- 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.

MACH5.7
CARBON

PIVOT CYCLES

PIVOT CYCLES

The Mach 5.7 Carbon has set a new standard for what is possible with carbon fiber and suspension bike design. We've developed a bike that is lighter, stronger and stiffer than anything that's come before it. Applying our ground breaking composite technology to the best performing trail bike made and you have a bike that stands atop the competition.

MACH 5.7 CARBON

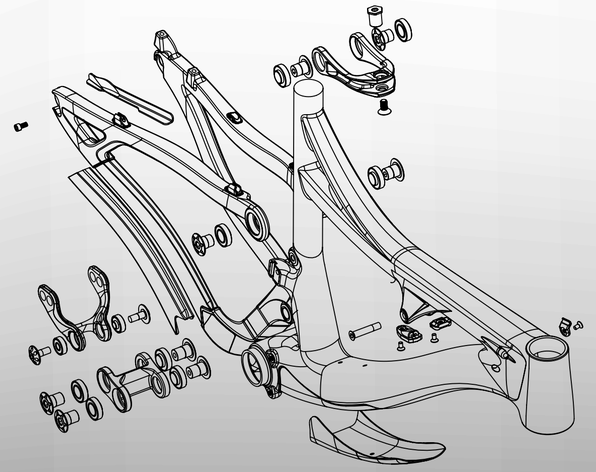
Built from the inside, out.

We use a proprietary hollow core internal molding technology to create our Pivot carbon frames. This technology is extraordinary and sets the bar well above everything else that's out there. Other high-end brands utilize previous generation molding techniques, but we've taken the technology to the next level of development to produce a frame that is unmatched in nearly every conceivable category.

The quality of the frame that exits the mold is near perfection inside and out and requires little to no finish work prior to painting. It's a shame we have to paint them at all!

Traditional Methods

Other frames require hours of work after they come out of the molds filling the voids and imperfections with epoxy filler which not only adds weight but can also compromise strength and stiffness in critical areas. Our hollow core internal molding technology produces a much lighter and stiffer frame because there is less material required to fill imperfections. This also produces a better ride because an ultra precise and carbon layup can be optimized and tuned to provide the perfect feel without needing to worry about adding extra material.



Both our full suspension and hardtail models require less material to achieve target stiffness and strength numbers - meaning a lighter frame with greater stiffness and much higher quality structures. All of this combines to produce a frame that goes above and beyond the engineering to create bikes that are much greater than the sum of their parts.

Pressure and control.

All carbon bikes are not created equal. A nice looking frame on the outside does not tell the story of what's going on inside. Without giving away too many secrets, we can tell you a little bit about how carbon frames are made and what sets Pivot's hollow core internal molding technology apart. Traditional molding is done with standard polybag bladders. Basically, plastic tubes (similar in material to a plastic zip-lock sandwich bag) are placed inside the frame and inflated with pressure while the carbon frame is in the mold and being heated. The pressure from the poly bags push the carbon into the mold creating pressure from the inside that results in the material following the form of the mold and creating the final shape of the carbon frame.

This is the way that the vast majority of carbon frames are made. It's a perfectly fine way to make carbon frames and there is nothing wrong with it. It is simply not a very precise process. Pressure may not be constant in all areas resulting in internal wrinkles and weak spots that require the manufactures to compensate by using more material in key areas. Some of the more advanced companies with lighter frames in the market go one step further and use pre-shaped latex bladders (the internal bladders are made to the shape of the actual internal structure) this method is better as it helps eliminate wrinkles, but there is still a possibility of inconsistent pressure in critical areas and it is much more difficult to control the lay-up on soft, flexible bladders.

Hollow core internal molding.

Pivot's hollow core internal molding process goes well beyond this by using hard internal forms for both lay-up and molding that eliminate the possibility of inconsistent pressures, providing the highest levels of compaction and extremely precise control over the entire structure.

