

The pinnacle of dw-link® performance: Pivot has delivered a bike with over 8" of rear travel and proven World Cup performance. With the heritage of 6 World Championships built into it and plenty of podiums on its own, the Phoenix is a serious DH rig, for the serious DH rider. No other DH bike can boast the bump compliance, consistency & control, pedaling efficiency and frame stiffness of the Phoenix. Add to that the incredible attention to detail, quality and long term durability and you have a bike that allows you to set new personal bests run after run.

Ask any rider that has thrown a leg over this bike and they will rave about the performance, speed and confidence it has brought to their riding. The Phoenix is the performance benchmark for all other DH bikes to follow.

Phoenix DH Alloy Features

- 8.15" (207mm) of travel.
- Adjustable head angle with 0, and +/- 1/2, 1, or 1.375 degree settings via the Cane Creek AngleSet.
- Changeable dropouts allow easy adjustment of wheelbase to suit course conditions and rider preferences.
- Shock and main linkage are mounted as low as possible in the frame, giving the Phoenix DH excellent cornering and handling characteristics and access to all damping adjustments on the Fox RC4 Kashima shock.
- Complete bikes weigh in at sub 38lbs. (17kg). Race team bikes as low as 35 lbs!
- Standard 83mm Threaded shell with ISCG mounts.
- 150mm rear spacing with 12mm through axle.
- Black Phoenix frames ship with Green decals installed with additional sets of Blue and Orange decals included. White frames ship with Blue decals installed with additional sets of Green and Orange decals included so you can customize your rig!

PHOENIX^{DH}

Frequently Asked Questions

Which size bike should I purchase?

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

Small: 5'5" – 5'9"

Medium: 5'9" – 6'3"

Large: 5'11" – 6'3"

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

The Phoenix DH Alloy uses a threaded 83mm shell that is compatible with just about every possible Downhill specific crank in the market.

What hub/wheel spacing does the Phoenix DH alloy use?

The Phoenix DH Alloy uses a 150mm X 12mm through axle system. The axle is included with the frame.

What size seatpost does the Phoenix DH Alloy use?

The Phoenix DH Alloy frame uses a 30.9mm seatpost.

What size seat clamp does the Phoenix DH Alloy use?

The Phoenix DH Alloy frame uses a 34.9mm or 35mm (as some manufacturers call it) seatpost clamp.

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

The Phoenix DH Alloy shock uses M8 through bolt hardware. Shock spacer dimension is 22mm wide on the front and rear. Most coil-over shock in the market should fit the Phoenix DH. However, 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 Alloy?

The Phoenix DH Alloy can run any 26" specific dual crown DH fork.

What are the torque specs?

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

Can I use a dropper post with this frame?

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

Can I mount a chain guide on my Phoenix?

Yes. The frame is equipped with ISCG-05 tabs, so most chainguides that are made for ISCG-05 tabs should work.

What headset do I need for the Phoenix DH Alloy?

The Phoenix features a 1.5" head tube (49.6mm ID). There are plenty of headset options from every headset manufacturer for use with tapered, standard, and 1.5 steerer tubes.

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

The Phoenix DH Alloy was designed to run any current 26" DH tire in the market.

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

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

What type of rear brake adapter do I need?

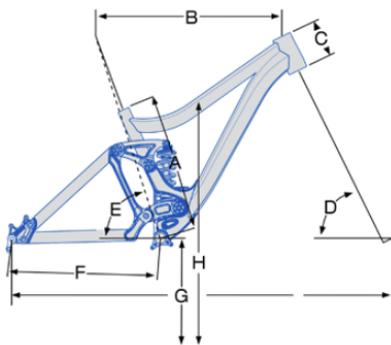
No brake adapter is needed for a 180mm rotor. However, many manufacturers make adapters for larger rotor sizes, in which case you would need a 160mm to 180mm direct mount/post to post adapter to run a 203mm rotor on the Phoenix frames 180mm post mount.

