



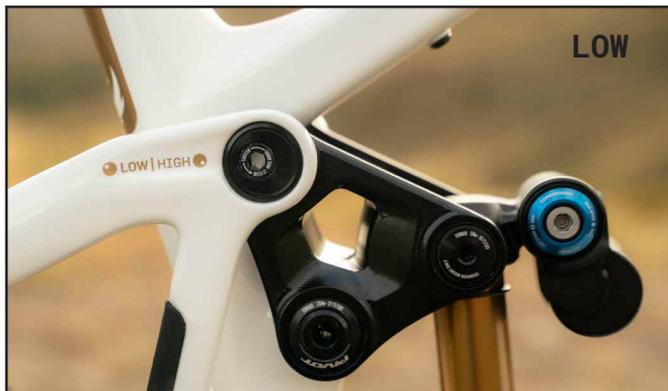
The latest generation of the Firebird has several frame features you need to know about for maintenance or for personal setup preferences. This document will help you with the adjustments and setup of these frame features.

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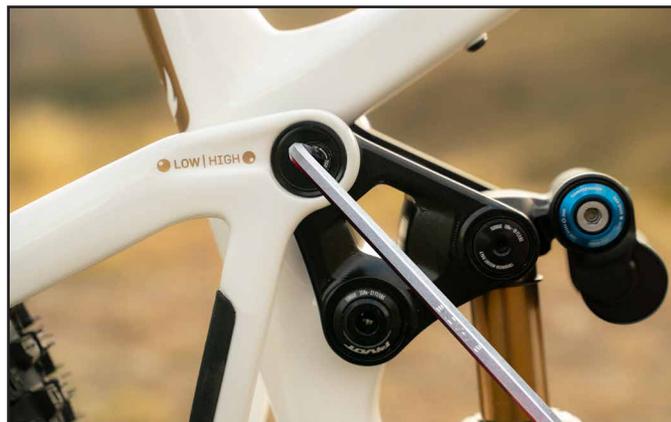
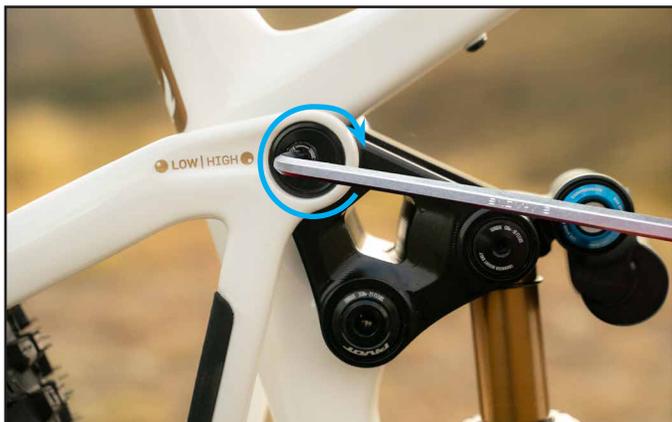


The geometry flip chip on the Firebird has two positions. The LOW position is perfect for riding fast, technical and steep terrain. For a little more crank clearance and slightly quicker handling for tighter terrain with more roots and rocks, you may prefer the HIGH setting. The HIGH setting will raise the bottom bracket and steepen the head angle by 1/2 degree giving the bike faster turn in. HIGH is recommended for MX Wheel configurations.



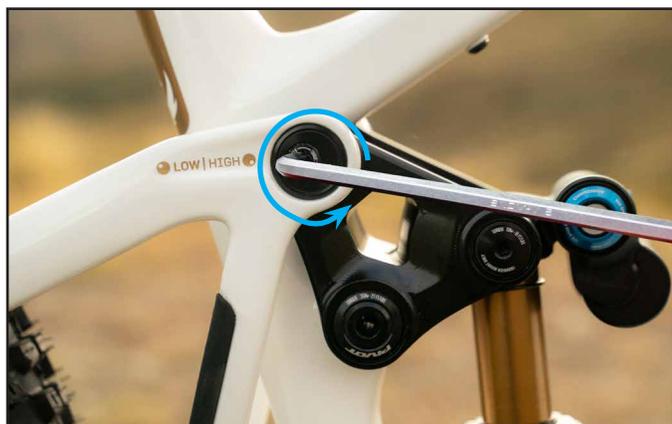
1.) Begin by loosening the flip chip bolts using a 6mm hex wrench. The bolts are inserted from the inside of the link so to loosen them from the outside you will need to rotate the wrench clockwise.

