

World Cup Domination.

We set out to build the lightest, fastest, most capable World Cup DH bike the world has ever seen. The end result: The new Phoenix DH carbon. The Phoenix features 27.5" wheels, an ultra-lightweight chassis, dw-link® suspension, and the most forward-thinking features to ever grace a mountain bike. We have employed Pivot's exclusive Hollow Core Internal Molding process, along with technology developed from our award-winning Mach 6, to develop a 7.1lb/3.2kg frame.

This makes a true, 31lb/14kg, raceable DH bike possible. The combination of 27.5" wheels and dw-link® design has allowed us to go longer, lower and slacker than ever before, resulting in a chassis that instills high speed confidence and control on the steepest descents, all while out-pedaling any other DH bike on the course. It is a truly lethal combination for the competition with proven success on the World Cup circuit. Pivot DH factory team riders Bernard Kerr, Eliot Jackson and Emilie Siegenthaler have achieved their best World Cup career finishes and Crankworx podiums aboard the new Phoenix.



2015 Phoenix Carbon Features

- 204mm dw-link® suspension
- Full carbon frame featuring Pivot exclusive hollow box internal molding technology
- 27.5" wheels
- S, M, L, & XL sizing
- Adjustable +/- .75 degree headset option
- Full length internal cable routing with Pivot's exclusive cable port system
- Dropper post compatible with internal routing
- Enduro Max cartridge bearings used throughout
- Fox DHX RC4 Coil-Over rear shock
- Frame weight from 7.1/3.2kg lbs (small w/air shock) or 8.1lbs/3.6kg (small w/coil shock)
- Complete Shimano Saint equipped w/Fox 40 fork, Maxxis DH tires, and pedals from 33.5 lbs
- Rubberized integrated downtube and swingarm protection.
- Carbon ISCG-05 tabs
- 157mm X 12mm rear end
- 107mm full carbon BB shell
- 180mm rear carbon post mounts

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.

The new Phoenix Carbon features long and low geometry and all sizes have the same head tube length and a very narrow range of seat tube lengths, which means that riders should pick their frame sizing based on top tube length and reach measurements. However, we can provide a rough guideline:

Small: 5'4.5" – 5'11"

Medium: 5'10" – 6'

Large: 5'11" – 6'3"

X-Large: 6'2" – 6'6"

What bottom bracket is used on the Phoenix DH Carbon and which cranks are compatible?

The Phoenix DH Carbon features a 107mm press fit system. With the press fit system, there are no external washers or threads in the shell. The bearings are housed in light composite resin or alloy 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. The system works with Shimano, FSA and Race Face cranks (all compatible with the Shimano cup design) as well as the SRAM GXP system. In addition, Enduro and several other aftermarket companies offer both replacement bottom brackets and/or bearings to support every major crank brand. The 107mm press fit is based off the 83mm wide DH standard and therefore requires DH-specific 83mm compatible cranks.

Are there any other bottom brackets that will work with the Phoenix DH Carbon?

We use a Press Fit 107 BB (the bearing cups are based on what is commonly called PF92 or BB92 but spaced wider). Almost every crank and BB manufacturer offers a bottom bracket that is compatible with the Press Fit 92/107 system.

Are there any other bottom brackets that will work with the Phoenix DH Carbon?

We use a Press Fit 107 BB (the bearing cups are based on what is commonly called PF92 or BB92 but spaced wider). Almost every crank and BB manufacturer offers a bottom bracket that is compatible with the Press Fit 92/107 system.

What hub/wheel spacing does the Phoenix Carbon use?

The Phoenix Carbon uses the 157mm X 12mm hub/wheel spacing. A custom 12mm Pivot Cycles axle is included with the frame.

What size seatpost does the Phoenix Carbon use?

The Phoenix Carbon frame uses a 30.9mm seatpost.

What size seat clamp does the Phoenix Carbon use?

The Phoenix 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, the Phoenix DH Carbon features dropper post routing.

What headset do I need for the Phoenix DH Carbon?

The Phoenix DH Carbon uses a ZS (zero stack) 49.6mm top and (zero stack) 56mm bottom.

What fork can I run on Phoenix DH Carbon?

The Phoenix DH Carbon can run any 27.5" specific dual crown DH fork.

How wide of a tire can I run on the Phoenix DH Carbon?

The Phoenix DH Carbon was designed to run any 2.4" X 27.5" tire in the market. We are partial to the Maxxis High Roller II DH 2.4 or any of the DH specific 27.5" tires in the Maxxis line.

