

For best results, just add gravel, dirt and mud.

The Vault has quickly garnered a reputation as the most versatile, performance-driven cross/gravel bike in the sport. With wins in the Rock Cobbler gravel race and a first and third place finish in the Trans America Bike Race, the Vault has dominated everything from gravel races to ultra-endurance events. The Vault boasts the next generation of cyclocross/gravel racing geometry, with a lower bottom bracket height, shorter chain stays, class leading tire clearance and smooth, polished lines designed for quick, easy shouldering to get over any obstacles. The attention to detail on the Vault is second to none.

The Vault comes equipped with the latest in cyclocross frame technology, including full internal routing for mechanical or electronic drivetrains. Out of the gate the Vault was designed with a focus on disc brake optimization, making sure the Vault would be the ultimate disc brake cross bike. However, we did not stop there. We understand that for traditional cross races there's still a desire to run cantilever brakes in certain racing applications. Because of this, the Vault features full cantilever capabilities with recessed (hidden) threaded inserts in the seat stays and fork, and dropouts that convert from 135mm disc brake spacing back to 130mm road spacing. Whether you're new to cross racing, looking to enter your first gravel race or a seasoned veteran, the Vault sets a higher bar for ride, style and tuned performance while redefining what is possible in the world of cyclocross and gravel racing.



2015 Vault Features

- Internal cable routing adapts easily to either electronic or cable actuated shift systems. While the stealthy internal top tube brake routing can be totally disguised in disc brake form or cleanly hidden out of the way with cantilever brakes making portaging your bike a clean, snag-free affair.
- The Vault's 1.5 inch tapered steerer fork with oversize crown optimizes stiffness, increases steering precision, provides great mud clearance while eliminating brake chatter and can be used with either cantilever or disc brakes.
- The Vault frame features the BB386EVO bottom bracket system (designed by our own Chris Cocalis). This maximum size BB greatly increases torsional rigidity and strength and improves power transfer for a more efficient ride while also providing for more tire clearance to clear the widest rims on the market.
- The Vault converts seamlessly from cantilever to disc with our innovative and clean removable brake post system, while the Vault's carbon rear dropouts incorporate a dual insert system which allows easy conversion between 130mm and 135mm spacing for use with either standard road or disc brake specific wheels designs.

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: 5'3" – 5'7"

Small: 5'6" – 5'9"

Medium: 5'8" – 5'11"

Large: 5'11" – 6'3"

What is the standover height?

Selecting larger or smaller tire size options will affect standover height.

X-Small: 748mm / 29.44"

Small: 774mm / 30.47"

Medium: 796mm / 31.33"

Large: 813mm / 32.00"

What bottom bracket is used on the Vault and which cranks are compatible?

The Vault frame features the BB386EVO bottom bracket system (designed by our own Chris Cocalis). This maximum size BB greatly increases torsional rigidity and strength and improves power transfer for a more efficient ride while also providing for more tire clearance to clear the widest rims on the market. Any 24mm spindle cranks from Shimano or SRAM are fully compatible with the proper 30mm Bb conversion. The system is also compatible with Campy and of course 386Evo specific cranks from Rotor and FSA

Are there any other bottom brackets that will work with the Vault? Can you upgrade to ceramic bearings?

Any press fit 30 cups can be used with the 386Evo system.

What is the narrowest Q factor crank that the Vault will accept?

The Vault will accept standard road cranks from all major manufacturers where Q factor measurements are generally standardized.

What hub/wheel spacing does the Vault use?

The Vault uses standard 130mm QR hub/wheel spacing when used in conjunction with cantilever brakes and a standard road wheel. When using a disc specific set-up with the Vault dropout inserts removed, you will need to use 135mm QR hub/wheel spacing. The front hub/wheel spacing is standard 100mm QR for both disc and cantilever brakes.

What size seatpost does the Vault use?

The Vault frame uses a 31.6mm seatpost.

What size seat clamp does the Vault use?

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

Can I use a dropper post with this frame?

Yes, although there is not dropper specific routing on this model. However, any dropper post with external routing can be used on this frame.

What front derailleur does the Vault use?

You will require a 34.9mm clamp-on road or cyclocross specific front derailleur (Shimano calls this size an "L"). Routing is bottom pull. You can also use a braze-on style F/D with a 34.9mm adaptor clamp.

What headset do I need for the Vault?