The other key part of this is that **we also have greater control over the individual carbon layup that goes into each frame.** This is a true attention to detail item that sets the best apart from the rest. The "kitting" of composites is more on par with making a precision road fork lay-up or handlebar where tuning is critical to the ride and strength is paramount. It is not simply a matter of taking sheets of mid modulus composites and placing them at 45 degree angles in the mold like many other manufacturers.

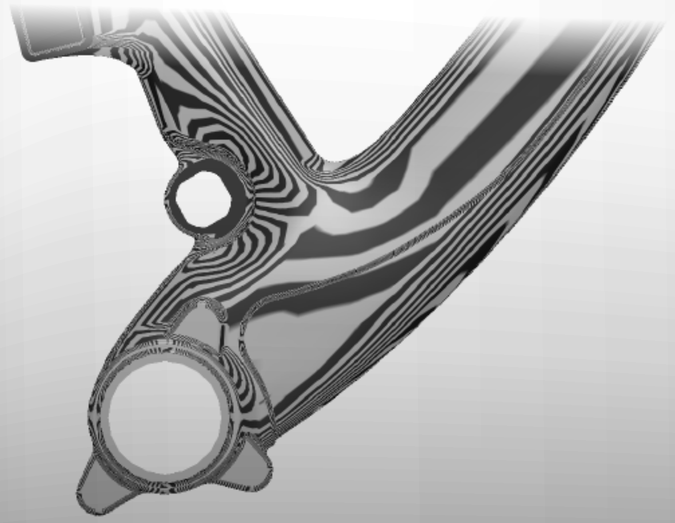
How we got there.

A lot of testing goes into exactly which composites are needed in each location and of what type to optimize the frame. So, we know it makes for a fascinating discussion to throw out material names with super high modulus numbers, and to quote crazy high compaction pressures for marketing purposes. However, the real magic happens in product development and testing.

At Pivot, we are committed to taking the time, effort and high cost involved with developing the perfect lay-up structures, and using all the best materials available in just the right places, in order to develop a truly optimized frame, **with a stiffness to weight ratio and superior ride tuning that puts the competition to shame**.