How large of a rotor will fit on the Phoenix DH Carbon?

The Phoenix DH Carbon was designed for either a 180mm or 203mm rotor.

What type of rear brake adapter do I need?

No brake adapter is needed for a 180mm rotor. However, many manufacturers make adapters for larger rotor sizes, in which case you would need a 160mm to 180mm direct mount/post to post adapter to run a 203mm rotor on the Phoenix frames 180mm post mount.

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

The eye-to-eye shock length is 9.5 inches and the stroke length is 3 inches.

If I want to run a different brand of coil-over shock on my Phoenix DH Carbon, what else do I need to know?

The Phoenix DH Carbon shock uses M8 through bolt hardware on the front and no hardware on the rear. Shock spacer dimension is 22mm wide on the 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 Phoenix DH 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 Fox RC4 shock that we spec has a wide range of tuning options, a large diameter shaft and external bottoming control. We feel it is the best performing shock in the market (and many world cups and world championships have been won on this shock). However, if you have a different suspension sponsor or just have a strong personal preference for another brand, now you have all the information to make an informed choice.

What fork can I run on Phoenix DH Carbon?

The Phoenix DH Carbon can run any 27.5" specific dual crown DH fork.

Can I run an air shock on my Phoenix DH Carbon?

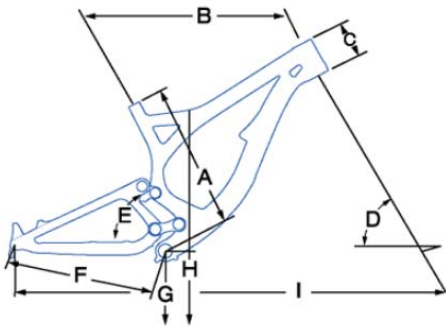
Yes, but only a downhill specific air shock. Currently, the only model that we would endorse is the Rock Shox Vivid Air as it offers the correct platform for true DH applications.

Why does the Phoenix DH Carbon have an additional bumper on the linkage?

The bumper was developed with our race team on the world cup circuit and acts similarly to the bump stops on a race truck or rally car. Under extreme bottoming it offers an additional level of protection for your frame and shock.

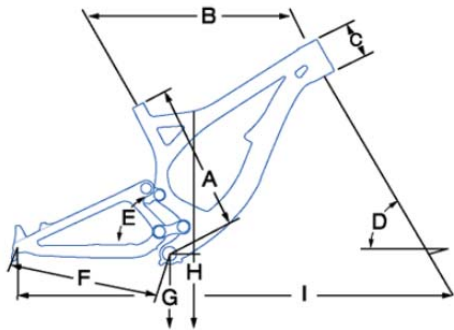
What are the torque specs?

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



	S	M	L	XL
A Seat Tube Length (C-T)	16.95	16.95	16.95	16.95
B Top Tube Length	23.75	24.75	25.75	26.75
C Head Tube Length	4.17	4.17	4.17	4.17
D Head Tube Angle	62.50°	62.50°	62.50°	62.50°
E Seat Tube Angle	71.85°	71.85°	71.85°	71.85°
F Chain Stay Length	17.40	17.40	17.40	17.40
G Bottom Bracket Height	13.37	13.37	13.37	13.37
H Standover Height	29.00	29.00	29.00	29.00
I Wheelbase	47.68	48.74	49.76	50.83
Stack	24.06	24.06	24.06	24.06
Reach	15.83	16.85	17.91	18.98

