129920

TRIGGER 29ER & TRIGGER 26ER.

OWNER'S MANUAL SUPPLEMENT.

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In this supplement, particularly important information is presented in the following ways:

WARNING	**Indicates a hazardous situation which, if not avoided, could result in death or serious injury.**
NOTICE	Indicates special precautions that must be taken to avoid damage.
TIP	*A TIP provides helpful information.*

This manual meets EN standards 14764, 14766, and 14781.

Vélo certifié conforme aux exigences du décret N 95-937 du 24 août 1995 norme NFR030

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SAFETY INFORMATION

About This Supplement

Cannondale Owner's Manual Supplements provide important model specific safety, maintenance, and technical information. They are not replacements for your Cannondale Bicycle Owner's Manual.

This supplement may be one of several for your bike. Be sure to obtain and read all of them.

If you need a manual or supplement, or have a question about your bike, please contact your Cannondale Dealer immediately, or call us at one of the telephone numbers listed on the back cover of this manual.

You can download Adobe Acrobat PDF versions of any Cannondale Owner's Manuals or Supplements from our website: www.cannondale.com.

- This manual is not a comprehensive safety or service manual for your bike.
- This manual does not include assembly instructions for your bike.
- All Cannondale bikes must be completely assembled and inspected for proper operation by a Cannondale Dealer before delivery to the owner.

⚠ WARNING

This supplement may include procedures beyond the scope of general mechanical aptitude.

Special tools, skills, and knowledge may be required. Improper mechanical work increases the risk of an accident. Any bicycle accident has risk of serious injury, paralysis or death. To minimize risk we strongly recommend that owners always have mechanical work done by an authorized Cannondale retailer.

Important Composites Message

⚠ WARNING

Your bike (frame and components) is made from composite materials also known as "carbon fiber."

All riders must understand a fundamental reality of composites. Composite materials constructed of carbon fibers are strong and light, but when crashed or overloaded, carbon fibers do not bend, they break.

For your safety, as you own and use the bike, you must follow proper service, maintenance, and inspection of all the composites (frame, stem, fork, handlebar, seat post, etc.) Ask your Cannondale Dealer for help.

We urge you to read PART II, Section D. "Inspect For Safety" in your Cannondale Bicycle Owner's Manual BEFORE you ride.

YOU CAN BE SEVERELY INJURED, PARALYZED OR KILLED IN AN ACCIDENT IF YOU IGNORE THIS MESSAGE.

Intended Use

MODEL	INTENDED USE
TRIGGER 29'ER	All Mountain, Overmountain, ASTM CONDITION 4
TRIGGER 26'ER	Cross-Country, Marathon, Hardtails, ASTM CONDITION 3

⚠ WARNING

UNDERSTAND YOUR BIKE AND ITS INTENDED USE. USING YOUR BIKE THE WRONG WAY IS DANGEROUS.

Please read your Cannondale Bicycle Owner's Manual for more information about Intended Use and Conditions 1-5.

Inspection & Crash Damage Of Carbon Frames/Forks

⚠ WARNING

AFTER A CRASH OR IMPACT:

Inspect frame carefully for damage (See PART II, Section D. Inspect For Safety in your Cannondale Bicycle Owner's Manual.)

Do not ride your bike if you see any sign of damage, such as broken, splintered, or delaminated carbon fiber.

ANY OF THE FOLLOWING MAY INDICATE A DELAMINATION OR DAMAGE:

- An unusual or strange feel to the frame
- Carbon which has a soft feel or altered shape
- Creaking or other unexplained noises,
- Visible cracks, a white or milky color present in carbon fiber section

Continuing to ride a damaged frame increases the chances of frame failure, with the possibility of injury or death of the rider.

Repainting Or Refinishing

⚠ WARNING

Repainting, painting over, retouching, or refinishing your frame or fork can result in severe damage leading to an accident. You can be severely injured, paralyzed or killed.

Refinishing chemicals : Solvents, and strippers can attack, weaken, or destroy the important composite chemical bonds holding your frame together.

Using abrasives or sanding the frame/fork structure, original paint, decals, or coatings through the use of mechanical actions such as plastic or glass bead blasting or other abrasive methods such as sanding or scraping can remove frame material or weaken it.

Bicycle Repair / Work Stands

The clamping jaws of a bike stand can generate a crushing force strong enough to seriously damage your frame.

NOTICE

Never place your bike in a bike stand by clamping the frame.

Place your bike in a stand by extending the seat post and positioning the stand clamp on the extended seat post. Don't extend beyond the MINIMUM INSERT line marked on the seat post.

Since your carbon seat post can also be damaged by clamping force, adjust the stand clamp for the minimum clamping force needed to secure the bike.

Also, before clamping, clean the post and protect the seat post finish with a rag.

If you have an old un-used seat post, use it instead of your regular post to mount your bike in a stand.

Tightening Torques

Correct tightening torque for the fasteners (bolts, screws, nuts) on your bicycle is very important to your safety. Correct tightening torque for the fasteners is also important for the durability and performance of your bicycle. We urge you to have your Dealer correctly torque all fasteners using a torque wrench. If you decide to torque fasteners yourself always use a torque wrench.

Find Tightening Torque Information

The wide range of bicycle models and components used means that a listing of tightening torque would be out of date by the time it was published. Many fasteners should be installed with a thread locking adhesive such as Loctite®.

To determine correct tightening torque and any adhesive application for a fastener we ask you to check:

- Markings on the component. Many components are marked. On-product marking is becoming common.
- Torque specs in the component manufacturers instructions shipped with your bicycle.
- Torque specs listed on the websites of component manufacturers.
- With your Dealer. Dealers have access to current data and have experience with correct torque for most fasteners.

Water Bottles

Side impacts to a water bottle or cage can result in damage threaded inserts due to the leverage on a very small area. In a crash, certainly the last thing you should be worried about is saving the threaded inserts in your frame. However, when you are storing or transporting your bike, take steps to prevent situations where a water bottle may be hit or bumped by a strong force that would cause damage. Remove bottle and cage when you are packing your bike for travel.

Periodically check the attachment of the bottle cage; tighten the cage bolts if necessary. Don't ride with a loose bottle cage. Riding with loose cage bolts can produce a rocking motion or vibration of the attached cage. A loose cage will damage the insert and possibly lead to the inserts to pull out. It may be possible to repair a loose insert, or install another insert only if the frame is undamaged. Replacement requires the use of a special tool. If you notice damage to the threaded insert, please ask your Cannondale Dealer for help.