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

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

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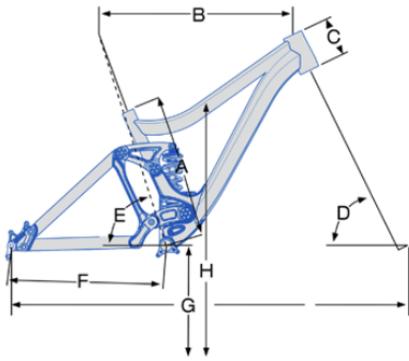
Geometry Chart



	S	M	L
A Seat Tube Length (C-T)	15.60	17.00	18.00
B Top Tube Length	22.40	23.35	24.30
C Head Tube Length	4.40	4.70	4.90
D Head Tube Angle	64.00°	64.00°	64.00°
E Seat Tube Angle	65.00°	65.00°	65.00°
F Chain Stay Length	17.28	17.28	17.28
G Bottom Bracket Height	13.60	13.60	13.60
H Standover Height	29.00	29.00	29.00
I Wheelbase	44.69	45.70	46.68
Stack	23.47	23.75	23.93
Reach	14.07	14.94	15.83

Values in inches

CM



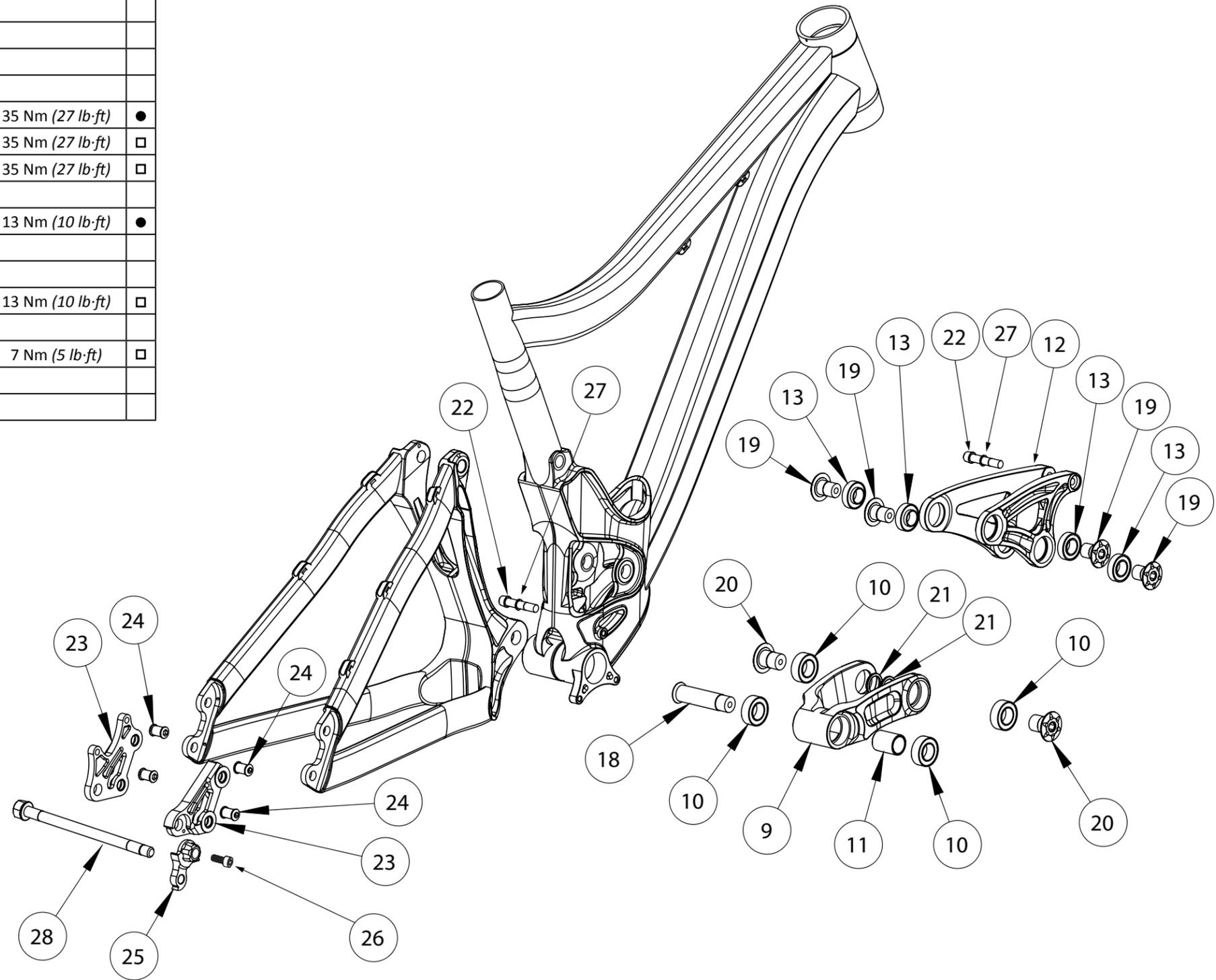
	S	M	L
A Seat Tube Length (C-T)	39.62	43.18	45.72
B Top Tube Length	56.90	59.31	61.72
C Head Tube Length	11.18	11.94	12.45
D Head Tube Angle	64.00°	64.00°	64.00°
E Seat Tube Angle	65.00°	65.00°	65.00°
F Chain Stay Length	43.89	43.89	43.89
G Bottom Bracket Height	34.54	34.54	34.54
H Standover Height	73.66	73.66	73.66
I Wheelbase	113.51	116.08	118.57
Stack	59.61	60.33	60.78
Reach	35.74	37.95	40.21