For the Pivot Vault, we use an integrated style headset. The upper bearing measures 1-1/8" with 45°/45° ACB & has an OD of 46mm. The lower bearing measures 1-1/2" with 36°/45° ACB & has an OD of 56mm.

How wide of a tire can I run on the Vault?

The Vault has the best tire clearance in the class. The Vault can run all standard 700C X 33C cyclocross tires on the market. However, depending on rim width and tire specification, the Vault can fit up to 38C tires. For reference, one of the largest tires we have come across for the category is the Clement X'PLOR MSO that's called out as a 40C tire. It will clear barely clear the frame by about 1mm or less on each side so we would not recommend this tire as any rim run out or tire variation could cause rubbing.

How large of a rotor will fit on the Vault?

The largest rotor size that will fit on this frame is 160mm.

What type of rear brake adapter do I need?

No brake adapter is needed for a 160mm rotor.

What are the torque specs?

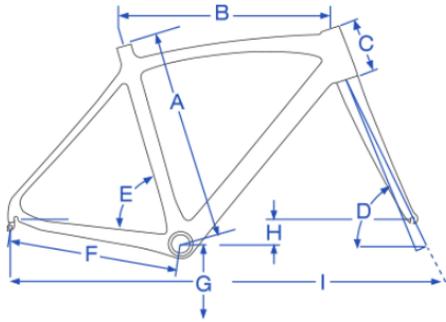
A detailed PDF of the torque specs can be found under the "Tech Info" tab.

I would like to run Shimano Di2 on my Vault. What battery should I order? Can the cables be run internally? Are the disc brakes that come on the Vault compatible with Di2?

In order to run Di2 shifting on your Vault, you will need to order the external battery that is mounted on the underside of the left chainstay. All Di2 cable routing is internal, and the Shimano disc brakes that come in the standard Vault build kit are fully compatible with Shimano Di2 set ups.



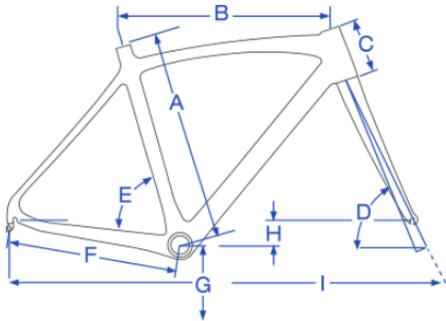
Geometry Chart



	XS	S	M	L
A Seat Tube Length (C-T)	50.00	53.50	56.00	58.00
B Top Tube Length	52.00	53.80	55.70	57.50
C Head Tube Length	12.00	13.50	15.50	17.00
D HTA	71°	71.5°	72°	72°
E STA	74.5°	74°	73.5°	73°
F Chain Stay Length	42.50	42.50	42.50	42.50
G Bottom Bracket Height	28.50	28.50	28.50	28.50
H Bottom Bracket Drop	6.50	6.50	6.50	6.50
I Wheelbase	100.10	101.00	101.90	103.30
Stack	53.27	54.86	56.96	58.36
Reach	37.25	38.07	38.82	39.68