NOTICE

WATER BOTTLES - An impact, crash, or loose bottle cage can result in damage to your frame.

This kind of damage is not covered by the Cannondale Limited Warranty.

Building Up A Frameset

Before building up a frameset, consult with your Cannondale Dealer and the component manufacturers, and discuss your riding style, ability, weight, and interest in and patience for maintenance.

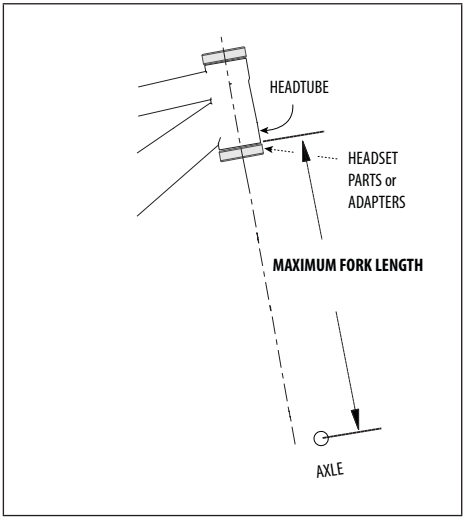
Make sure the components chosen are compatible with your bike and intended for your weight and riding style.

Generally speaking, lighter weight components have shorter lives. In selecting lightweight components, you are making a trade-off, favoring the higher performance that comes with less weight over longevity. If you choose more lightweight components, you must inspect them more frequently. If you are a heavier rider or have a rough, abusive or "go for it" riding style, buy heavy duty components.

Read and follow the component manufacturers warnings and instructions.

Maximum Fork Length

Maximum Fork Length is an important frame safety testing specification. You must observe the measurement when installing headset parts, headset adapters, installing and adjusting a fork, and selecting replacement forks. In this manual, the number is also listed in the **GEOMETRY/ SPECIFICATIONS.**



HOW TO MEASURE:

1. Install headset and fork.

2. Extend fork and measure the distance from the bottom of the head tube to the center of the wheel axle. Do not measure from the bottom of headset bearing cups or head tube adapters. The measurement MUST be taken from the bottom of the head tube!!

⚠ WARNING

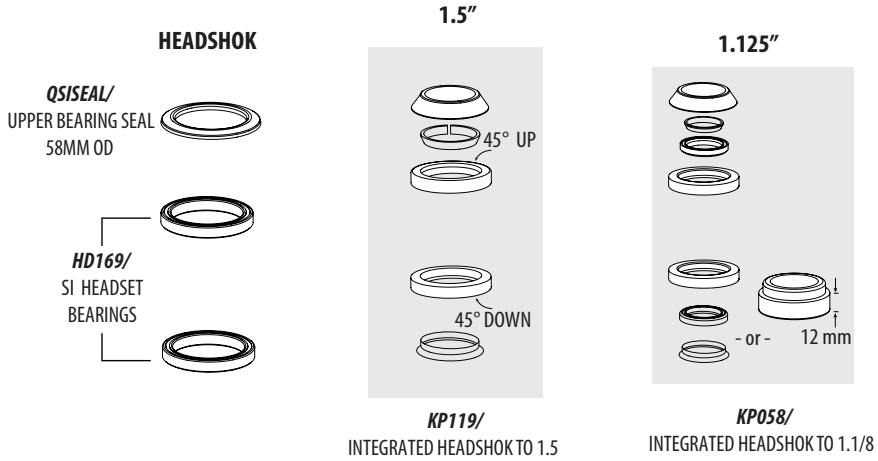
DO NOT EXCEED MAXIMUM FORK LENGTH

Exceeding the MAXIMUM FORK LENGTH limit can overload the frame causing it to fail (break) while riding.

YOU CAN BE SEVERELY INJURED, PARALYZED OR KILLED IN AN ACCIDENT IF YOU IGNORE THIS WARNING.

INTEGRATED HEAD TUBE

The following Cannondale headset kits can be used :



NOTICE

Cannondale Headshok System Integration bearings cups are permanently bonded in the head tube. When removing adapters, bearings, extra care must be used so that the tool used to drive out the bearing is NOT located on any part of the bonded cup.

Do not machine, cut, or use surfacing tools in the head tube.

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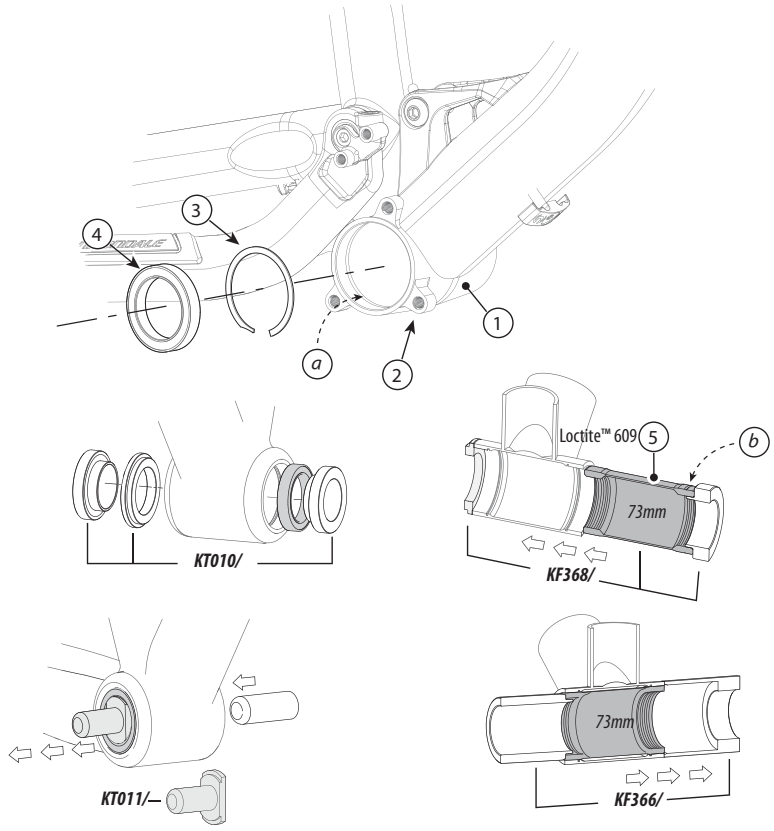
BOTTOM BRACKET BB30

The bottom bracket shell is compatible with the BB30 Standard. See http://www.bb30standard.com/.
The SI bottom bracket adapter enables the use of standard English/73mm bottom bracket cranksets.