Values in centimeters

IN

PHOENIX A

NUMBER	PART NAME	DESCRIPTION	Torque	*
9	FP-LNK-LL-SIL-V6-R1	LINK LOWER SILVER VER6 REV1		
10	FP-BRG-3903-LLU	3903 LLU		
11	FP-SLV-LL-28MM	SLEEVE LOWER LINK 28MM		
12	FP-LNK-UL-100MM-V1	LINK UPPER 100MM VER1		
13	FP-BRG-6902-LLUMAXECN	6902 LLU MAX-E CN		
18	FP-BLT-M16*70-BLK	BOLT 16X70 BLACK	35 Nm (27 lb-ft)	●
19	FP-BLT-M14*20-BLK-V1	BOLT 14*20 BLACK V1	35 Nm (27 lb-ft)	□
20	FP-BLT-M16*22-BLK-V1	BOLT 16X22 BLACK VER 1	35 Nm (27 lb-ft)	□
21	FP-WSH-171*230*2W	WASHER 171 X 230 X 2W		
22	FP-BLT-M8*39-SIL	BOLT 8X39 SILVER	13 Nm (10 lb-ft)	●
23	FP-DRO-PHX-SET-V1-R1	DROPOUT PHOENIX SET VER1 REV1		
23L	FP-DRO-PHX-SET-V2-R1	DROPOUT PHOENIX SET VER2 REV1		
24	FP-PIN-DRO-M8*100-BLK	PIN DROPOUT 8X10 BLACK	13 Nm (10 lb-ft)	□
25	FP-RDH-TA-12MM-SIL-V2	REAR DERAILLEUR HANGER THROUGH AXLE 12MM SILVER V2		
26	FP-SCW-SCK-M5*10	SCREW SOCKET 5X10	7 Nm (5 lb-ft)	□
27	FP-WSH-81*120*1W	WASHER 81 X 120 X 1W		
28	157MM THROUGH AXLE	157MM THRU AXLE W/ WASHER		