2.) Partially back out the bolts 3-4 rotations- there is no need to completely remove the chips. Once both sides are loose, you can rotate them to your desired setting.



3.) Press the chips back into the frame and snug both bolts down turning the wrench counter-clockwise to tighten.

4.) Torque both chips down to 35Nm by setting your torque wrench counter-clockwise.





The Firebird comes with the progressivity flip chip in the progressive setting. This being with the lower shock bolt in the rear position. This is perfect for most riders and most tracks as well as coil shocks. The more linear setting is with the chip flipped so the shock bolt is to the forward position. If you prefer a more consistent feel all the way through the travel and a more supple ride, then you may prefer the linear position.



1.) To change the progressivity flip chip positions, begin by loosening the lower shock bolt.



2.) Loosen the shock bolt until the non-drive side flip chip can be removed from the frame.



3.) Pull the drive side flip chip out of the frame pocket and rotate it 180°. Move the shock back or forward and reinsert the flip chip.



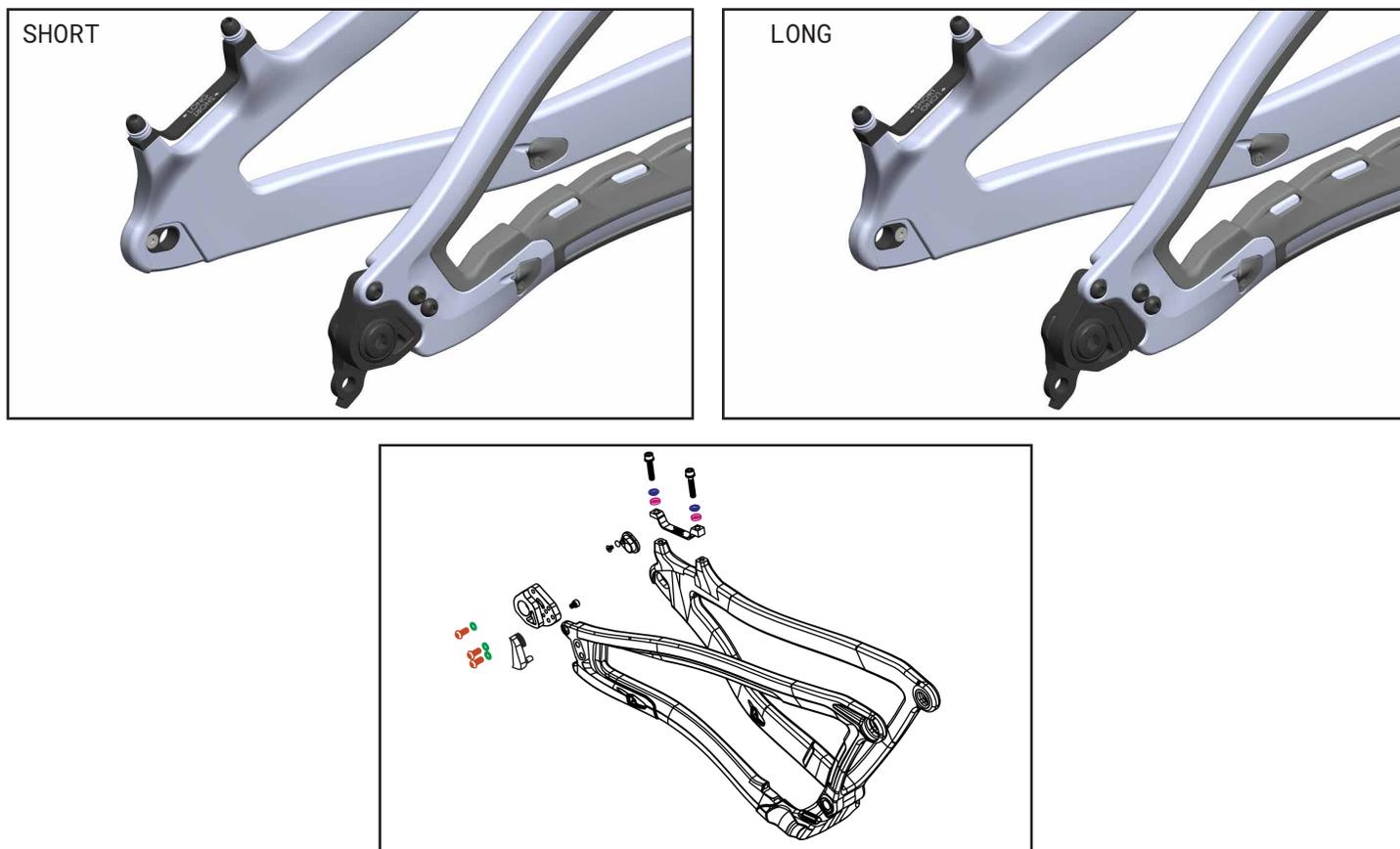
4.) Align the non-drive side flip chip and tighten down the shock bolt. Torque the bolt to 13Nm.



