

M4X





It was designed to be the ultimate slalom-4X-short travel dirt jump bike, but it has turned out to be so much more. Sure, it rails berms like nothing else on the planet, but the characteristics that make it flow through corners, remain composed in the air and take massive landings, also make it an incredibly fun trail bike. It's exhilarating to be shredding a technical trail on an M4X with its razor sharp, accurate handling and heroic "flickability" that just can't be matched elsewhere.

The M4X is the do-it-all perfect bike for dirt jumps, slalom, pump track and technical trails. We've combined 4" (100mm) of dw-link tuned suspension, Pivot proven frame stiffness and perfect slalom geometry to create the M4X: A machine that delivers pure gravity delight!

M4X



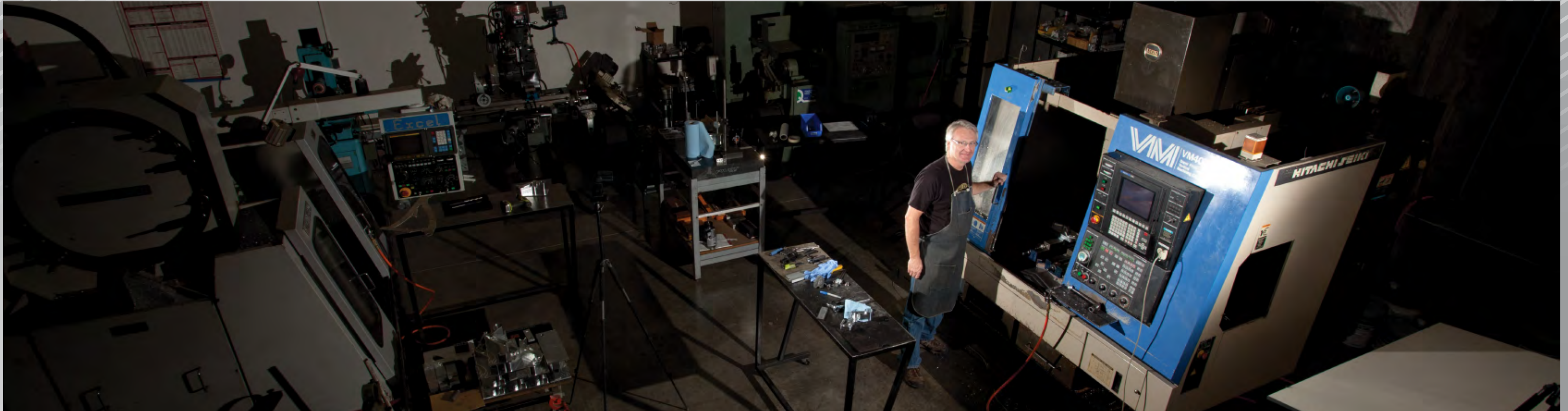
ALUMINUM TECHNOLOGY



In the Beginning

When we launched Pivot Cycles in 2007, we set out to develop the best mountain bikes in the world (regardless of material) and what developed was a line of aluminum bikes that set new benchmarks performance, weight and stiffness. Now nearly 6 years in, we've continued to develop, refine and re-define our line of aluminum full-suspension bikes so that these models would continue to be the best performing bikes in the world.

We go about things in a very different manner here at Pivot. You could definitely say we take the high road to building the best aluminum bikes in the world.