Values in inches **CM**

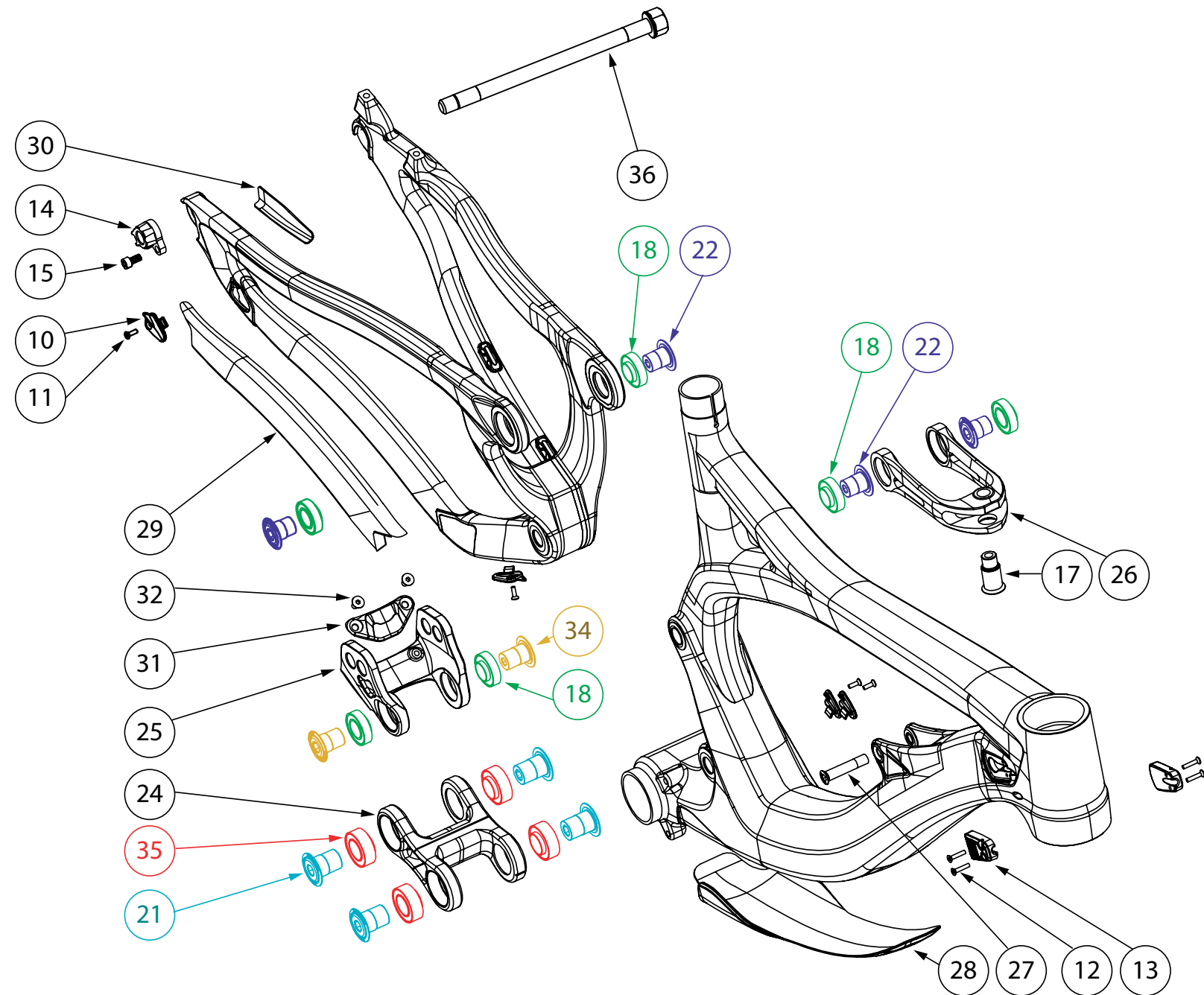


	S	M	L	XL
A Seat Tube Length (C-T)	43.05	43.05	43.05	43.05
B Top Tube Length	60.33	62.87	65.41	67.95
C Head Tube Length	10.59	10.59	10.59	10.59
D Head Tube Angle	62.50°	62.50°	62.50°	62.50°
E Seat Tube Angle	71.85°	71.85°	71.85°	71.85°
F Chain Stay Length	44.20	44.20	44.20	44.20
G Bottom Bracket Height	33.96	33.96	33.96	33.96
H Standover Height	73.66	73.66	73.66	73.66
I Wheelbase	121.11	123.80	126.39	129.11
Stack	61.11	61.11	61.11	61.11
Reach	40.21	42.80	45.49	48.21