# SWINGER DROPOUT CHAINSTAY ADJUSTMENT



The Firebird's Swinger Dropout chainstay adjustment gives you 8mm of adjustment between the short and long positions. We used our Swinger Dropout patent to make this adjustment compatible with all drivetrains in both settings. This is such a significant change in geometry you will need to go through setting up your drivetrain between positions and in many cases need a different length chain.



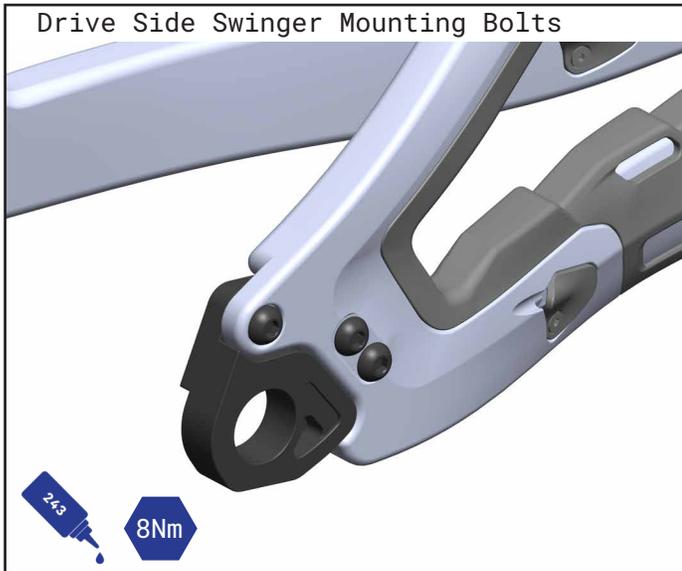
The process to change between the settings requires adjusting the dropouts, brake bracket, and setting up your drivetrain for the new chainstay length. The chart below lists the chain lengths for SRAM Transmission drivetrains. These lengths are a good reference for Shimano and other drivetrains, but always follow the drivetrain manufacturer's instructions for chain sizing and drivetrain setup.

Frame Size	Swinger UDH Positions	Chain length w/ 30t Chainring	Chain length w/ 32t Chainring	Chain length w/ 34t Chainring	Chain length w/ 36t Chainring
XS	SHORT	114	116	116	118
XS	LONG	116	116	118	118
S	SHORT	114	116	116	118
S	LONG	116	116	118	118
M	SHORT	114	116	116	118
M	LONG	116	118	118	120
L	SHORT	116	116	118	118
L	LONG	116	118	118	120
XL	SHORT	116	116	118	118
XL	LONG	116	118	118	120

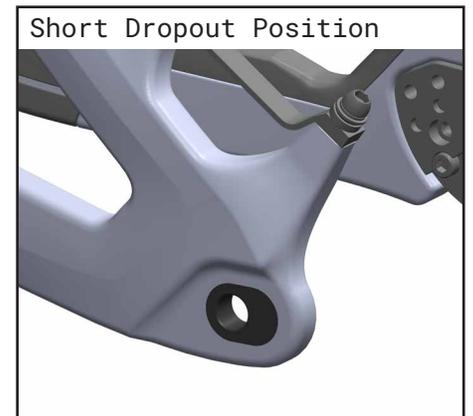
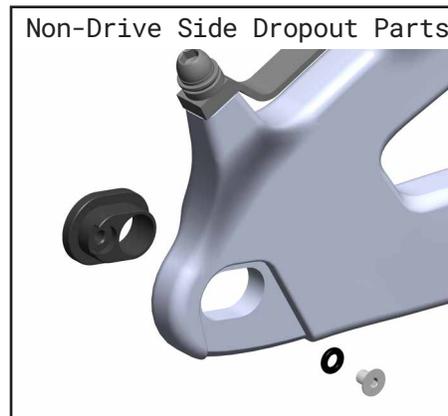
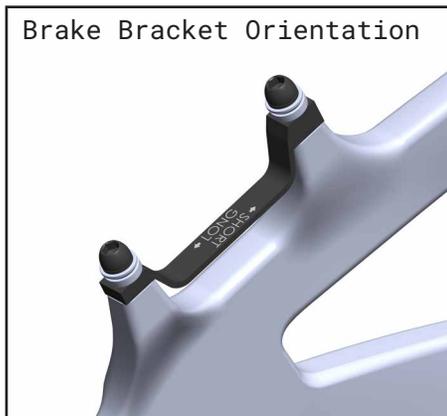