Values in centimeters

IN



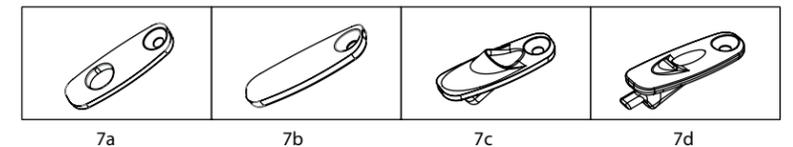
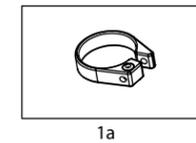
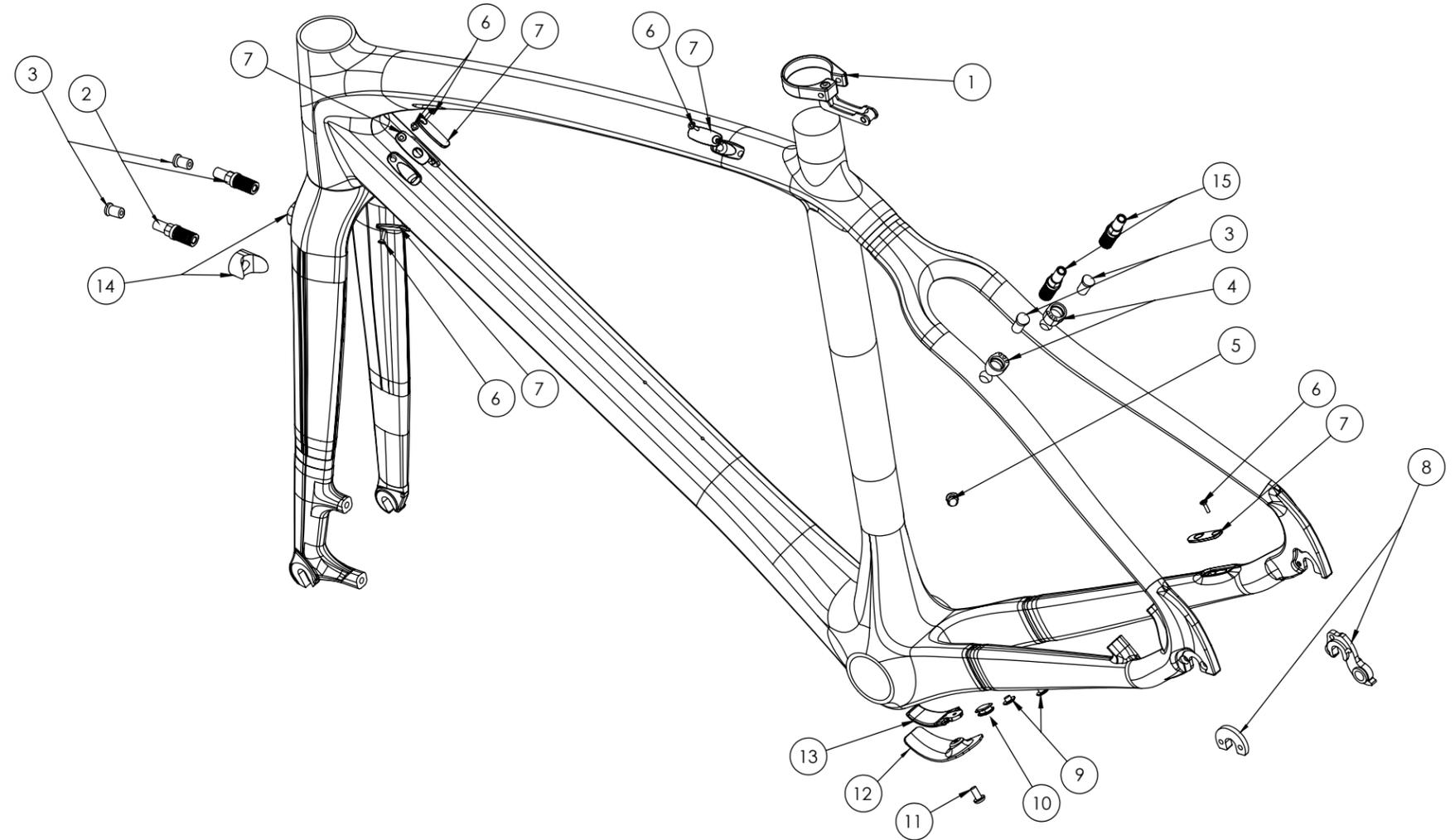
	XS	S	M	L
A Seat Tube Length (C-T)	19.69	21.06	22.05	22.83
B Top Tube Length	20.47	21.18	21.93	22.64
C Head Tube Length	4.72	5.31	6.10	6.69
D HTA	71°	71.5°	72°	72°
E STA	74.5°	74°	73.5°	73°
F Chain Stay Length	16.73	16.73	16.73	16.73
G Bottom Bracket Height	11.22	11.22	11.22	11.22
H Bottom Bracket Drop	2.56	2.56	2.56	2.56
I Wheelbase	39.41	39.76	40.12	40.67
Stack	20.97	21.60	22.43	22.98
Reach	14.67	14.99	15.28	15.62