Identification

1. Bottom Bracket Shell
2. ISCG03 Mount
3. Circlip
4. Bearing
5. 73mm Adapter

a. Bb Circlip Groove
b. Adapter Drive-Side Groove

Bearing Maintenance

Inspect bearing condition annually (at a minimum) and anytime the crankset assembly is disassembled or serviced. With the crankset removed, rotate the inner bearing race of both bearings; rotation should be smooth. No play or movement inside the shell. If the bearing is damaged, replace both bearings with new ones.

Bearing Removal/Installation (Professional Bike Mechanic Only)

Remove the old bearings with the bearing removal tool ***KT011/***.

Reinstall bearings with a headset press and tool ***KT010/***. Clean inside of shell apply a high-quality bicycle bearing grease to the inside surface. Press bearing one at a time. Press each bearing until seated against the circlip. Following installation, apply a light coating of a high-quality bicycle bearing grease to both sides of each bearing to help repel moisture.

TIP: Unless a circlip is damaged, removal is unnecessary during bearing removal. Use a small thin-blade screw driver or pick to lift the hooked end up out of the groove and then pushing the circlip out counter-clockwise.

Adapter Removal/Installation (Professional Bike Mechanic Only)

To install, first remove the bearings and circlips and clean the inside of the BB shell and adapter. Use a clean lint-free shop towel dampened with alcohol. Apply Loctite™ 609 carefully to the bearing seat positions to both shell and adapter. Install the adapter with a headset press and the installation tool ***KF368/***. Adapter groove must be located on the BB drive side. Press until the groove side face is flush with the drive side face of shell. Allow at least 12 hours (at 72°F) for the Loctite to cure before installing the standard bottom bracket crankset. Follow Loctite Technical Data Sheet http://tds.loctite.com/tds5/docs/609-EN.PDF

To remove, use tool KF366/ with a headset bearing press with tool arrangement as shown. Following removal, it will be necessary to clean all remaining Loctite residue with a before reinstalling the Si circlips and bearings. Use Loctite 768. Use a dental pick to remove any adhesive from the grooves. For Loctite clean-up instructions : http://tds.loctite.com/

NOTICE

BEARINGS - Frequent or routine renewal of undamaged bearings is not recommended. Repeated removal and reinstallation can damage the inside BB shell surfaces resulting in poor bearing fit. Do not face, mill or machine the bottom bracket shell for any reason. Doing so can result in serious damage and possibly a ruined bike frame.

ADAPTERS - Use only adapters/tool recommended by Cannondale. Other available adapters /tools may cause damage. See Replacement Parts. An adapter isn't a "repair" part, so the BB shell must be in good condition. Repeated removal and reinstallation of an adapter, or improper tools can cause damage. Therefore it is not recommended.

Loctite 609 - Prolonged contact with the frame finish may result in discoloration or damage. Be sure to immediately wipe up any spills and remove any compound in contact with the painted surfaces.

Do not cut, face, or use abrasives to clean the inside if the BB shell.

We strongly recommend that these procedures be performed by an Authorized Cannondale Dealer. Damage caused by improper installation/removal is not covered under your warranty.

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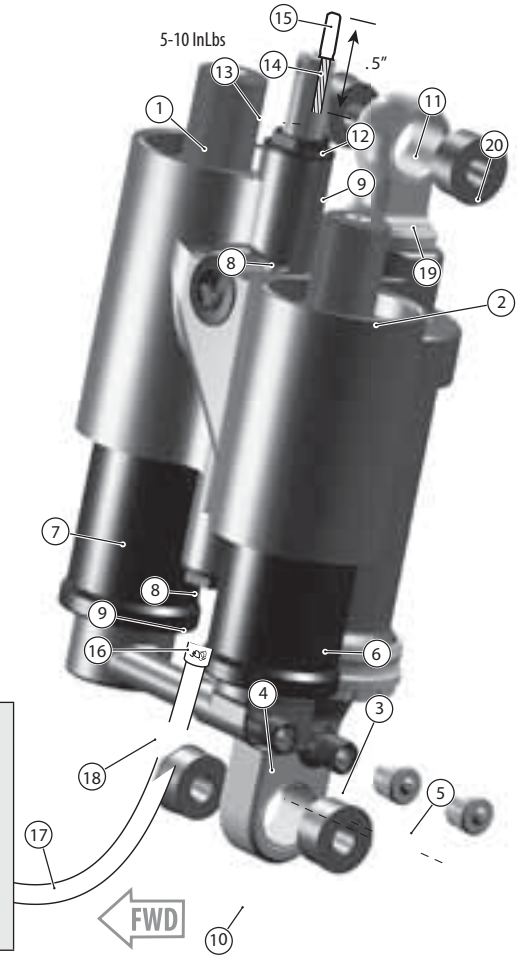
FOX DYAD RT2 PULL SHOCK

The DYAD RT2 rear shock was engineered and manufactured by Fox Racing Shocks in collaboration with Cannondale. This supplement includes safety information, and instructions on how to set-up and operate the shock in the frame. For the manufacturer's specific maintainance and service instructions, you must go to the Fox Racing Shox original equipment (OE) custom products website. Go to …

http://www.foxracingshox.com/fox_tech_center/owners_manuals/09/custprod/index.html

Identification

1. 70/80 mm Rebound
2. 120/130 mm Rebound
3. Negative Air Valve
4. Positive Air Valve
5. Valve Cap
6. Long Travel Chamber
7. Short Travel Chamber
8. Spool Chamber
9. Spool Chamber End Caps
10. Fixed Eyelet
11. Shaft Eyelet
12. Cable Anchor
13. Cable Set Screw
14. Remote Lever Cable
15. Cable End Cap
16. Ferrule
17. Remote Lever Cable Housing
18. Bridge
19. Bushing
20. Reducer



NOTICE

Wash with soap and water only. Never use a high pressure washer to clean.

Mount shock as shown in photo, next page. Do not mount shock in a different position. Severe damage to the frame, link, or shock can result.