Setting up the Firebird's Swinger Dropout in the SHORT chainstay length:

1. Mount the Drive Side Dropout in the forward position-  
Apply Loctite 243 or equivalent to the threads and torque the three bolts to 8Nm
2. Install the UDH Stopper Bolt in the Short Position- Torque the bolt to 5Nm



3. Orient the Brake Bracket-  
The "SHORT" arrow points to the front of the bike. Realign your caliper and rotor.
4. Mount the Non-Drive Side Dropout in the frame- Install o-ring and bolt to snug



5. Size the chain for chainstay length- Confirm you have the correct size chain
6. Setup your drivetrain- Refer to Manufacturer's Specification for proper setup

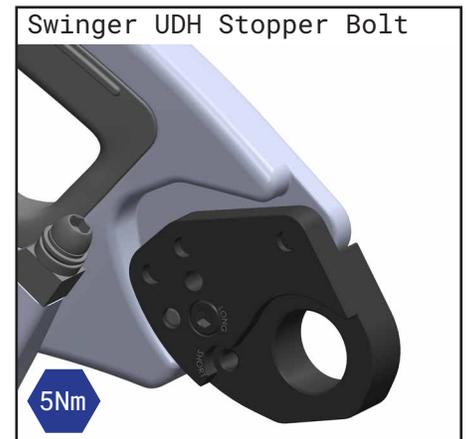
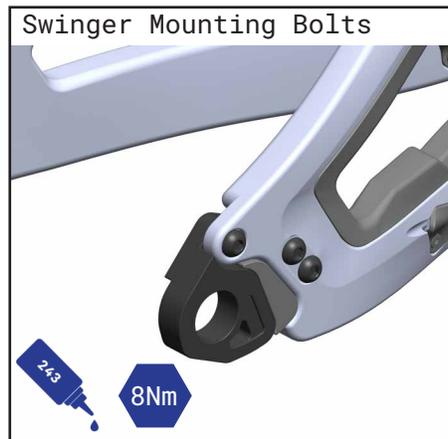
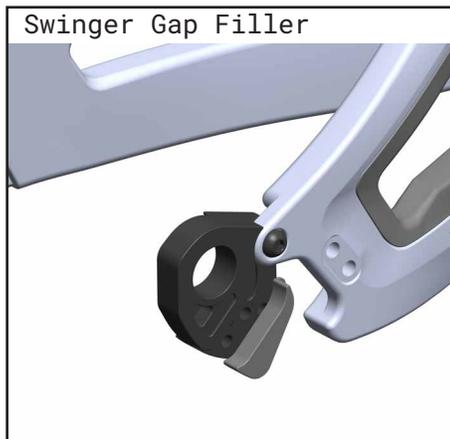
[Shimano M8100 and M9100 Setup Guide](#)

[SRAM Transmission Full Mount Setup Guide](#)

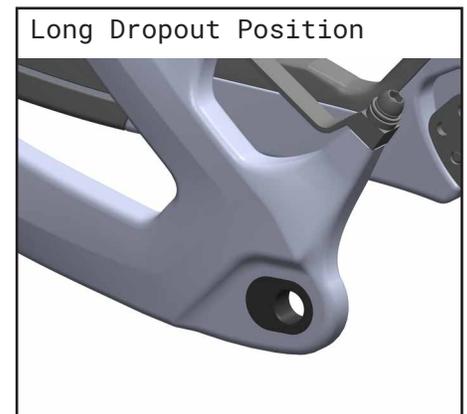
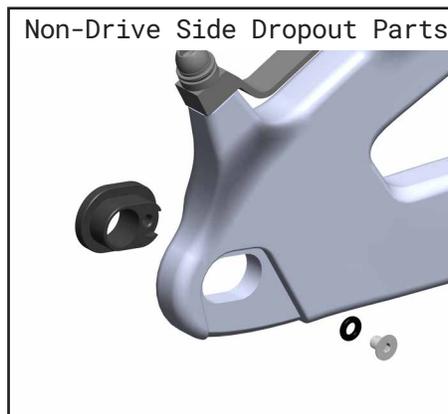