Values in inches

CM

VAULT V1

NUMBER	PART NAME	DESCRIPTION
1	FP-CLM-SP-34.9MM-V2	CLAMP SEATPOST 34.9MM W/ HANGER
1A	FP-CLM-SP-34.9MM-V1	CLAMP SEATPOST 34.9MM W/O HANGER
2	FP-BRP-POST-41MM-FRNT	FRONT 41MM BRAKE POST
3	FP-PLG-BRP-9MM	PLUG BRAKE POST 9MM
4	FP-BRP-BASE-FRAME-BASE	BRAKE POST BASE FRAME V1
5	FP-PLG-DI2-7*8*2.5	PLUG DI2 7X8X2.5
6	FP-SCW-FLT-M3*10	SCW FLAT 3X10
7A	FP-CVR-DI2-FRM-V1	COVER DI2 FRAME V1
7B	FP-CVR-MECH-FRM-V1	COVER MECHANICAL FRAME V1
7C	FP-STP-BRK-V1	STOP BRAKE V1
7D	FP-STP-SHFT-V2	STOP SHIFTER V2
8 (130)	FP-RDH-SET-9MM-SIL-V1	REAR DERAILLEUR HANGER SET 9MM SILVER VER1
8 (135)	FP-RDH-SET-9MM-SIL-V2	REAR DERAILLEUR HANGER SET 9MM SILVER VER2
9	FP-PLG-MNT-5MM	PLUG MOUNT 5MM
10	FP-GDE-DI2-7.7*14*2.5	GUIDE DI2 7.7X14X2.5
11	FP-SCW-BTN-M5*10	SCREW BUTTON 5X10
12	FP-CVR-MECH-BB-V1	COVER MECHANICAL BOTTOM BRACKET VER1
13	FP-GDE-MECH-BB-V2	GUIDE MECHANICAL BOTTOM BRACKET V2
14 (DS)	FP-BRP-BASE-BOSS-DS	FORK DS BRAKE BOSS BASE V1
14 (NDS)	FP-BRP-BASE-BOSS-NDS	FORK NDS BRAKE BOSS BASE V1
15	FP-BRP-POST-39MM-REAR	REAR 39MM BRAKE POST



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

WORLD



 **PIVOT**
CYCLES®

The newest addition to the Pivot Cycles line, the cyclocross specific Vault. Conceptualized to exceed the expectations of Pivot customers worldwide. The carbon frame & fork mirror the quality, ride performance and sophisticated engineering abundant throughout the Pivot line.

VAULT

It features new school cyclocross geometry with a lower bottom bracket height, slightly shorter chain stays and an overall fit and finish that will make a Pivot fan out of even the most diehard traditional cross bike fans. The Vault has it all! We started with a clean slate to design the most highly optimized, race tuned cyclocross bike ever created.



SIZE	Seat Tube Length	Top Tube Length	Head Tube Length	Head Tube Angle	Seat Tube Angle	Chain Stay Length	Bottom Bracket Height	Stack	Reach
X-Small	500mm	520mm	120mm	71°	74.5°	425mm	285mm	532.7mm	372.5mm
Small	535mm	538mm	135mm	71.5°	74°	425mm	285mm	548.6mm	380.7mm
Medium	560mm	557mm	155mm	72°	73.5°	425mm	285mm	569.6mm	388.2mm
Large	580mm	575mm	170mm	72°	73°	425mm	285mm	583.6mm	396.8mm



The 386EVO provides for more room in the chainstays to **clear the widest road rims on the market.**

The Vault frame features the **BB386EVO** bottom bracket system (designed by our own Chris Cocalis). This maximum size BB greatly increases torsional rigidity and strength and improves power transfer for a more efficient ride.

