

## DETAILS

### TWO-FOR-ONE

Compatible with both 29in and 650b wheels, the Trail 429 can accommodate tyres up to 27.5x3.0in wide

### WIDE LOAD

Pivot's Super Boost Plus 157x12mm rear axle spacing boosts clearance, but reduces hub compatibility

### FORK UP

Upgrading to a burlier fork than the Fox 34 Float fitted here could really broaden the Pivot's horizons



# PIVOT TRAIL 429 PRO XT/XTR

## £6,450 Sporty singletrack weapon with stunning looks

**A**merican brands have tended to be conservative in terms of geometry, but Pivot have moved with the times and the Trail 429 has a much more progressive frame shape than its cramped predecessor.

### The frame

Pivot's 'hollow-core' construction uses special techniques to achieve denser carbon layers. The one-piece 'double wishbone' rear triangle is joined to the mainframe by two sets of stubby alloy links – a more conventional take on Dave Weagle's dw-link design – which drive a latest-generation metric shock on oversized, wide-stance pivots.

A Super Boost Plus rear axle, using 157mm spacing, enables the chainstays to be kept short and ensures excellent mud clearance,

whether you run 650b+ or 29er (up to 2.5in) wheels/tyres. But the specific hub means the Trail 429 is only available as a complete bike, not a frame, and may be harder to fix. Because the Trail 429 is single-chainring specific, Pivot have been able to widen the main pivot and bottom bracket area (which holds a longer crank axle, to work with the wider rear end). The result of all this is a seriously stiff and precise frame. There are five sizes, with reach stretched to 480mm on the XL, which in today's market is a roomy rather than radical number.

### The kit

This Pro XT/XTR build includes a Factory series Fox 34 Float fork and DPS shock, both of which use the latest EVOL air spring design, with a larger negative chamber for extra sensitivity. The unusual rear axle spacing stretches the hub flanges wider, for a better spoke brace angle,

## JARGON

### HOLLOW-CORE CARBON

Pivot's proprietary internal moulding technology is said to give greater carbon layer compaction and smoother internal frame walls.

### WIDE TRAIL

Maxxis's latest tyre casing technology broadens the sidewalls to better suit wider rims like those on the Pivot.

and a subsequently stronger and more balanced wheel. As well as being extra-solid, the DT Swiss hoops are lively, fast-rolling and quick to accelerate. The Wide Trail Maxxis Minion tyres are a decent choice, but it'd be good to see a 3C version up front for better grip in the wet.

The thick own-brand grips use WTB's PadLoc technology, which means they have to be fitted to a special bar with a corner cut off. A 'wedge' inside then helps resist spinning. They're well-cushioned, but a bit spongy on the ends when loading the bike in turns. Thankfully, Pivot include bar plugs so you can swap to your favourite grips instead.

### The ride

The carbon Trail 429 feels absolutely rock solid. Thankfully, that doesn't translate to a harsh or jarring ride, since the stiffness is dull and reassuring, rather than sharp and brittle. It holds a line firmly, and really



PUMPING EDGES AND DIPS, IT'S OBVIOUS HOW WELL IT BUILDS SPEED. THERE'S PROPER XC-RACE-READY ZIP WHEN YOU SPRINT TOO, AND IT SURGES UP CLIMBS



### HIGHS

Laterally-solid chassis powers through rough sections without flinching

Twin-link suspension delivers efficient, punchy power delivery in any gear

### LOWS

Stiff frame highlights how the Fox 34 fork feels less solid in comparison

At this price, we'd expect flashier, stiffer cranks

reacts when you steer, lean it or throw it round berms. When pumping edges and dips, it's obvious how well it builds speed, with or without power through the drivetrain. There's proper XC-race-ready zip when you sprint too, and it surges up climbs with energy, whether you're soft-peddalling or stomping, seated or stood up. This urgency means it's one of the best-climbing trail bikes around, though it's not quite as ridiculously good at making molehills out of mountains as the tighter-feeling Ripley LS.

We preferred the way-more-supple 'trail' (rather than 'race') sag position on the handy shock gauge, but it's always clear that the Pivot is a short-travel bike. There are no hard clunks or bottom-outs, but the taut Trail 429 is a trail bike with modern geometry, rather than a wannabe enduro rig. The wide tyres and punchy suspension allow plenty of scope to ride harder trails though, and it's the 34 fork that'll likely be the limiting

factor for aggressive riders. While the dw-link suspension is effective, other 120mm bikes iron out more trail chatter, small root webs and stones, so it feels more optimised for speed than comfort and cushioning.

On that note, the Pivot rips through most terrain at a lick, with some trail feedback, and rewards physical efforts by feeling lightning quick. It's a stunning, speedy machine for longer loops and (maybe with a beefier fork) perfect for just messing about in the woods too – as long as your wallet can handle the high price.

### MBLIK VERDICT

Stiff, lightning-fast and sharply-dressed machine with impeccable trail manners but a high price



### FOR A LITTLE MORE

**Pivot Trail 429 Team XX1** £8,799  
Full bling, with a good-as-it-gets SRAM XX1 Eagle drivetrain, Guide Ultimate brakes and Reynolds carbon wheels.



### FOR A LITTLE LESS

**Pivot Trail 429 Race XT** £4,799  
Swaps a smattering of Shimano XT for SLX-level kit, plus heavier SUNringlé Düroc 35mm wheels.