Proto-typing

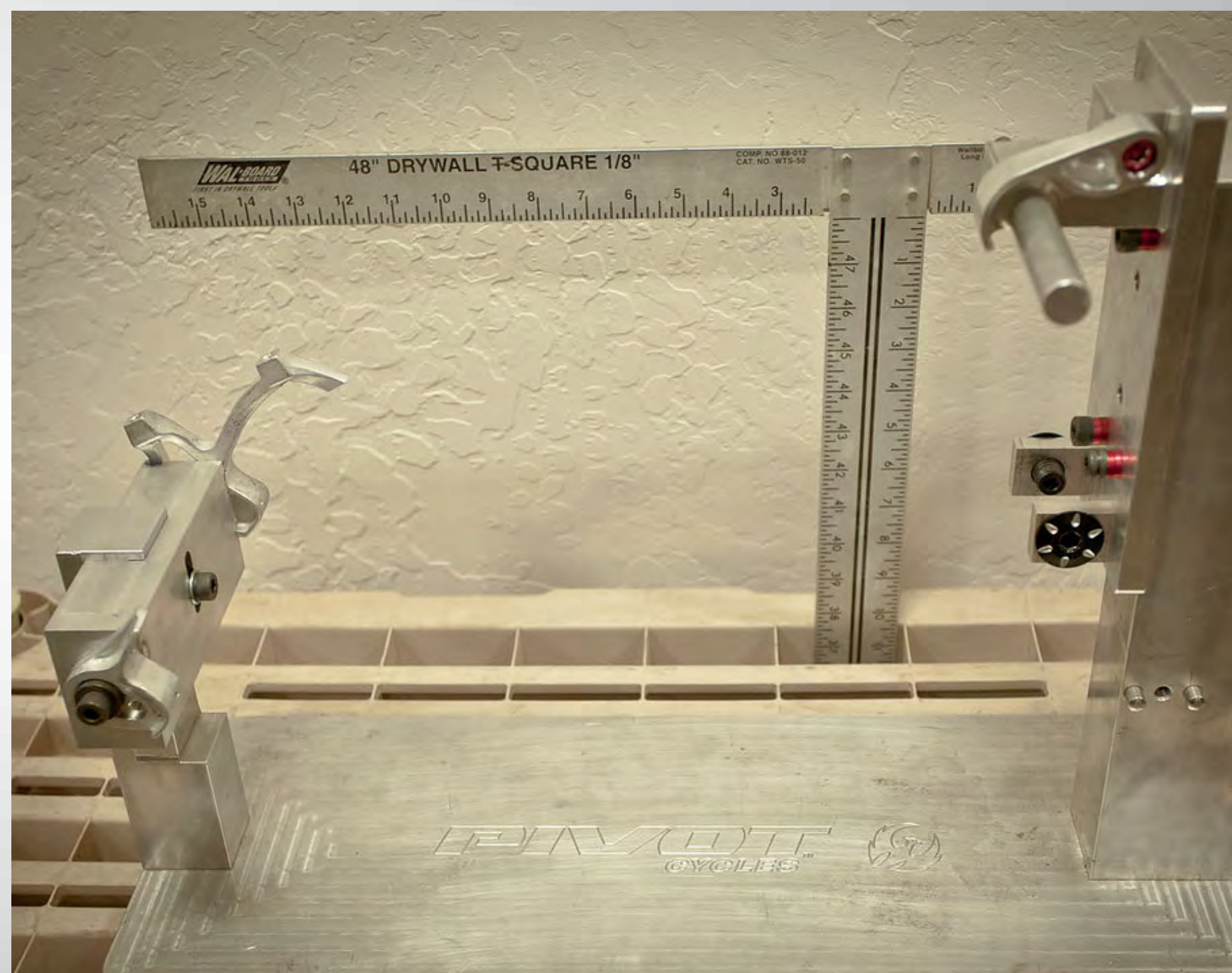
First and Foremost, we have full manufacturing and proto-typing capabilities within our factory in Tempe, Arizona. Every Pivot alloy frame begins on the drawing board, but quickly moves to proto-typing within our own building. We have 4 CNC machining centers, mills, lathes, frame jigs, tube forming, welding, and testing capabilities in house.

It is common for a new model to have been through as many as 6 different proto-type variations and been in development for 2 years before it ever enters into production. Having these capabilities at Pivot gives us an advantage that few of our competitors have.

Proto-typing Continued

When we develop a new model, the tooling to produce that model is made in house. We develop everything needed to move the bike to production in the manner in which we want it made. We control every detail from how the tubes and parts are loaded into the fixture, how the frame is tacked and the order in which it is welded, checked, aligned and final machined.