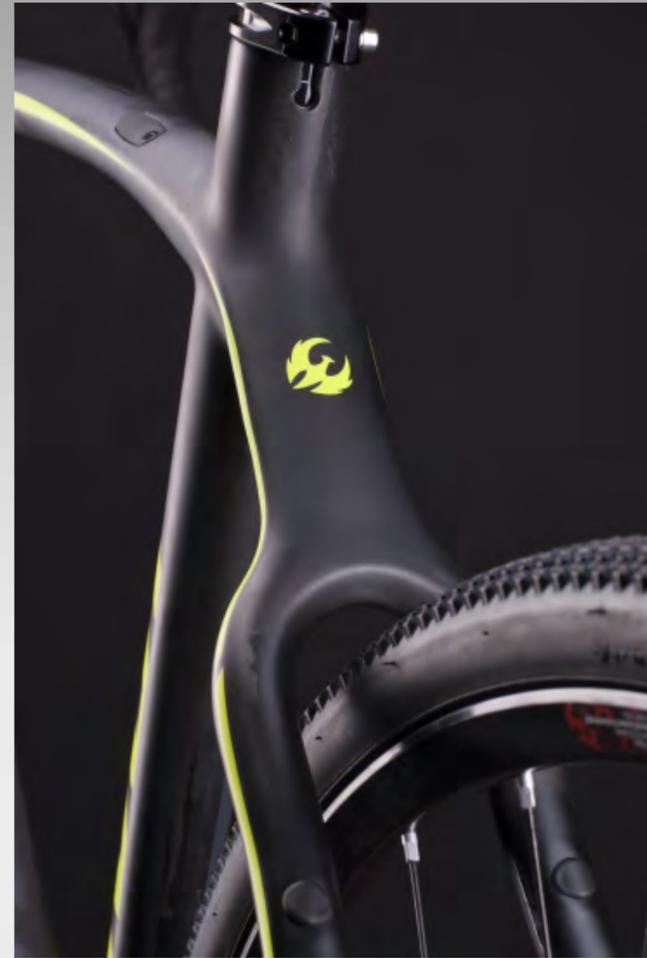


Internal cable routing adapts easily to either electronic or cable actuated shift systems. While the stealthy internal top tube brake routing can be totally disguised in disc brake form or cleanly hidden out of the way with cantilever brakes making **portaging your bike a clean, snag free affair.**



Designed to be **Di2 compatible** with internal wire routing ports and battery specific downtube mounts

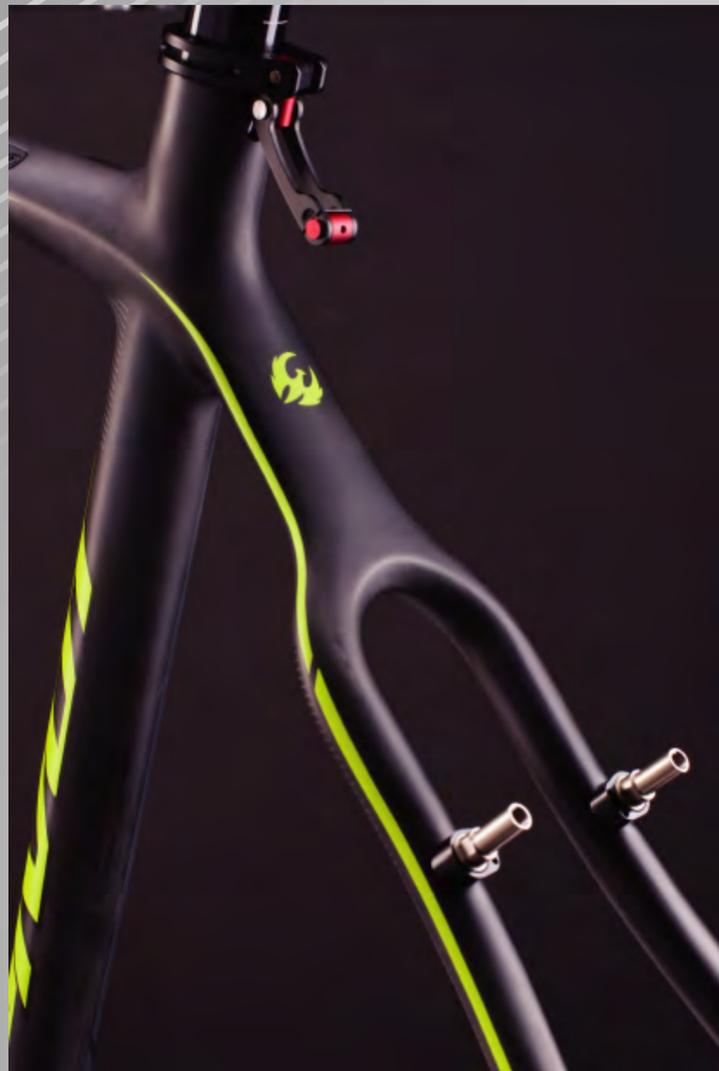
Pivot exclusive **hollow box, high compression internal molding** technology construction for a lighter, stronger, highly optimized, ride tuned frame.



Outfitted with **carbon rear dropouts** with aluminum inserts allowing easy conversion between 130mm and 135mm hubs (disc or canti-lever).

Recessed cantilever boss mounts are **plugged and hidden** when not in use making for a clean disc brake specific frame design.





Cantilever brakes can be accomodated by removing the plugs and installing post mounts along with seat collar and headset cable guides.



The Vault's 1.5 inch tapered steerer fork with oversize crown optimizes stiffness, increases steering precision, provides great mud clearance while eliminating brake chatter