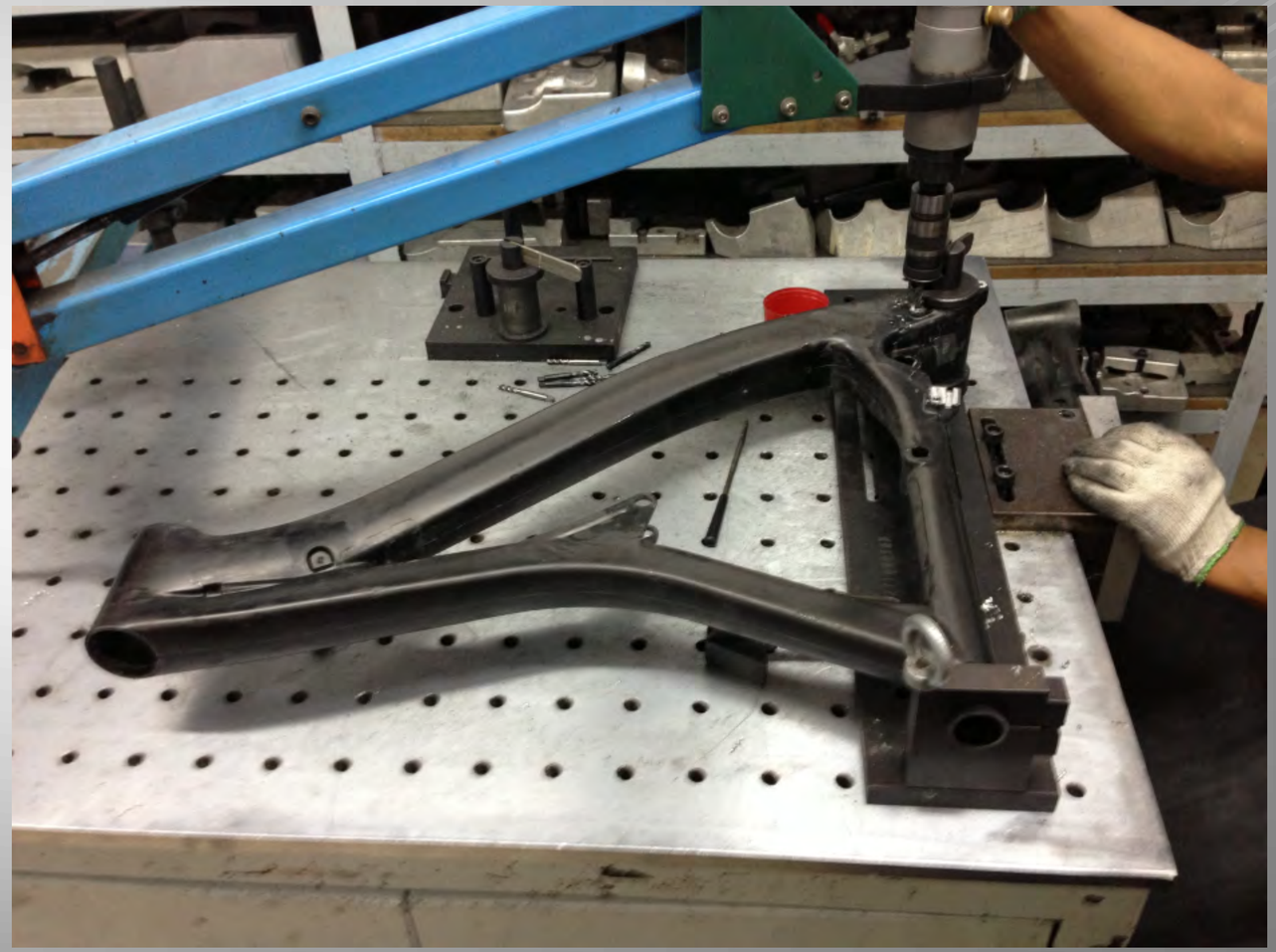
Real World Testing.

In the creation of Pivot's truly ground breaking line of composite frames, we didn't just rely on FEA programs or engineering data alone- we tested the frames in the real world with real riders. We built numerous versions of the frame, each with a slightly different lay-up schedule- producing more stiffness, less stiffness and ultimately the right stiffness. We changed the lay-up and the materials until we were happy with the frames stiffness and ride characteristics as much as the test data.



Crunching the numbers.

We do live by the test data! We spend a ton of time crunching the numbers and comparing them to those of the other premium brands. We test the competitor's products as a benchmark and go about developing a better frame. In the case of our suspension frames that means a superior stiffness to weight ratio with the highest strength standards in the sport. With our non-suspended models, we focus on achieving the maximum stiffness in the bottom bracket, head tube and rear triangle side to side so that all the riders power gets to the rear wheel. At the same time we develop the perfect lay-up structure that makes the frame both comfortable and lively.



What this means for the rider.

The end result is a frame that actually lives up to the words “laterally stiff, yet vertically compliant”. In the case of bikes like our Mach 5.7 and 429, our superior chassis stiffness has become a huge differentiator between us and the competition. Every magazine test report features comments regarding the precision and the immediate acceleration that occurs when getting on a Pivot carbon bike. When it comes to our LES model, these comments are also followed up with compliments on the bikes overall ride quality and light weight. Several testers have written that the LES is the most perfectly balanced hard tail mountain bike they have ever ridden. We know we have done our home work so that you can have a better bike when we get comments like that.

CARBON TECHNOLOGY

Additional Pivot Carbon Frame Technology

Along with the Hollow Box molding process, we use several other technologies to make Pivot bikes as light, stiff and reliable as possible.

Rubberized Leather Protection

Rubberized leather chainstay, inner seat stay, and down tube protectors for a quiet ride and higher impact resistance.

