







What exactly is Super Boost Plus 157?

- Super Boost Plus 157 uses the existing chain-line developed for DH bikes but uses standard trailbike BB widths and crank combinations to take 29" and Plus bike performance to the next level.
- The current Boost 148 standard moves the drivetrain out 3mm (providing 6mm more tire clearance) which is perfect for XC, trail, and 27.5" enduro bikes, but it did not go far enough to meet the rapidly evolving long travel 29" and 27.5+ bike needs.
- Super Boost Plus 157 takes the concept further and optimizes it for long travel
 29" and Plus bikes by moving the drivetrain out a full 6mm (with a 12mm tire
 clearance gain) while maintaining the same Q factor (crank width) and heel
 clearance of our Boost 148 equipped bikes.
- Super Boost Plus 157 is a highly optimized combination of existing standards and technologies with a totally ridiculous (but highly descriptive) name. The Super Boost Plus 157 idea has enabled us to build the New Switchblade with a level of performance previously unattainable with any other long travel 29" or 27.5" Plus bike in the market.





What does the Switchblade gain from using Super Boost Plus?

- *Ultra Short 16.85" chainstays* perfectly complements the Switchblade's long and low stature allowing you to manual up and over even the biggest obstacles while keeping the wheelbase length in check so that you can still clean tight switchbacks and rail corners with confidence and agility like you've never experienced before.
- A massive increase in tire clearance for running up 3.25" X 27.5+ and 2.4" X 29" tires with incredible mud clearance: Who doesn't like that? You can run your racy 27.5 X 2.8 tires in the summer and then step up to something much wider in bad weather to extend your riding season or just plow through the mud on your 29er wheels with confidence knowing that the Switchblade can handle it all.
- *Increased frame and wheel stiffness*: A better performing bike allows you to push the limits even further and the Switchblade has no weak links. This is the bike that allows you to set new boundaries.
- **Front derailleur compatibility:** Some love their front derailleur's and others never want to see them again, but either way, it's nice to know we have you covered.



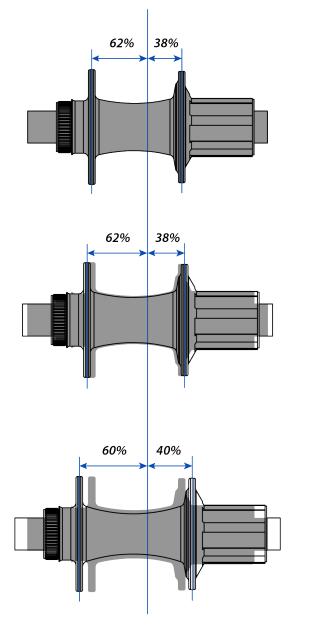


What rear hub spacing is Super Boost Plus?

- The rear hub spacing is the standard 157mm spacing available from every hub manufacturer in the world so any 157mm X 12mm hub is compatible with the Switchblade.
- Super Boost Plus 157 builds on the idea of wider flange spacing pioneered by Boost 148. Super Boost Plus spreads the flanges even wider (up to 14mm wider then a 142mm hub). The wider flange spacing increases spoke angle and provides a better spoke tension balance than either 142mm or 148mm spacing. The result is a substantial increase in wheel stiffness and strength, which are huge benefits on 29" enduro and 27.5+ wheels.
- Although any 12mm X 157mm hub can be used, the special Super Boost Plus versions developed with Pivot, DT Swiss, Industry 9, and Reynolds makes for a highly optimized 29er enduro and 27.5+ wheel combinations that take wheel performance to another level. SRAM also offers a similar concept 157mm hub in their standard XO line.







142mm

Boost 148mm

wider flanges

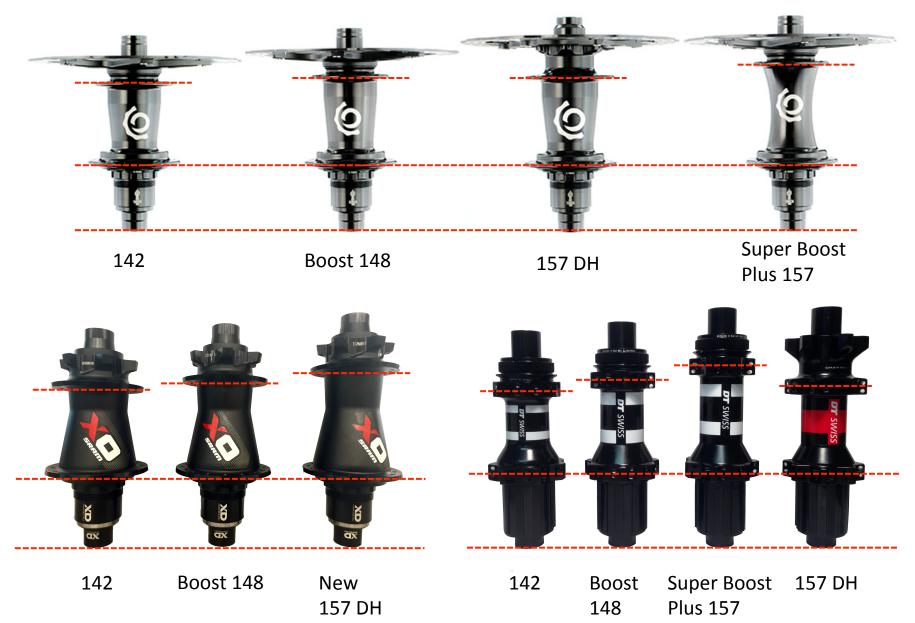
Wider spacing and a more even balance between the drive side and non-drive side flanges make for a stiffer, stronger rear wheel.