Setting up the Firebird's Swinger Dropout in the LONG chainstay length:

1. Install the Gap Filler between the Swinger Dropout and the frame
2. Mount the Drive Side Dropout in the rear position-  
Apply Loctite 243 or equivalent to the threads and torque the three bolts to 8Nm
3. Install the UDH Stopper Bolt in the Long Position- Torque the bolt to 5Nm



3. Orient the Brake Bracket-  
The "LONG" arrow points to the front of the bike. Realign your caliper and rotor.
4. Mount the Non-Drive Side Dropout in the frame- Install o-ring and bolt to snug



5. Size the chain for chainstay length- Confirm you have the correct size chain
6. Setup your drivetrain- Refer to Manufacturer's Specification for proper setup

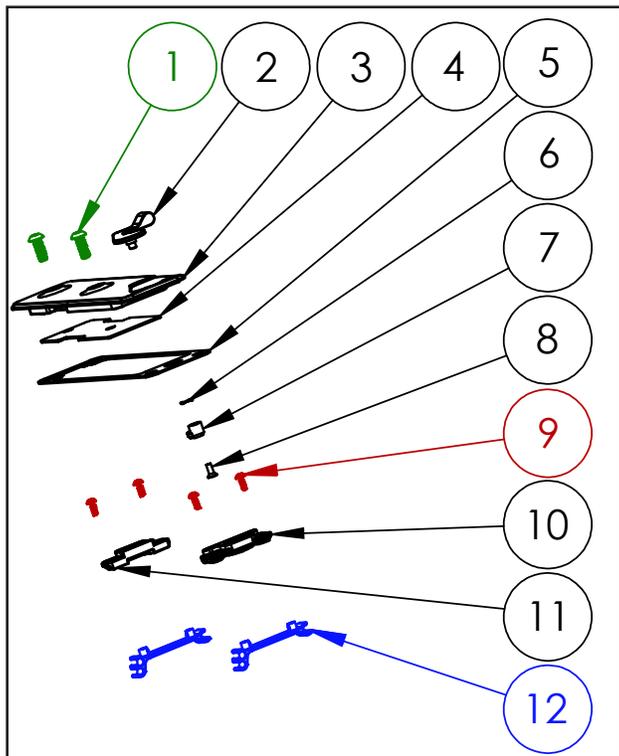
[Shimano M8100 and M9100 Setup Guide](#)

[SRAM Transmission Full Mount Setup Guide](#)



The Tool Shed is Pivot's in-frame storage and cable management system. This frame feature gives you not only internal storage but also advanced cable management. This guide will walk you through the steps to remove and install the Tool Shed in your frame.