Tapered 1.5’ Headtube

Wider head tube allows us to take full advantage of oversized tubes to create amazing stiffness to weight ratios while keeping the ride quality at what you expect from a Pivot.

Press Fit 92 Bottom Bracket

PF92 bottom bracket 92mm shell allows for wider pivots and better bearing support for increased frame strength and stiffness while maintaining better control over the chain-line. The PF92 design also means that our carbon frames are 100% molded carbon with no threaded metal bottom bracket inserts required.

CARBON TECHNOLOGY

Direct Mount Front Derailleur

Stiffer, lighter and more precise. Allows for ease of set up and perfect front shifting.

Oversized Bearings

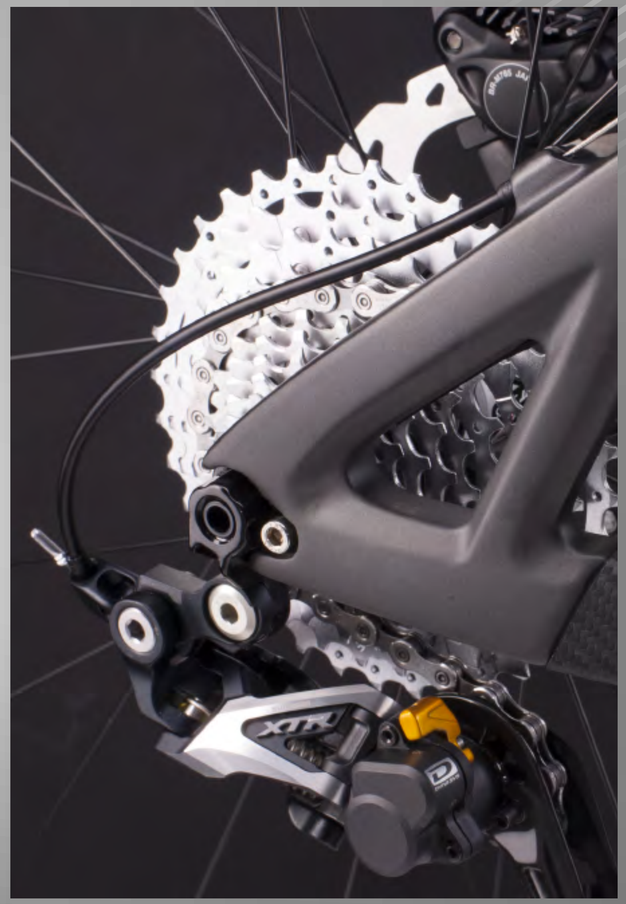
Oversized bearings all around and double row Enduro Max bearings in the dw-link.

142 X 12mm through axle design

142 X 12mm through axle design with forged 7075-T6 derailleur hanger and integrated axle nut adds even more stiffness to the carbon rear triangle.

Direct Mount rear brake posts

160mm bosses mount calipers directly to rear triangle resulting in higher levels of stiffness and lower overall system weight.



Features

5.7” (145mm) rear travel

Rear swingarm is a compact triangle featuring a large boxed structure at the main pivot and large diameter chainstay, seatstay, and cross brace tubing to maximize overall rear triangle stiffness.

The dw link features wider double row bearing placement. Designed to optimize the size and maximize the stiffness of the BB/main pivot areas.

5.3 lb. frame weight with an incredible stiffness to weight ratio!

MACH5.7 CARBON

Features

The 5.7 Carbon's relaxed 67.1 degree head angle (with 150mm travel fork), and low bottom bracket height, make for great cornering and increased stability and increased rider confidence on the trail and on the race course.

The dw-link's position sensitive anti-squat allows us to achieve the stable handling and increased cornering benefits of the lower bottom bracket with more travel than other bikes in the category. All with better pedaling efficiency, and a plusher feel.

Color Options

Matte Natural Carbon with Cyan, Red, Green, or Pink Highlights.

MACH5.7 CARBON