Maintenance & Service Information

⚠ WARNING

HIGH-PRESSURE HAZARD - Do not open, disassemble, modify, or attempt to perform internal service to the shock. The DYAD RT2 shock is not user serviceable. Never attempt to remove the spool chamber end caps for any reason! Attempting to perform any mechanical service procedure on this shock can potentially result in serious injury or death. Remote lever cable installation must be performed by a professional bike mechanic.

All service and repair must only be performed by FOX Racing Shox or an FOX Authorized Service Center.

For more informatiomn contact: http://www.foxracingshox.com/fox/contact

Frame Installation

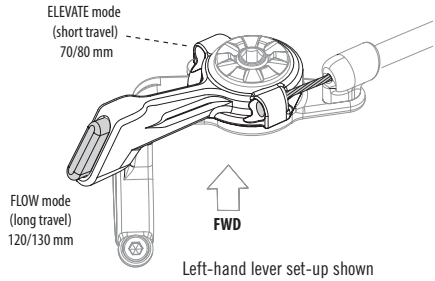
Please note that the DYAD RT2 is to be mounted only in the frame in the position shown below.

Pre-Ride Checks

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag. Inspect the entire exterior of the shock. **DO NOT RIDE THE SHOCK IF YOU FIND DAMAGE.** Please contact FOX Racing Shox for further inspection and repair.
2. Set Sag. See **Setting Sag.**
3. Set Rebound. See **Setting Rebound**.

Setting Sag:

1. **Set shock to the 120/130 mm (long travel) mode with the remote lever.** In this mode, the sag you set will be 100%.
2. When the DYAD RT2 is switched to the 70/80 mm mode, the sag is automatically reduced to 60%.



Left-hand lever set-up shown here.

3. **Remove ⊖ negative air valve cap.**

   Connect the pump (Cannondale *1MP01/SLV*) to the negative air pressure valve, press and hold the release button to release all air pressure. Replace the valve cap.

4. **Remove ⊕ positive air valve cap. Attach the pump to positive air valve.**
   Set positive air pressure for your weight according to the **DYAD RT2 Recommended Air Pressure** table. Replace the valve cap.

5. Again, **attach pump to ⊖ negative air chamber valve and set negative air pressure for same weight.** Replace the valve cap.
   After setting sag, you find that you want more or less sag, choose the next lighter or heavier rider weight range from the table. Repeat steps 1-5 again.

DYAD RT2 Recommended Air Pressure

RIDER WT.		TRIGGER 29'ER				TRIGGER 26'ER			
		⊕ POSITIVE		⊖ NEGATIVE		⊕ POSITIVE		⊖ NEGATIVE	
Lbs	Kg	PSI	BAR	PSI	BAR	PSI	BAR	PSI	BAR
100 - 109	45 - 49	63	13	138	11	188	13	175	11
110 - 119	50 - 54	179	14.3	152	12	207	14.3	191	12
120 - 129	54 - 59	196	15.6	166	13.1	226	15.6	206	13.1
130 - 139	59 - 63	212	16.9	179	14.2	245	16.9	222	14.2
140 - 149	64 - 68	229	18.2	192	15.3	264	18.2	238	15.3
150 - 159	68 - 72	244	19.5	206	16.4	282	19.5	254	16.4
160 - 169	73 - 77	261	20.8	220	17.5	301	20.8	270	17.5
170 - 179	77 - 81	277	22.1	234	18.6	320	22.1	286	18.6
180 - 189	82 - 86	294	23.4	248	19.7	339	23.4	302	19.7
190 - 199	86 - 90	310	24.7	262	20.8	358	24.7	318	20.8
200 - 209	91 - 95	326	26	276	21.9	376	26	334	21.9
210 - 219	95 - 99	342	27.3	289	23	395	27.3	349	23
220 - 229	100 - 104	359	28.6	302	24.1	414	28.6	365	24.1
230 - 239	104 - 108	375	29.8	316	25.2	433	29.8	381	25.2
240 - 249	109 - 113	390	31.1	330	26.3	450	31.1	397	26.3
LOW PRESSURE LIMITS:		100	6.9	0	0	100	6.9	0	0
HIGH PRESSURE LIMITS:		450	31.1	400	27.6	450	31.1	400	27.6

NOTICE

TO PREVENT DAMAGE TO THE SHOCK: 1. Follow the setting sag step in order. 2. Follow/maintain high and low pressure limits. 3. Make sure the suspension pump and DYAD RT2 valves are clean before attachment.

⚠ WARNING

USE ONLY HIGH-PRESSURE AIR PUMP – CANNONDALE – *1MP01/SLV* TO SET OR READ PRESSURE. Use of an incompatible pump (one not designed for the high pressure range of the shock) , can result serious personal injury or result in an improper pressure setting or reading which can contribute to a loss of rider control and accident.

Disconnecting the pump results in very small pressure loss. To determine actual loss for your pump, set pressure, disconnect and reconnect. You can compensate by adding the loss to the table values.

Setting Rebound

Rebound controls the rate at which your rear wheel returns after it has been compressed. The proper rebound setting is of personal preference, and varies with rider weight, riding style and conditions. A basic rule of thumb is to set rebound to be as quick as possible, without kicking back and pushing you off the saddle.

To set rebound :

1. The rebound circuits work independently. Make sure the remote travel lever is set to the travel mode you're setting. See Setting Travel.
2. Turn the selected rebound knob clockwise until it stops. Turn it couter-clockwise; counting each click. A good starting point to begin adjustments is 7 clicks out from closed. Each rebound dial has about 13 clicks of adjustment range.

TRIGGER 29'ER - 80 mm
TRIGGER 26'ER - 70 mm

TRIGGER 29'ER - 130 mm
TRIGGER 26'ER - 120 mm

NOTICE

Do not force rebound dial past stop point.

WARNING

KEEP HANDS AND FINGERS AWAY FROM MOVING LINKAGE. Make adjustments when you are off the saddle, not riding or sitting on bike. Attempting to adjust rebound while sitting or riding in motion on your bicycle can lead to a serious hand/finger injury or a loss of rider control, which can result in serious injury or death.

DYAD - REMOTE LEVER

The handlebar remote lever is used to change DYAD between travel modes. Press the lever button to release the locking mechanism. The travel positions are shown below.