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

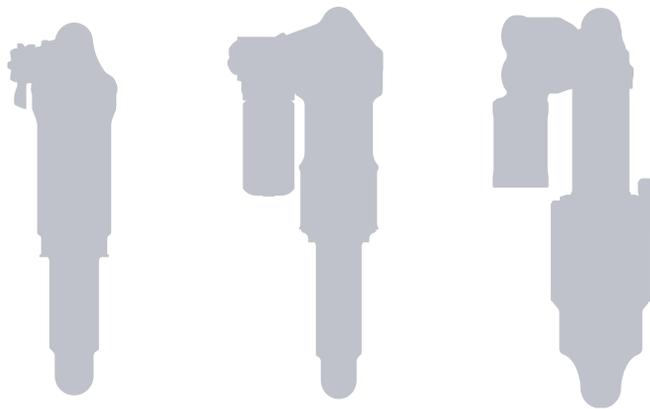


SUSPENSION SETUP GUIDE

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**

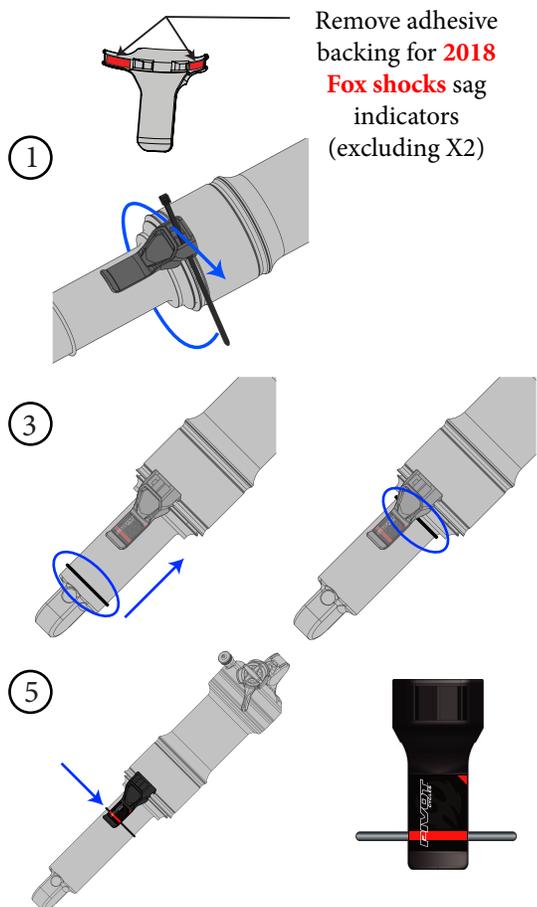


Performance. Redefined.

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.



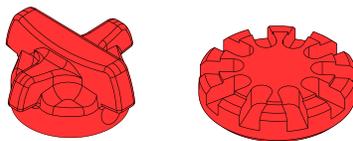
Remove adhesive backing for **2018 Fox shocks** sag indicators (excluding X2)

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

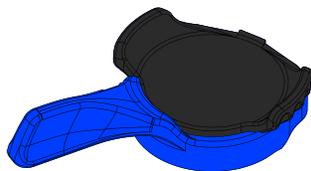
*Sag Measurement: 0.80" (20.3mm); set between the red line and the end of the indicator



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 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.



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.

Direct Mount Rear Derailleur Hanger



Pivot drop out type V1



Pivot drop out type V2

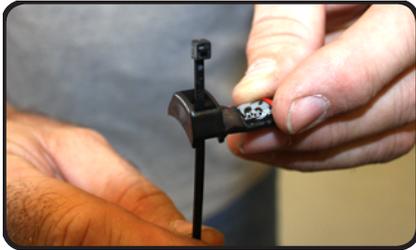
The Shimano Direct mount rear derailleur hanger was designed to be used with the drop out style V2.

If you have the drop out style V1 and would like to use the Shimano direct mount hanger a small modification to the drop out must be done.

You must remove the lower edge of the drop out flange.
(see photos below)



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.