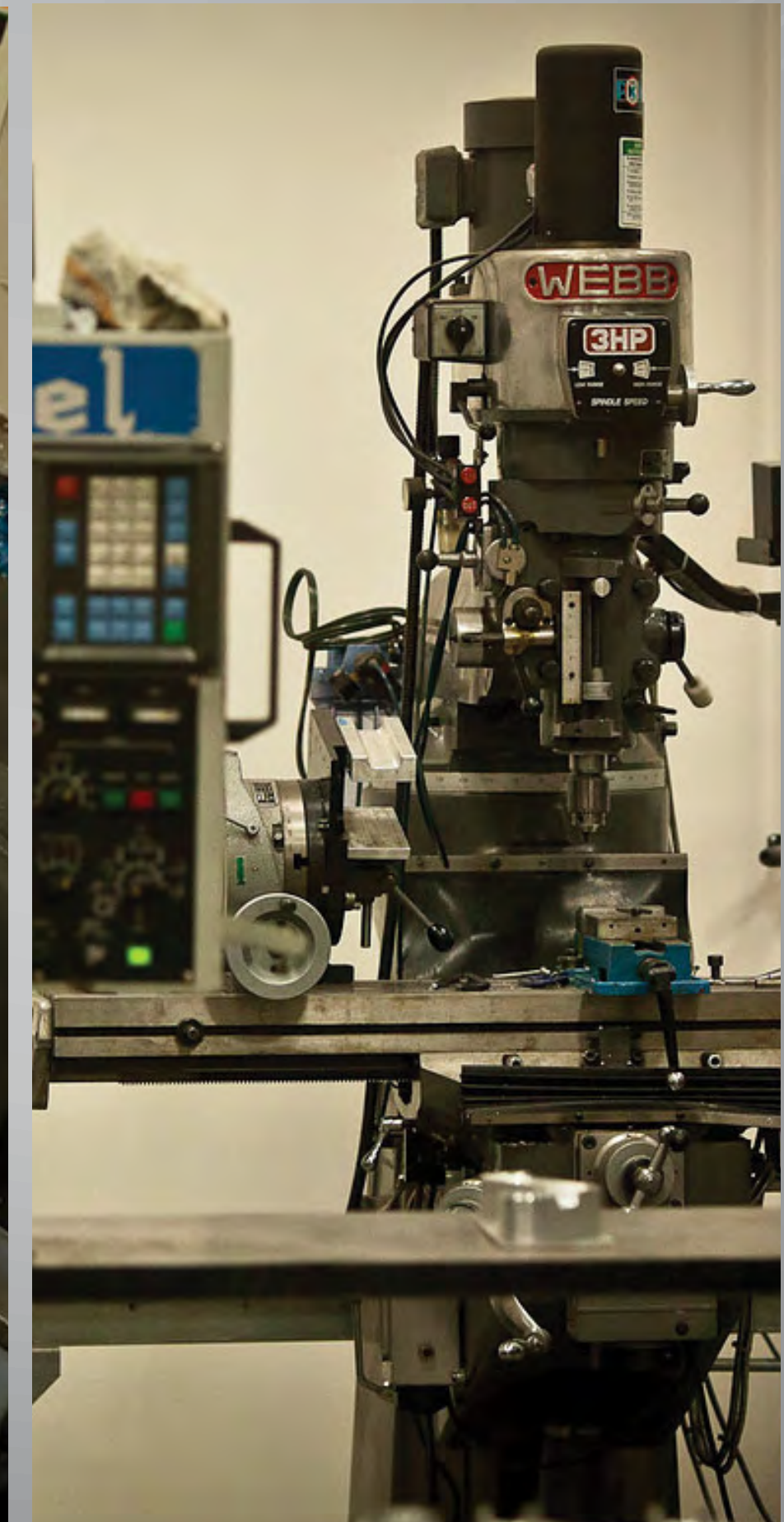
Often times for a new model, the first 50 -75 bikes are made in house before we bring the bikes to production.



So why don't we just build the bikes in house?

Our goal is to manufacture the best bikes in the world and to do that we need to employ the best manufacturing capabilities in the world. In this case, Taiwan is the place. [We wanted the best tube forming, forging, heat treating, and finishing capabilities for building bicycles and it is no secret that Taiwan is the world leader for bicycle production.](#) The key is to have a manufacturing partner that can harness these capabilities and manufacture a Pivot to our high standards.