TRIGGER 29'ER - 80 mm
TRIGGER 26'ER - 70 mm

TRIGGER 29'ER - 130 mm
TRIGGER 26'ER - 120 mm

Remote Cable Installation

Attach remote cable with shock unmounted from frame.

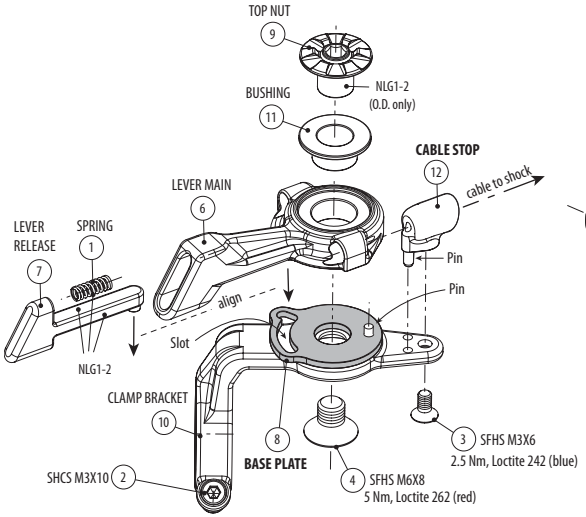
1. Place bike in a work stand with the rear wheel supported so the linkage does not move and the shock can be positioned and reconnected.
2. Determine cable housing length. Allow sufficient slack for proper shock operation and full handlebar steering rotation. Too much housing can interference with moving frame parts.
3. Install ferrules at both ends of the cable housing.
4. Set lever to FLOW - 120/130 mm mode. Insert a new derailleur cable (1.2 mm) into lever, housing end through to the shock end.
5. Feed housing/cable under shock bridge, and into the bottom of the shock spool chamber, and out the shock cable anchor. Make sure that you have a new or cleanly snipped cable, or the anchor set screw is backed out far enough. Otherwise, you may have difficulty feeding the cable through the spool chamber and past the anchor set screw.

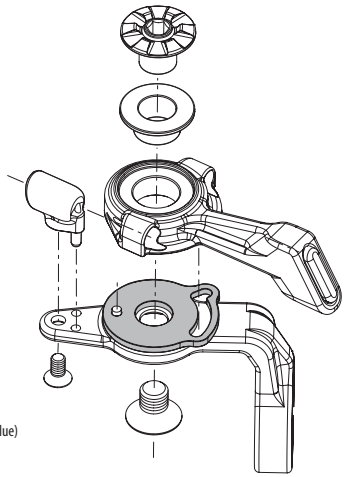
WARNING

HIGH PRESSURE HAZARD - Do not remove the spool chamber end caps for any reason! Very high-pressure can propel the end caps with extreme force and velocity, potentially resulting in serious injury or death.

6. Pulling the cable taut, tighten the cable anchor 1.5mm set screw firmly (5-10 in-lb torque).
7. Snip the cable 0.5” above the cable anchor, and cap it.

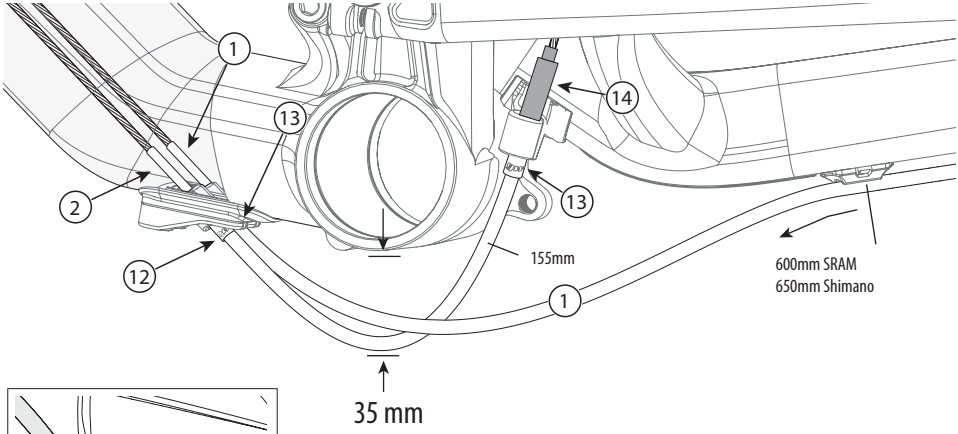
8. Install the Dyad RT2 back into the bicycle frame. Clean the mounting bolt threads, apply Loctite 242 (blue) and tighten to 8.0 Nm, 71 InLbs.
9. Secure the housing to the DT frame guide.
10. Test the lever for normal operation between the 120/130 mm and 70/80 mm travel modes.

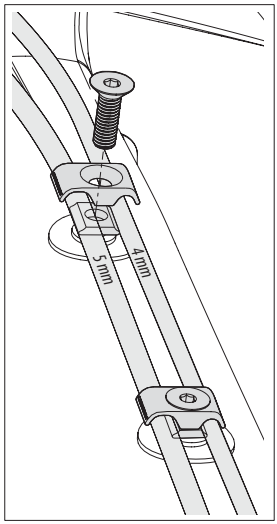




LEFT HANDLEBAR

RIGHT HANDLEBAR





Note orientation of DT clamps.

Small plate should be positioned under the housing (parallel with lines) with the rounded sides up as shown. It is not side-specific, however.

NOTICE

Incorrect clamp placement can result in damage. Do not over-tighten the clamp bolts.

Check for sufficient housing cable loop. Its about 35mm as shown above. Inadequate loop can result in ghost shifting or housing ends pulling out of down tube when the bike is at full travel.

Its best to determine housing lengths with the shock out of the bike. That way you can move the swing arm through the travel and actually see what the cable housing is doing. It always looks like there is too much cable housing when set up properly.

Photo shows crossing housing to prevent the rear derailleur housing contacting the chainring. Or, a cable tie can be used.

Be sure to install nose end seals and rubber seal at the housing ends as shown.

MAIN PIVOT

Always loosen the pinch bolts first.

Before assembly, inspect all bearings for good condition. Replace if necessary.