wider flanges more even spoke tension

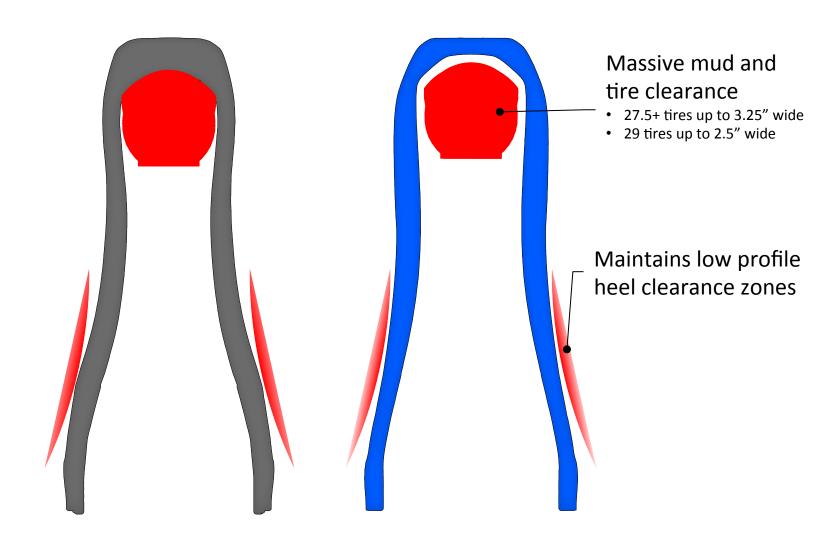












Boost 148

Super Boost Plus 157



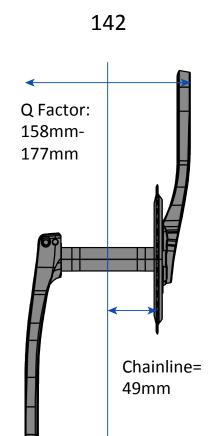


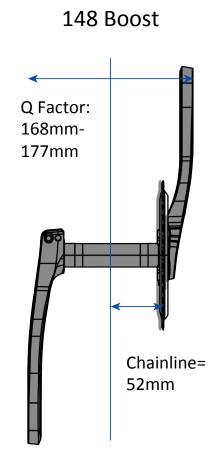
What cranks do I use with Super Boost Plus?

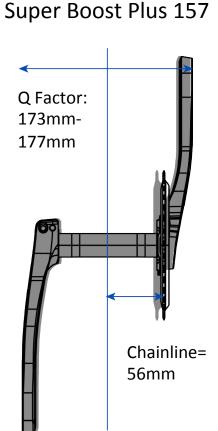
- Super boost Plus is utilizes a press fit 92mm bottom bracket or 73mm threaded BB shell.
- The system is based on several standard cranks in the market.
 - For 1X: A standard Race Face Aeffect SL with the Cinch chainring flipped.
 - For 2X: A custom Race Face Aeffect SL with a 34/24 Boost spider and slightly longer spindle.
 - For 1X or 2X: A NEXT SL crank with a custom interchangeable spindle will be a standard option from Race Face.
 - The standard Race Face Turbine with the Cinch chainring flipped is also fully compatible with the Super Boost Plus 157 system.
- In addition, most current DH cranks are compatible, although spacers will need to be used and you would not have the low Q factor (crank width) benefits of Super Boost Plus.
- Several other crank manufacturers are working on compatible designs that will be available in the market in the very near future.











Super Boost Plus 157 is based on standard cranksets in the market. The system maintains the same Q-factor (crank arm width) as standard trail bike cranks in the market such as Race Face Aeffect SL (173mm), and Race Face Turbine (177mm).







- Allows for Ultra-Short chainstays with true 27.5+ tire clearance (3.25 and room for mud)
- Fully compatible with existing 157 downhill hubs
- Retains a narrow (173-177mm) Q-factor while pushing the chainline out
 3mm from Boost (6-7mm from a standard chainline)
- Uses existing Pressfit 92mm or 73mm threaded shell widths
- Increased wheel and rear triangle stiffness
- Retains current heel clearance critical zones
- Don't call it a "NEW STANDARD"





SO, WHAT DO WE TAKE AWAY FROM THIS PRESENTATION?





1. DON'T CALL IT A "NEW STANDARD"!





2. SUPER BOOST PLUS WILL MAKE YOU A BETTER PERSON!

Knowing you're riding with Super Boost Plus gives you confidence. When you look yourself in the mirror in the morning, you'll think: "I'm good enough, I'm strong enough, and gosh darn it, people like me!" You and your Switchblade will be able to manual for DAYS and you will look amazing while doing it!!! That leads to more confidence, and a confident person is a happy person. Happy people tend to do nice things for others. Happy people that ride the awesome Pivot Switchblade with Super Boost Plus are the happiest people on the trail and happy people are better people. So... that, my friends, is how Super Boost Plus will make you a better person. Or, at the very least... you have to admit, it enabled us to make a very rad bike!