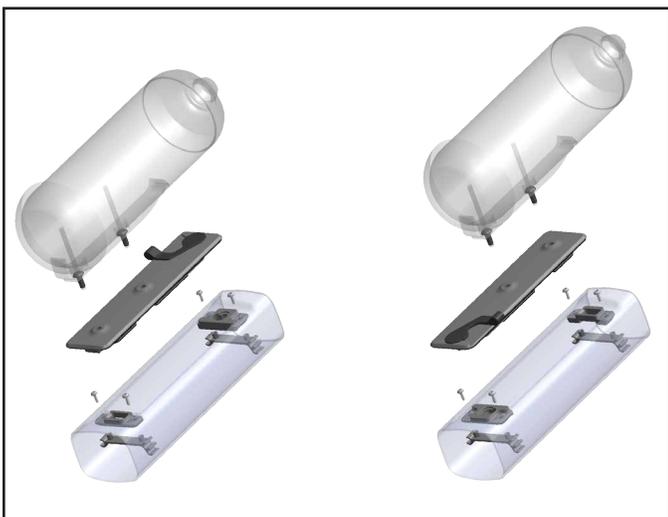
## Tool Shed Small Parts



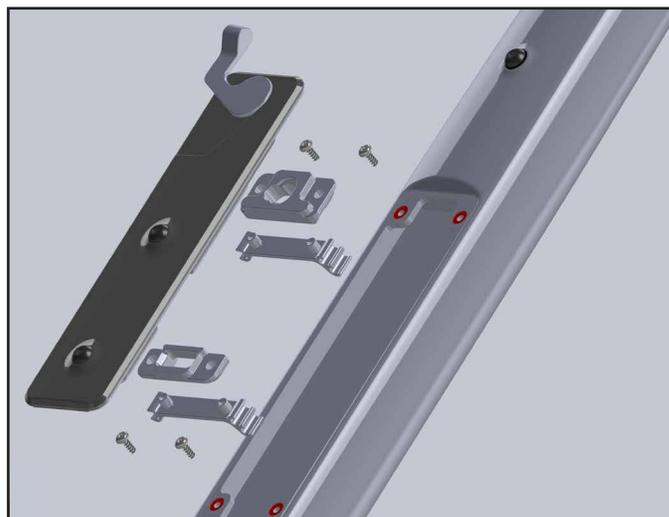
## Tool Shed Parts Table

#	PART NUMBER	DESCRIPTION
1	FP-BLT-BTN-M5*14-V1-R1-BLK	Tool Shed - M5x0.8x14 Water Bottle Bolts
2	FP-SHD-LEVER-V1	Tool Shed - Lever
3	FP-SHD-DOOR-V1-R1	Tool Shed - Door
4	FP-SHD-PAD-V1-R1	Tool Shed - Rubber Tool Pad
5	FP-SHD-GKT-V1-R1	Tool Shed - Rubber Gasket
6	FP-SHD-WSH-WAVE-V1-R1	Tool Shed - Lever Assembly Wave Washer
7	FP-SHD-CAM-V1-R1	Tool Shed - Cam
8	FP-SCW-FLT-M3*8-V1-R1	Tool Shed - M3 Lever Assembly Screw
9	FP-SCW-BTN-ST-M3*8-V1-R1	Tool Shed - M3 Installation Screws
10	FP-SHD-CAM-INSRT-V1-R1	Tool Shed - Cam Insert
11	FP-SHD-HOOK-V1-R1	Tool Shed - Hook Insert
12	FP-SHD-PLATE-NRRW-V1-R1	Cable Clip Insert Narrow- XS
	FP-SHD-PLATE-WIDE-V1-R1	Cable Clip Insert Wide- S-XL

## Tool Shed Door Shown in Both Positions



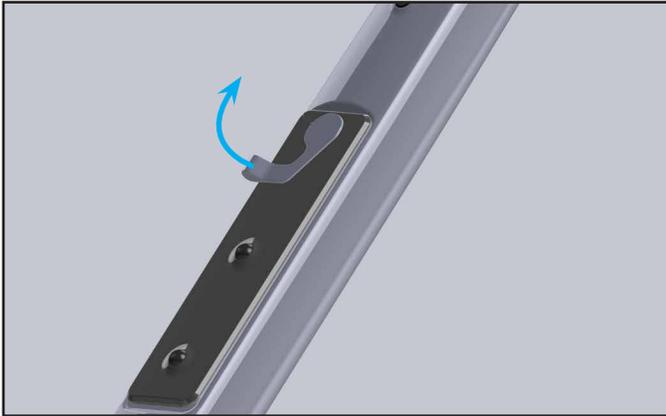
## Tool Shed Door and Cable Clips Exploded View



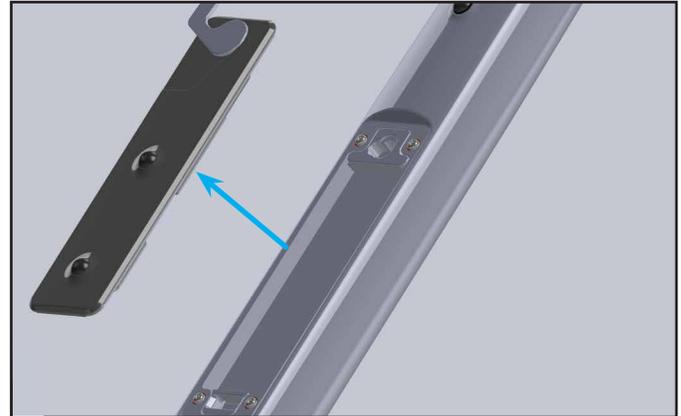


- The Tool Shed Door features a magnet for holding a spare chain link.
- It also has an opening that can be used for a strap to hold tools on the door for easy access.
- The Cam Insert (10) and Hook Insert (11) can be mounted at either end of the opening. This gives you options to mount the Tool Shed Door as shown or rotated 180 degrees.