2012



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2012



PHOENIX *DH*



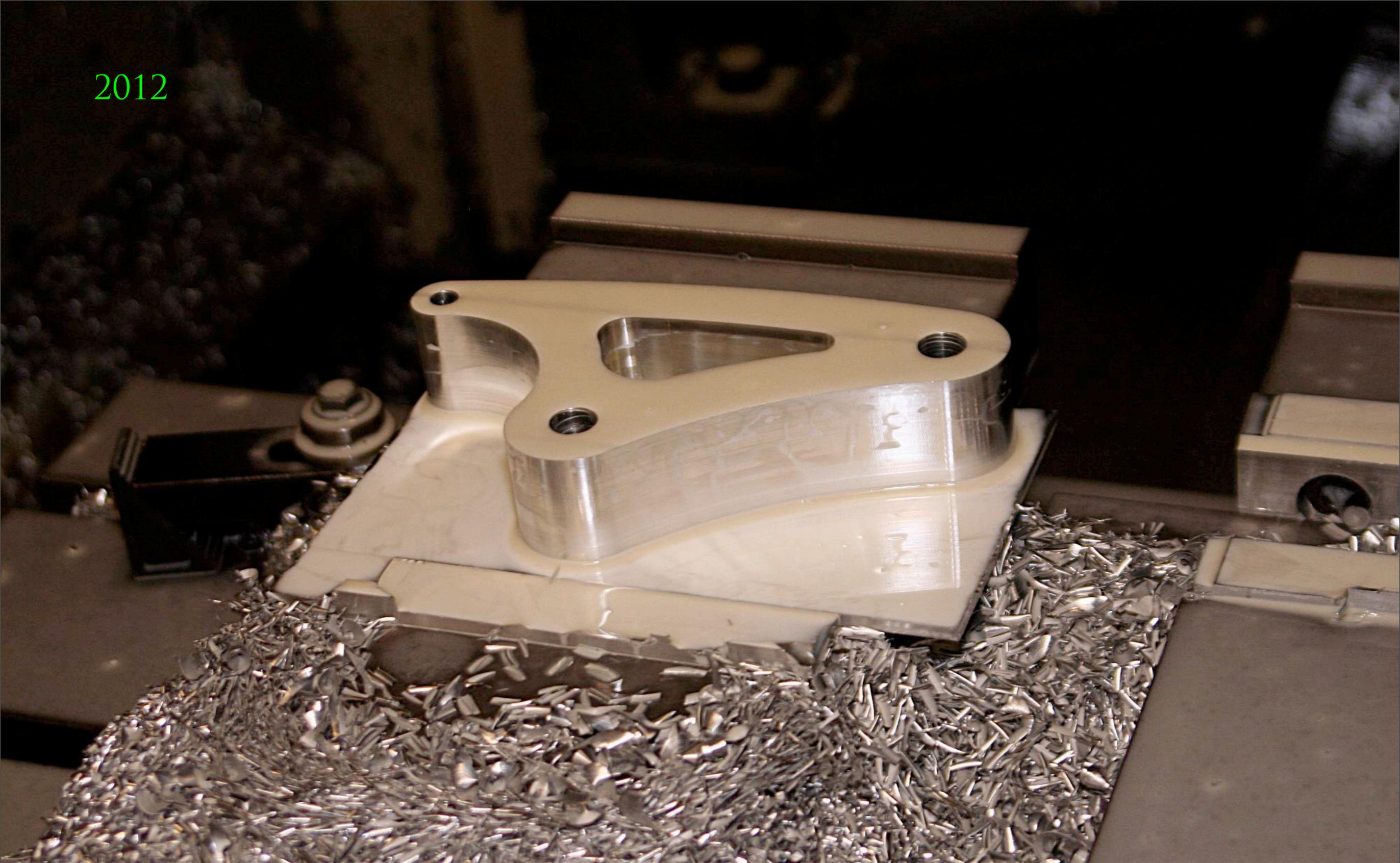
2012



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- › THE ULTIMATE WORLD CUP DOWNHILL BIKE: AN ALL NEW PIVOT DESIGN WITH THE HERITAGE OF DAVE WEAGLE'S 6 WORLD CHAMPIONSHIPS BEHIND IT.





SUSPENSION:

- › DW-LINK SUSPENSION DESIGN WITH POSITION SENSITIVE ANTI-SQUAT
- › 8.15" (207MM) REAR TRAVEL
- › THE PHOENIX IS DESIGNED TO HAVE AN ULTRA PLUSH FEEL AND COMPLIANCE EXCEEDING THAT OF THE WORLD'S BEST DOWNHILL BIKES. HOWEVER, IT ALSO HAS A DISTINCT ADVANTAGE IN OVERALL CONTROL AND PEDALING EFFICIENCY. SQUARE EDGE BUMP ABSORPTION IS INCREDIBLE AND THE SUSPENSION REMAINS STABLE AND CONTROLLED IN EVEN THE MOST EXTREME CONDITIONS.

PHOENIX *DH*



PHOENIX^{DH}

SUSPENSION CONTINUED:

- ALTHOUGH BASED ON THE WORLD CHAMPIONSHIP WINNING SUNDAY, THE PHOENIX IS NOT A SUNDAY! THE SUNDAY TOOK THE CONCEPT OF USING A POSITION SENSITIVE SHOCK AS A BOTTOM OUT DEVICE. PHOENIX DH SHARES A SIMILAR LEVERAGE RATIO CURVE FOR THE FIRST PART OF THE TRAVEL, AND THEN REMAINS SLIGHTLY PROGRESSIVE THROUGH THE END TRAVEL (THE OPPOSITE OF THE SUNDAY). THE PHOENIX DH RUNS SLIGHTLY HIGHER SPRING RATES AND A CURVE THAT IS MORE IN LINE WITH WHAT WE DEVELOPED FOR THE FIREBIRD.



PHOENIX^{DH}

GEOMETRY AND HANDLING:

- › THE PHOENIX DH FEATURES A 64 DEGREE HEAD TUBE ANGLE, 13.6" BB HEIGHT, AND 17.25 CHAINSTAY LENGTH.
- › DROPOUTS ARE CHANGEABLE AND WILL ALLOW FOR A CHANGE IN CHAINSTAY LENGTH. THE REMOVABLE DROPOUT OPTION OFFERS A LOT OF FLEXIBILITY TO TUNE THE BIKE TO THE RIDER AND THE COURSE.