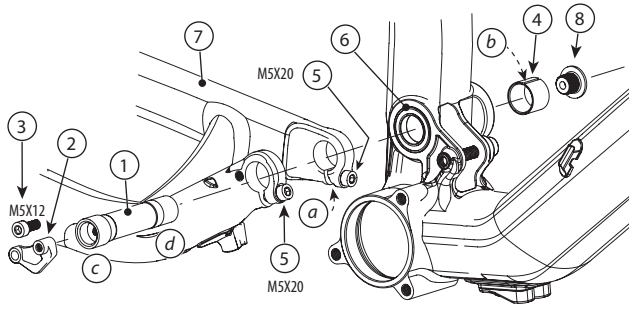
Always clean and apply Loctite 242 (blue) to the pinch bolt threads.

Always tighten with a torque wrench to 5 Nm, 44 InLbs.

NOTICE

Incorrect installation shims can result in play in the linkage and accelerate wear or damage.

Do not over-tighten the pinch bolts.



Identification

1. Main Pivot Axle
2. FD Adapter (S3)
3. FD mount bolt
4. Main Shim
5. Pinch bolts
6. Bearing (61802-2RS, 15X24X5)
7. Chainstay
8. Pinch bolts

a. gap
b. bearing inner race
c. large end
d. small end

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XFUSION PULL SHOCK SET-UP INFORMATION

ABOUT THIS SUPPLEMENT

This supplement includes information for the proper installation and set up of **XFUSION** shocks in the following Cannondale models: **TRIGGER 29'ER ALLOY** and both **JEKYLL** and **SCARLET**. In addition to this supplement, follow the owner's manual supplement information for your specific bike and the **XFUSION** owner's manual.

Cannondale supplements : http://www.cannondale.com/manuals/

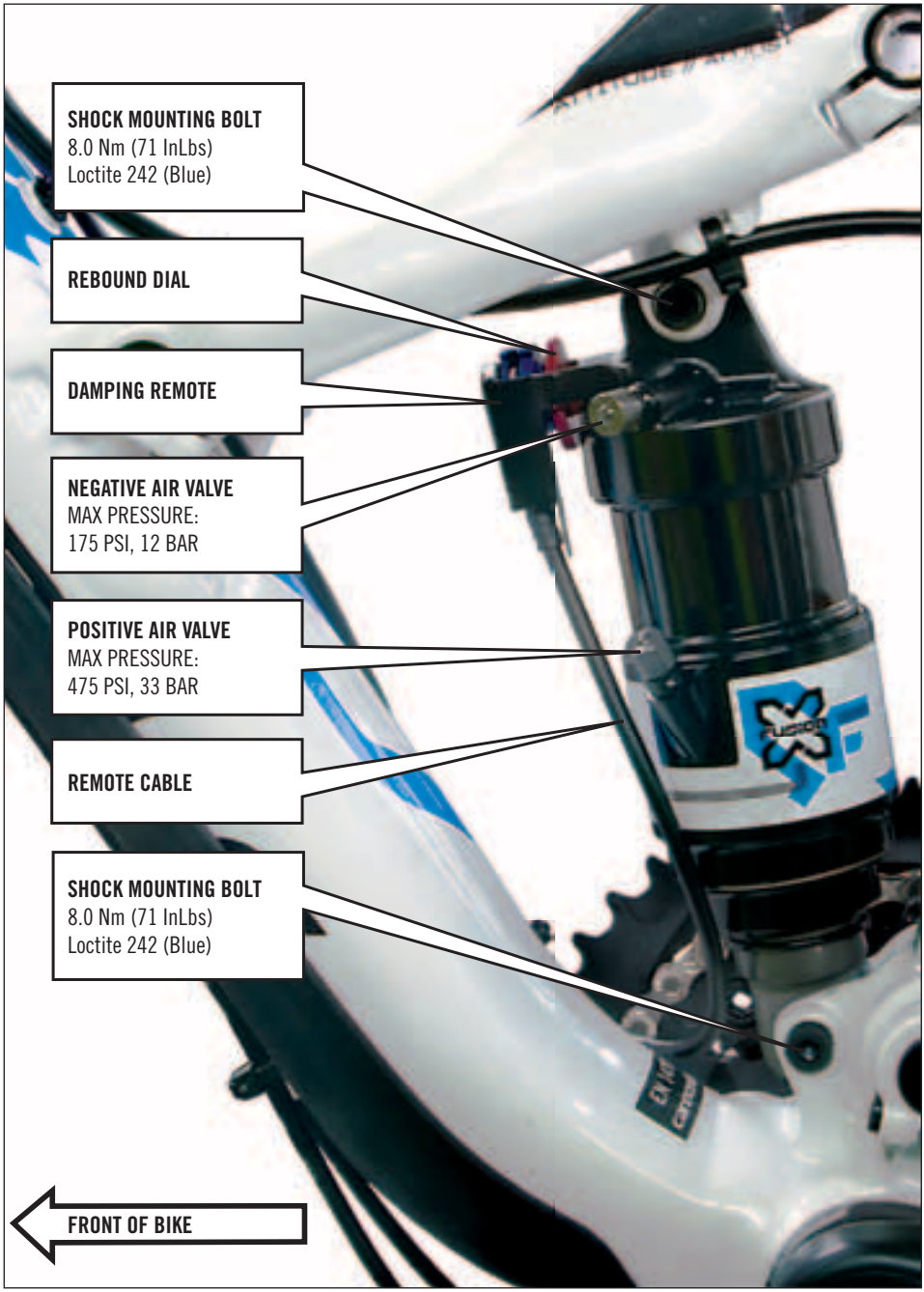
XFUSION manuals: http://www.xfusionshox.com/

MOUNTING THE SHOCK IN THE FRAME

Install the shock in the frame with the remote assembly facing forward as shown. Apply Loctite 242 (blue) and tighten with a good torque wrench. **NOTICE: Incorrect shock installation can result in serious frame damage.**

MEASURING SAG

Some bike models have sag indicators integrated with the frame shock link; see your owner's supplement. Sag can be measured by the difference between the shock mounting bolts when rider is on and off the bike. The reco mmended air pressure setting for the different models are shown on page 2. Use a high-pressure pump: Cannondale ***1MP01/SLV.***


SHOCK MOUNTING BOLT
8.0 Nm (71 InLbs)
Loctite 242 (Blue)
REBOUND DIAL
DAMPING REMOTE
NEGATIVE AIR VALVE
MAX PRESSURE:
175 PSI, 12 BAR
POSITIVE AIR VALVE
MAX PRESSURE:
475 PSI, 33 BAR
REMOTE CABLE
SHOCK MOUNTING BOLT
8.0 Nm (71 InLbs)
Loctite 242 (Blue)
FRONT OF BIKE

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XFUSION PULL SHOCK HANDLEBAR REMOTE

The handlebar remote changes the shock performance between “OPEN” and “FIRM”. See the illustrations below.