Values in centimeters **IN**

PHOENIX C

NUMBER	PART NAME	DESCRIPTION	Torque	*
10	FP-CLM-MECH-FRM-V1	CLAMP MECHANICAL FRAME		
11	FP-SCW-FLT-M3*10	SCW FLAT 3X10		
12	FP-SCW-FLT-M3*15	M3x15 HEADTUBE GUARD SCREW		
13	FP-PRO-PHXCV2-HT-V1-R1	PHX C 275 HEADTUBE GUARD		
14	FP-RDH-TA-12MM-BLK-V1	REAR DERAILLEUR HANGER THROUGH AXLE 12MM BLACK V1		
15	FP-SCW-SCK-M5*10	SCREW SOCKET 5X10	7 Nm (5 lb-ft)	□
17	FP-PIN-CLV-M12*150-BLK-R1	PIN CLEVIS M12X150D BLACK REV1	24 Nm (18 lb-ft)	○
18	FP-BRG-6902-LLUMAXECN	6902 LLU MAX-E CN		
21	FP-BLT-M16*22-BLK-V2	BOLT 16X22 BLACK VER 2	35 Nm (27 lb-ft)	□
22	FP-BLT-M14*17-BLK	BOLT 14X17 BLACK	35 Nm (27 lb-ft)	□
24	FP-LNK-LL-BLK-V7-R1	LINK LOWER BLACK VER7 REV1		
25	FP-LNK-UL-43MM-V1-R1	LINK UPPER 43MM VER1 REV1		
26	FP-CLV-109MM-V1-R1	CLEVIS 109MM VER 1 REV1		
27	FP-BLT-M8*38-BLK	BOLT 8X38 BLACK	13 Nm (10 lb-ft)	●
28	FP-PRO-PHXCV2-DT-V1-R1	PHX C 275 DOWNTUBE GUARD		
29	FP-PRO-PHXCV2-CS-V2-R1	PHX C 275 CHAINSTAY GUARD		
30	FP-PRO-PHXCV2-SS-V2-R1	PHX C 275 SEATSTAY GUARD		
31	FP-PRO-PHXC-BMP-V1-R1	PHX C 275 BOTTOM OUT BUMPER		
32	FP-SCW-FLT-M5*10	SCREW FLAT 5x10		□
34	FP-BLT-M14*20-BLK-V2	BOLT 14*20 BLACK V2	35 Nm (27 lb-ft)	□
35	FP-BRG-3903-LLUE	3903 LLU E		
36	157MM THROUGH AXLE	157MM THRU AXLE W/ WASHER		



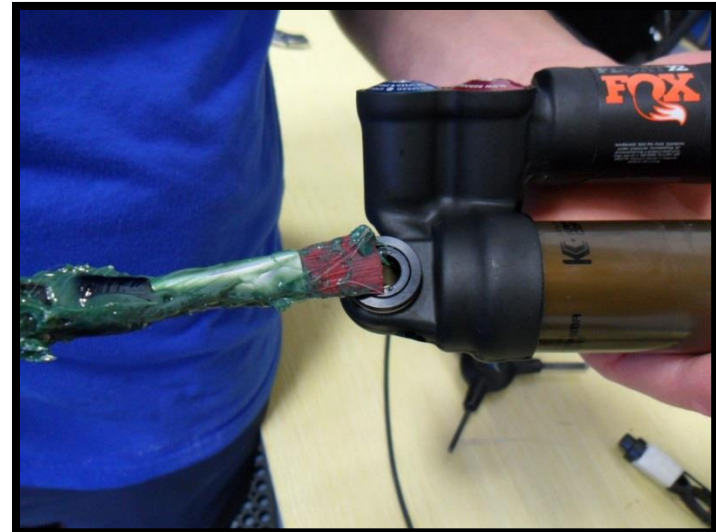
* ○ = grease ● = anti-seize ◐ = anti-seize or grease □ = loctite 243

Shock Installation Instructions

PHOENIX^{DH}
CARBON



Step 1. Grease shock spacer (both sides)



Step 1. Grease shock spacer (both sides)



Step 2. Grease shock eyelet (inside)



Step 2. Grease shock eyelet (outside)

Shock Installation Instructions

PHOENIX^{DH}
CARBON



Step 3. Grease front shock bolt.



Step 4. Grease clevis shock bolt.



Step 5. Install clevis shock bolt first.



Step 6. Install front of shock over shock tabs.

Shock Installation Instructions

PHOENIX^{DH}
CARBON



Step 7. Install front shock bolt



Step 8. Torque clevis shock bolt to 24 Nm.



Step 9. Torque front shock bolt to 13 Nm.



Step 10. Finished

SUSPENSION SETUP GUIDE

Setting Rebound and Propedal on FOX CTD Rear Shocks with Boost Valve: In general, rebound should be turned all the way out and dialed back in 1-5 clicks depending on rider weight. A sub 145lb rider is full out (fastest setting). Average is 1 click in on a Mach 4, 2 clicks in on a Mach 5.7, and 4 clicks in on a Mach 6/Firebird. We generally recommend starting your ride with the CTD open (descend mode) for all bikes other than the Mach 5.7, Mach 6, and Firebird. With these models, the Trail 1 setting provides the best all around general starting set up and you can tune from there.

