



## Proto-typing

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.

## 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.

## 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 (9th)-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.

### 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.

### 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.

### 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.

### Under Top Tube Cable Routing

Provides clean and effective cable management.

### Direct Mount Rear Brake Posts

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

### 142 X 12mm Through Axle Design

Forged 7075-T6 derailleur hanger and integrated axle nut adds even more stiffness to the carbon rear triangle.