XFUSION PULL SHOCK SET UP & AIR PRESSURE

TRIGGER 29'ER ALLOY

RECOMMENDED SAG: 25% (32 **mm**)

Use the table below to set intial air pressure(s) according to rider weight; measure sag, then add or release air pressure in small amounts to set sag.

XFUSION SHOCK INFO:

CANNONDALE P/N	TRAVEL	EYE-TO-EYE	BUSHING WIDTH
128870	130 mm	155x50 mm	22 mm

RECOMMENDED AIR PRESSURE:

RIDER WEIGHT (LBS)	RIDER WEIGHT (KG)	⊕ (PSI)	⊖ (PSI)	⊕ (BAR)	⊖ (PSI)
Under 100	Under 45	158	61	11.0	4.0
100 - 109	45 - 49	169	65	11.6	4.5
110 - 119	50 - 54	179	69	12.4	4.8
120 - 129	54 - 59	191	73	13.2	5.1
130 - 139	59 - 63	203	78	14.0	5.4
140 - 149	64 - 68	216	83	14.9	5.7
150 - 159	68 - 72	230	88	15.8	6.1
160 - 169	73 - 77	244	94	16.9	6.5
170 - 179	77 - 81	260	100	17.9	6.9
180 - 189	82 - 86	273	105	18.8	7.2
190 - 199	86 - 90	287	110	19.8	7.6
200 - 209	91 - 95	301	116	20.8	8.0
210 - 219	95 - 99	316	122	21.8	8.4
220 - 229	100 - 104	332	128	22.9	8.8
230 - 239	104 - 108	348	134	24.0	9.2
240 - 249	109 - 113	366	141	25.2	9.7

TRIGGER 26 CARBON (US ONLY)

RECOMMENDED SAG: 25% (30 mm)

Use the table below to set intial air pressure(s) according to rider weight; measure sag, then add or release air pressure in small amounts to set sag.

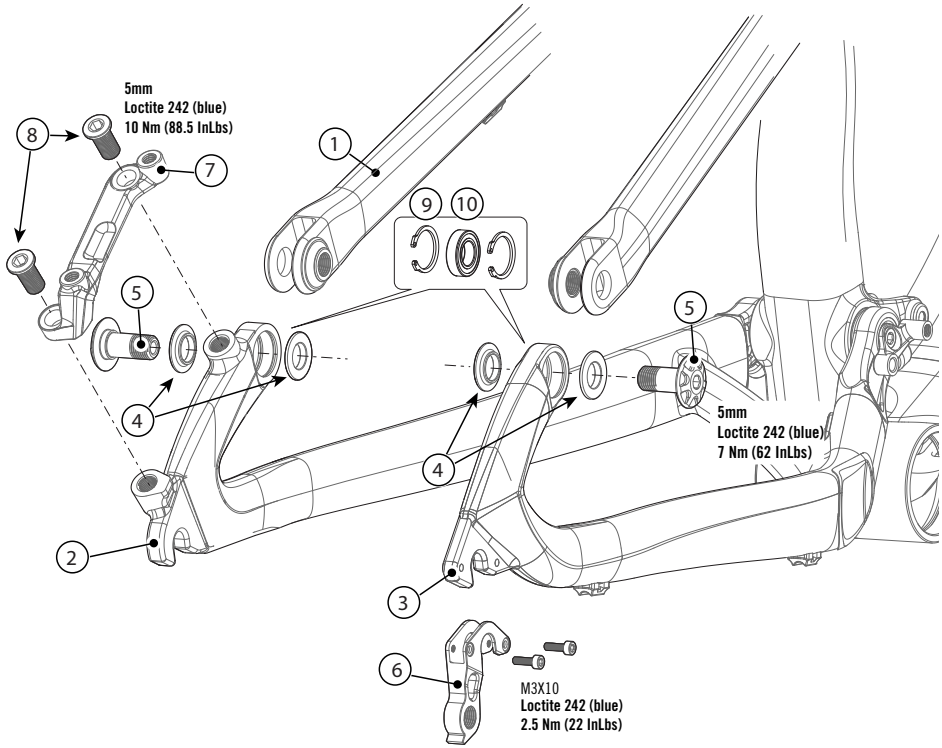
XFUSION SHOCK INFO:

CANNONDALE P/N	TRAVEL	EYE-TO-EYE	BUSHING WIDTH
128410	120 mm	145x40 mm	15.75 mm

RECOMMENDED AIR PRESSURE:

RIDER WEIGHT (LBS)	RIDER WEIGHT (KG)	⊕ (PSI)	⊖ (PSI)	⊕ (BAR)	⊖ (PSI)
Under 100	Under 45	183	56	12.6	3.9
100 - 109	45 - 49	195	60	13.4	4.1
110 - 119	50 - 54	207	63	14.3	4.4
120 - 129	54 - 59	220	68	15.2	4.7
130 - 139	59 - 63	234	72	16.2	5.0
140 - 149	64 - 68	249	76	17.2	5.3
150 - 159	68 - 72	265	81	18.3	5.6
160 - 169	73 - 77	282	86	19.4	6.0
170 - 179	77 - 81	300	92	20.7	6.3
180 - 189	82 - 86	315	97	21.7	6.7
190 - 199	86 - 90	331	101	22.8	7.0
200 - 209	91 - 95	347	107	24.0	7.3
210 - 219	95 - 99	365	112	25.1	7.7
220 - 229	100 - 104	383	117	26.4	8.1
230 - 239	104 - 108	402	123	27.7	8.5
240 - 249	109 - 113	422	129	29.1	8.9

DROPOUT - TRIGGER 26'ER



IDENTIFICATION

1. Seat Stay
2. Left Dropout
3. Right Dropout
4. Pivot Spacers
5. Pivot Axle Bolts
6. Rear Derailleur Hanger
7. Brake Adapter(s)
8. Chainring Bolts 16mm
9. Circlip
10. Bearing

Before attachment, inspect the bearings to make sure they are in good condition.