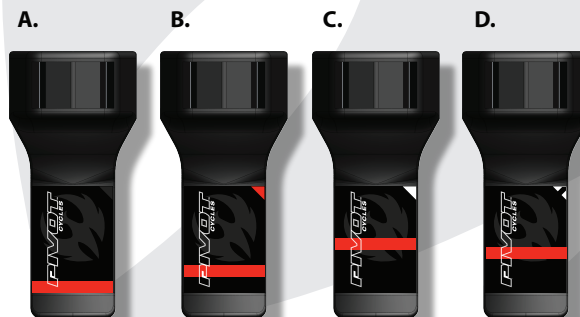
Setting Rebound, Bottom Out, and Boost Valve on DHX Air Shocks: In general, a good starting rebound setting is 7 clicks in from full open for a rider weight of 170lbs. We recommend setting the bottom-out with two lines showing on the reservoir. A good starting Boost Valve pressure is 170psi. We do not recommend going below 150psi on the Firebird.

Setting Rebound, Bottom Out, Boost Valve, High Speed Compression and Low Speed Compression damping adjustments on RC4 Coil Shocks for Phoenix DH: In general, for a rider between 160-180lbs, we recommend the following baseline settings:

- Rebound: 5 clicks out from all the way in
- High Speed Compression: 7 clicks out from all the way in
- Low Speed Compression: 10 clicks out from all the way in
- Bottom Out: Two turns in on the reservoir.
- Boost Valve: A good starting Boost Valve pressure is 160psi. We do not recommend going below 130psi on the Phoenix DH.

Setting rear shock sag on mountain bikes: Always set sag with the CTD lever turned to the open position (Descend Mode), which means the lever is turned toward the non-drive side of the bike. (In the case of the Float X CTD this means that the lever will be flipped towards the remote reservoir). Have the rider sit on the bike (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. With the rider in the saddle (not moving), slide the O-ring up into position against the air can. Once the O-ring is set in place, have the rider slowly step off the bike so as not to move the O-ring. The O-ring needs to line up with the red line on the sag indicator. Add or remove air as required to get the O-ring to line up with the red line. If there is no sag indicator on the shock, set the sag to the recommended setting shown below. (Different models and sizes of Pivot bikes use different length shocks and therefore require different sag settings.

- Mach 4 (all years) XX-Small and X-small: Sag = .49" or 12.4mm (Sag indicator C)
- 2010 and older Mach 4 Small, Medium, Large, X-large, Mach 5 X-Small and Small, and all 429 Alloy's : Sag = .65" or 16.5mm (Sag indicator B)
- 2011-2014 Mach 4 Small, Medium, Large, X-large as well as All years for Mach 429 Carbon: Sag = .55" or 14mm (Sag indicator D)
- Mach 5.7/Mach 5.7 Carbon X-Small, Small, Medium, Large, X-large and Mach 5 Medium, Large and X-large: Sag = .74" or 18.8mm (Sag indicator A)
- Mach 6, Firebird and Firebird 27.5": Sag = .8" or 20.3mm. We use Sag indicator A on these models where the red line is .74" or 18.8mm and the end of the indicator is .98" or 24.9mm. If you set sag just past the red line, towards the end of the indicator, this will give you the proper sag setting on these models.
- Phoenix DH: Sag = .99" or 25mm



Spring Weight recommendations for RC4 Coil Shocks on the Phoenix DH:

- Rider Weight: 130-160lbs Spring Weight: 300lb coil
- Rider Weight: 160-190lbs Spring Weight: 350lb coil
- Rider Weight: 190-220lbs Spring Weight: 400lb coil
- Rider Weight: 220-250lbs Spring Weight: 450lb coil

Setting Rebound, Low Speed Compression damping, and Lockout threshold on all Fox 32 RLC forks with Fit Damper:

- Rebound: Make sure the lock out is fully open (not locked out), and that the rebound is not set too fast or too slow. Rebound adjust-ment is highly dependent on rider weight and air pressure. You will need to cycle the fork several times after making a change to the rebound.
- Low Speed Compression: The LSC (low speed compression) is the blue large serrated outer knob on the top of the right fork leg. Start with the knob turned about 5 clicks from full open. Full open is all the way to the left (counter clockwise) and then turn 5 clicks to the right.
- Lockout Threshold: There is a blue lever on the top of the fork that turns the lockout on or off. There is a black knob in the center of the adjusters that determines how locked out the fork is and how easily the lockout will “blow off” on an impact when the lockout is in the locked position. Unless racing, we recommend running the threshold all the way open or close to all the way open (counter clockwise) for maximum oil flow.