1.) Rotate the Tool Shed Door Lever to release the latch.



2.) Lift the Tool Shed Door straight up out of the frame.



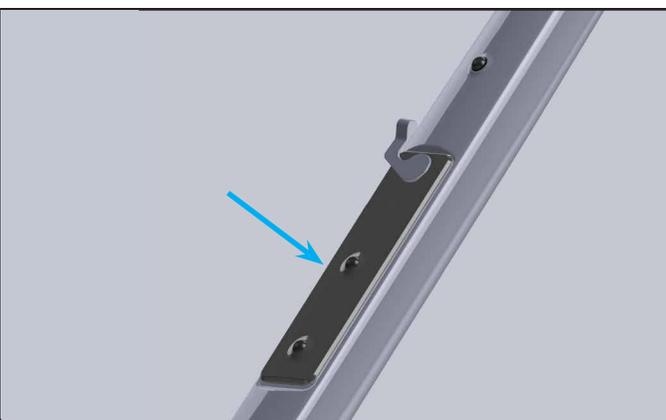
A spare chain link can be secured to the door with the magnet circled in blue. A strap can be routed through the opening circled in orange.



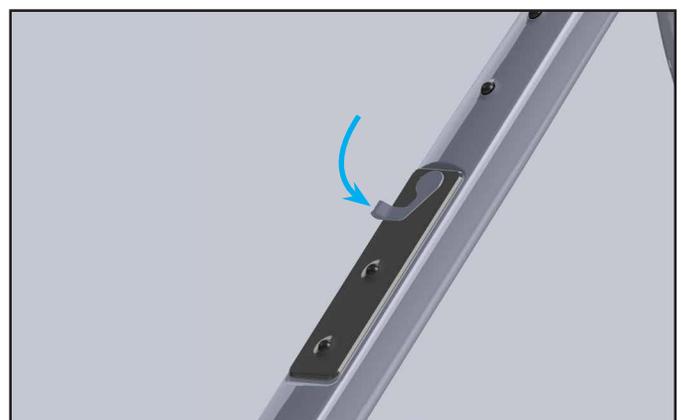
Examples of mounting items to the inside of the Tool Shed Door. \*Mounting items on the door may interfere with internal bag storage.



3.) Place the Tool Shed Door straight down over the opening. Confirm both ends of the door fit in the latch openings.



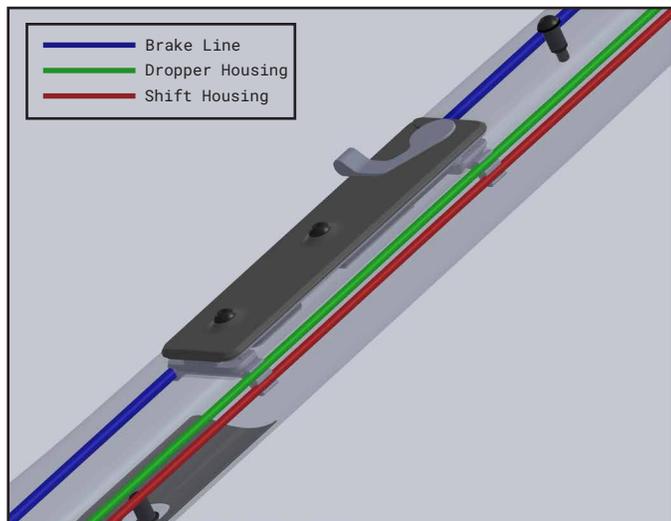
4.) Rotate the Tool Shed Door Lever to lock the latch. Confirm it is level and secure before riding.



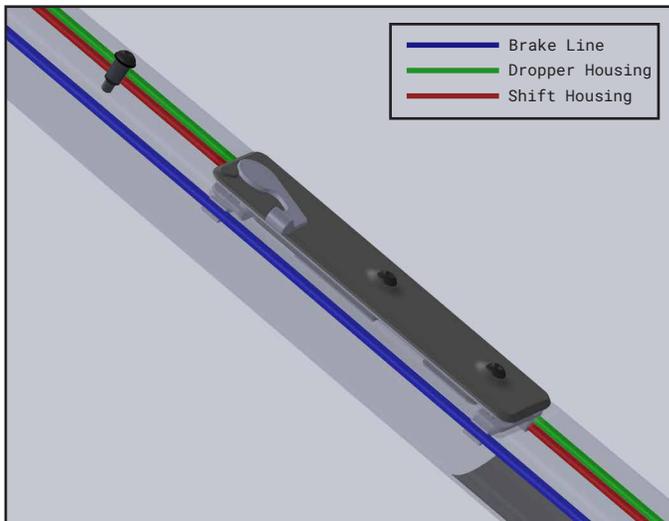


Inside the frame the Tool Shed assembly features cable clips. These clips keep any internal routed lines secure against the upper corners of the down tube eliminating cable noise. The clips also keep the inside of the frame smooth and easy to insert and remove items you would like to store inside the frame.