Fortunately, we have a close partner in Taiwan that Chris has known for over 10 years. They are a relatively small, family owned company that has been producing high end road frames for a small number of the most elite companies in the world (many of the names might surprise you). They have a penchant for high quality and a pride in their work that matches our own. With our partnership, we developed the process for building Pivot frames. We have our own production and assembly line as well as warehousing within their factory. Their family is like our family. The same people have been welding and assembling Pivot frames since the day we began.



But, there is still more to the story....



It's not enough that we proto-type in house, develop the manufacturing process, and train our partners to build our bikes. There's so much more to it than that. For many things, we continue to manufacture in house, supply from the US, or look outside of the bicycle industry to push the boundaries of what is possible.

Some of the higher tolerance hardware and machined parts used in our Alloy frames are manufactured at Pivot and sent over to be welded and/or assembled into our frames. We also use a proprietary weld rod that is US made, and results in a stronger, better looking weld. It is about 5 times as expensive but produces a better frame so we send it from the US to Taiwan so that we know we are producing only the best products in the world.

One of the areas where we have really pushed the limits in our frame designs is in forging technology.

Look at the bottom bracket area of any Pivot alloy frame and you can see that we really have something truly unique going with designs that focus on frame stiffness, high tolerances and light weight. The bottom bracket area (and several other forged parts) on our frames are made using a 3D forging process that is not common to the cycling world. To achieve our design goals on these parts we went outside the industry to a company that produces the A-arm forgings for BMW's M and Audi's R series vehicles. This is just another example of how we are redefining what is possible by pushing the boundaries of technology and manufacturing in order to produce the best bikes in the world.





ALUMINUM TECHNOLOGY



Quality Control

Every Pivot frame is assembled and then checked by a Pivot employee. We go through 28 detailed steps to make sure your Pivot frame is absolutely perfect.

No detail is left to the imagination and our ultimate goal is to deliver a bike that exceeds your every expectation. We like to think of our frames as a functional piece of engineering art where everything has a purpose, every detail has a function and ultimately what you experience is a bike where the technology is seamless and the ride is perfection.



ALUMINUM TECHNOLOGY

We are Technology Redefined!

A Pivot frame is much more than the sum of its parts. The passion, detail and level of caring that goes into each and every Pivot frame sets us apart.



Lightweight frames and builds

Ultra-lightweight, with a stiffness to weight ratio that puts all other premium XC frames to shame. Race team bikes are being built as light as 20lbs (9kg)-Jason English's World Championship winning Mach 4 and we offer a 21.8 lbs (9.8kg) XX1 equipped Mach 4 as well.



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.



160mm Direct Mount Rear Brake Posts

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

142 X 12mm through axle design

142 X 12mm through axle is designed with a forged 7075-T6 derailleur hanger and an integrated axle nut adds even more stiffness to the one piece rear triangle



Press Fit 92 BB

PF92 bottom bracket 92mm shell developed by Pivot with Shimano allows for wider pivots and better bearing support for increased frame strength and stiffness while maintaining better control over the bikes chain-line for optimal shifting performance and accuracy.



DW-Link with Carbon Top Plate

Hollowed from the inside out for maximum weight reduction and capped with a carbon top plate for incredible stiffness. Pivot alloy frames feature a dw-link with a unique double row bearing design bringing an even higher level of bearing durability and frame stiffness to all our aluminum frame designs.



Forged Alloy Derailleur Hanger

Forged 7075-T6 derailleur hanger with integrated axle nut.



Direct Mount Front Derailleur

Pivot alloy frames feature a direct mount e-type front derailleur design developed to be stiffer, lighter and offer more precise. The design allows for ease of set up and perfect front shifting.



Oversized Bearings

Oversized bearings all around and dual row Enduro Max bearings in the lower link for increased stiffness and durability.



Under Top Tube Cable Routing

Provides clean and effective cable management.



100mm rear travel

Pivot ISCG 05 tabs included with threaded 73mm BB shell to fit all gravity based crank designs and standards.

Dropper Post Cable Routing

Color Options



Powder Coated Black with Neon Lime

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