Setting Rebound, High Speed Compression and Low Speed Compression damping adjustments on Fox 36 RC2 Fit damper forks for Firebird 26”: In general, for a rider between 160-180lbs, we recommend the following baseline settings:

- Rebound: 10 clicks out from all the way in
- High Speed Compression: 15 clicks out from all the way in
- Low Speed Compression: 17 clicks out from all the way in

Setting Rebound, High Speed Compression and Low Speed Compression damping adjustments on Fox 40 Dual Crown forks for Phoenix DH: In general, for a rider between 160-180lbs, we recommend the following baseline settings:

- Rebound: 8 clicks out from all the way in
- High Speed Compression: 15 clicks out from all the way in
- Low Speed Compression: 18 clicks out from all the way in

Setting Fork Pressures on Fox CTD Air forks: We start with the manufacturers recommended air pressure charts for rider weight. We have found that these charts tend to run on the high side of the range (too much air) so we will typically go one pressure setting below the setting shown for the recommended rider weight as per the charts below:

Mach 6 and Firebird

2014 34 FLOAT 27.5”

Rider Weight	150mm	160mm
≤125 (lbs)	45psi	45psi
125 - 135	50psi	50psi
135 - 145	55psi	55psi
145 - 155	65psi	65psi
155 - 170	70psi	70psi
170 - 185	75psi	75psi
185 - 200	80psi	80psi
200 - 215	90psi	90psi
215 - 230	100psi	100psi
230 - ≥250	110psi	110psi

Mach 4

2014 32 FLOAT 26”

Rider Weight	120mm
≤125 (lbs)	50psi
125 - 135	50psi
135 - 145	55psi
145 - 155	65psi
155 - 170	75psi
170 - 185	80psi
185 - 200	85psi
200 - 215	95psi
215 - 230	100psi
230 - ≥250	110psi

Mach 5.7

2014 34 FLOAT 26”

Rider Weight	150mm
≤125 (lbs)	45psi
125 - 135	50psi
135 - 145	55psi
145 - 155	65psi
155 - 170	70psi
170 - 185	75psi
185 - 200	80psi
200 - 215	90psi
215 - 230	100psi
230 - ≥250	110psi

Mach 429 and Les

2014 32 FLOAT 29”

Rider Weight	100mm	120mm
≤125 (lbs)	55psi	50psi
125 - 135	55psi	50psi
135 - 145	60psi	55psi
145 - 155	70psi	65psi
155 - 170	80psi	75psi
170 - 185	85psi	80psi
185 - 200	90psi	85psi
200 - 215	95psi	95psi
215 - 230	100psi	100psi
230 - ≥250	110psi	110psi

Les 27.5

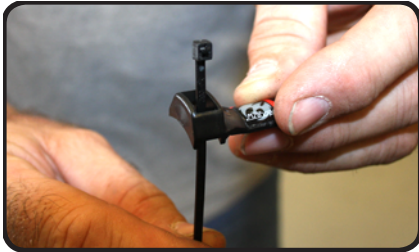
2014 32 FLOAT 27.5”

Rider Weight	100mm
≤125 (lbs)	55psi
125 - 135	55psi
135 - 145	60psi
145 - 155	70psi
155 - 170	80psi
170 - 185	85psi
185 - 200	90psi
200 - 215	95psi
215 - 230	100psi
230 - ≥250	110psi

Spring Weight recommendations for Fox 40 Coil Forks on the Phoenix DH:

- Rider Weight: 120-150lbs Spring Weight: *Optional Light*
- Rider Weight: 150-185lbs Spring Weight: *Stock Medium*
- Rider Weight: 185lbs + Spring Weight: *Optional Heavy*

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.



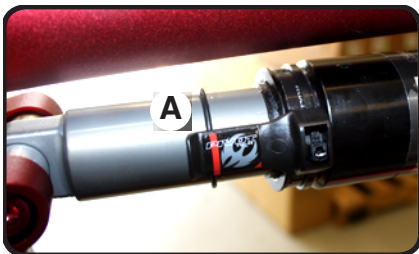
2

- 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.