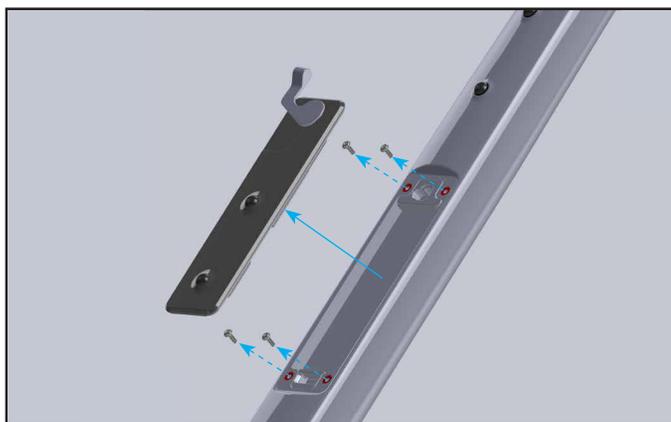
Drive Side View of Internal Routing



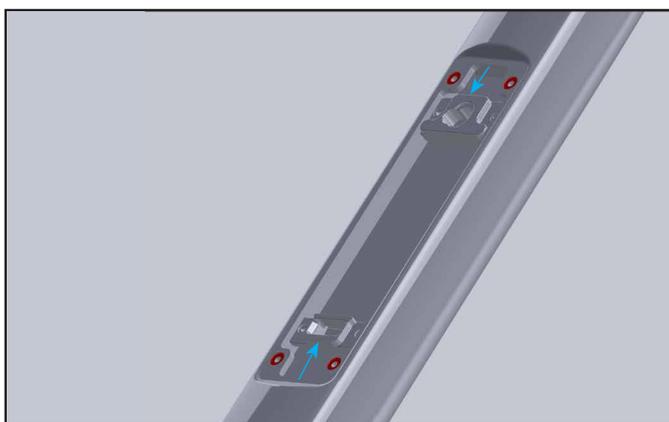
Non-Drive Side View of Internal Routing



1.) To remove or install the Cable Clips for routing the Tool Shed Door and the Installation Screws need to be removed.



2.) Slide the Cam Latch and the Hook Latch to the center of the frame opening. The Cable Clips will slide on the housing.



3.) With Latches and Clips free from the frame unclip housing from each side of the assemblies.

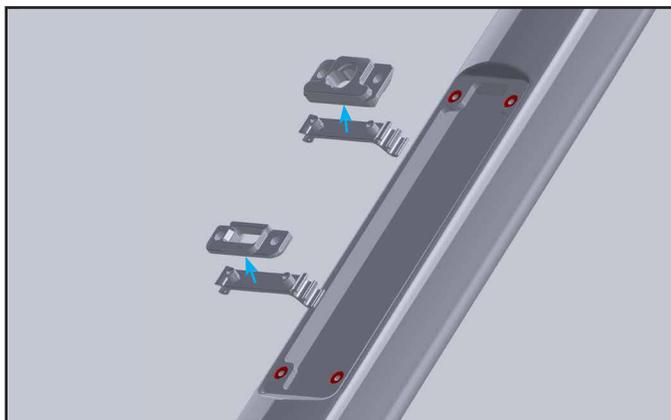


4.) The Clips can be removed from the Latches changing their orientation or replacing parts.





5.) Insert the Cable Clips into both latch assemblies. Check the clips are oriented as shown for proper routing.



6.) If you are installing a cabled dropper post, click this housing through the upper drive side Cable Clips. *The upper clip has a slightly larger inner diameter so housing can slide for adjustments.*



7.) If routing shift housing, click it into the lower drive side Cable Clips.



8.) Click the brake line into the non-drive side Cable Clips.



9.) Hold the housing(s) in the frame opening and slide the latches into place at the ends.



10.) Thread the four Installation Screws in and tighten them to snug. Replace the Tool Shed Door and the routing is complete.