ADJUSTABLE HEAD ANGLE:

- › THE PHOENIX DH HEADTUBE IS INDEXED AND HEAD ANGLE IS EASILY ADJUSTABLE AT 0, AND +/- ½, OR 1, DEGREE SETTINGS VIA THE CANE CREEK ANGLESET DESIGN.
- › ALL FRAMES HAVE INDICATORS ON THE HEADTUBE FOR ANGLESET LOCATING AND COME STOCK WITH 3 DIFFERENT CANE CREEK ANGLESET CUPS

PHOENIX *DH*



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LOWER CENTER OF GRAVITY:

- › THE SHOCK AND MAIN LINKAGE ARE MOUNTED AS LOW AS POSSIBLE IN THE FRAME. THE SHOCK HOUSING/MAIN PIVOT/BOTTOM BRACKET AREA ARE DESIGNED TO ALLOW EASY ACCESS TO ALL DAMPING ADJUSTMENTS ON THE FOX RC4 SHOCK.
- › THE PHOENIX DH'S LOW CENTER OF GRAVITY AND LOW BB GIVE THE BIKE EXCELLENT CORNERING AND HANDLING CHARACTERISTICS. COMBINED WITH THE DW-LINK DESIGN'S POSITION SENSITIVE ANTI-SQUAT, WE CAN ACHIEVE THE HANDLING AND CORNERING BENEFITS OF THE LOWER BOTTOM BRACKET WITHOUT THE NEGATIVES OF A LOW BB HEIGHT ON OTHER DESIGNS.



PHOENIX^{DH}

FRAME STIFFNESS:

- › AS WITH ALL PIVOT FRAMES, FRAME STIFFNESS AND DURABILITY ARE A KEY PART OF ALL OUR DESIGNS. THE PHOENIX DH TAKES THIS TO A WHOLE NEW LEVEL.
- › 1.5 HEADTUBE WITH MASSIVE OVERSIZE THIN WALL HYDRO-FORMED DOWNTUBE.
- › 2 PART HOLLOW BB/SEAT TUBE/MAIN PIVOT FORGING IS BOTH LIGHTWEIGHT AND INCREDIBLY STIFF. PLUS ALL FRONT TRIANGLE PIVOT LOCATIONS ARE MACHINED ON ONE PART, MAKING THE PIVOT LOCATIONS EXTREMELY ACCURATE.



PHOENIX^{DH}

FRAME STIFFNESS CONTINUED:

- › REAR SWING ARM FEATURES TWO PIECE HOLLOW FORGED BOX UPRIGHTS. THE REAR TRIANGLE IS STIFF AND ACCURATE WITH ALL PIVOTS BEING LOCATED ON THE MAIN UPRIGHTS. THIS DESIGN IS INCREDIBLY STIFF AND LIGHTWEIGHT.
- › LOWER LINK USES 17MM DIAMETER MAIN PIVOT PINS AND DOUBLE ROW ENDUROMAX BEARINGS FOR MAXIMUM DURABILITY AND FRAME STIFFNESS.
- › THE UPPER LINKAGE FEATURES 16MM DIAMETER HARDWARE AND DOUBLE ROW ENDUROMAX BEARINGS FOR MAXIMUM DURABILITY AND FRAME STIFFNESS.



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DESIGN DETAILS:

- › OPTIMIZED LIGHTWEIGHT DESIGN. COMPLETE TEST BIKES ARE SITTING AT 39LBS. TEAM BIKES WEIGH UNDER 37LBS.
- › STANDARD 83MM THREADED SHELL WITH ISCG MOUNTS.
- › 150MM REAR SPACING WITH 12MM THROUGH AXLE.
- › NEW FOX RC4 KASHIMA COATED REAR SHOCK
- › TWO FRAME COLORS WITH MULTIPLE DECAL COLOR OPTIONS . WHITE COMES STOCK WITH BLUE DECALS (ORANGE AND GREEN ARE INCLUDED). BLACK COMES STOCK WITH GREEN DECALS (BLUE AND ORANGE ARE INCLUDED).
- › FRAMES ARE PAINTED WITH A HIGHLY DURABLE POWDER COAT FINISH.





RACING:

- › THE NEW PHOENIX DH IS BEING RACED IN THE WORLD CUPS AND OTHER KEY EVENTS BY KYLE STRAIT, WILL RISCHBIETH, HAN'S LAMBERT, AND BERNARD KERR OF TEAM PIVOT.

PHOENIX DH