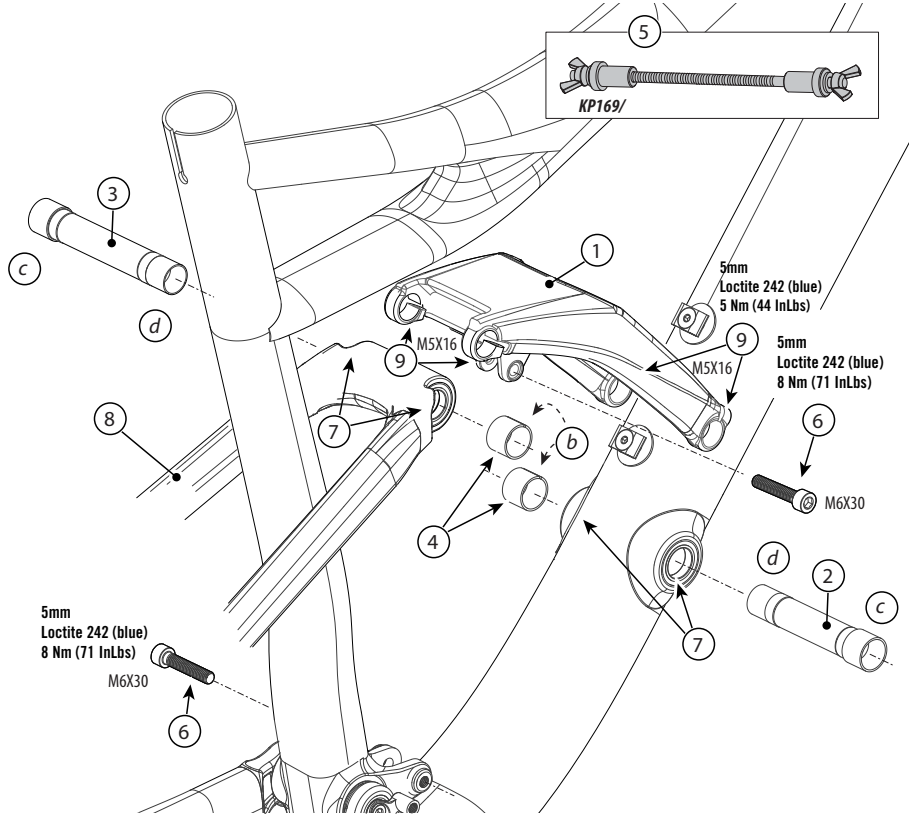
Check the seat stay If the bearings are damaged, remove them and replace them with new ones.

Always insert small end of pivot spacers into the bearings. The flat side of the spacers face out.

Always insert a 5mm hex key completely into the axle bolts to prevent damage when turning the bolt.

Always tighten with a torque wrench to the specified torque.

SHOCK LINK - TRIGGER 26'ER

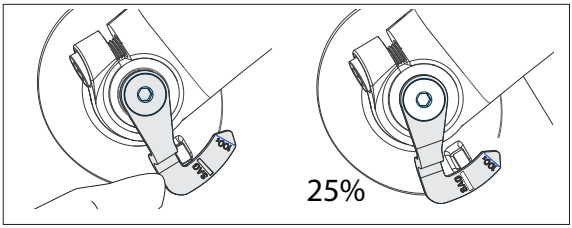


IDENTIFICATION

1. Shock Link
2. Link Pivot
3. SS Pivot
4. Main Shim
5. Link Tool (inc. KP169/)
6. Shock Mounting Bolt
7. Bearing (61802-2RS, 15X24X5)
8. Seat Stay
9. Pinch bolts

b. bearing inner race
c. large end
d. small end

TO USE SAG INDICATOR: Press arm against frame stop. Sit on bike. At 25% sag, arm is at position shown below right.



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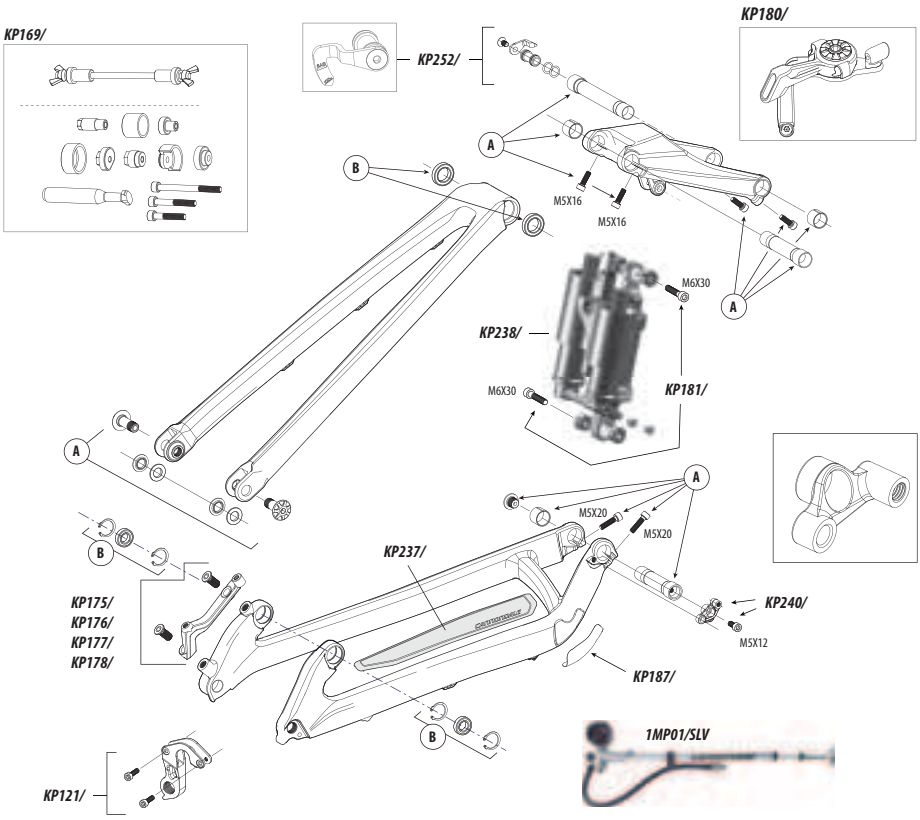
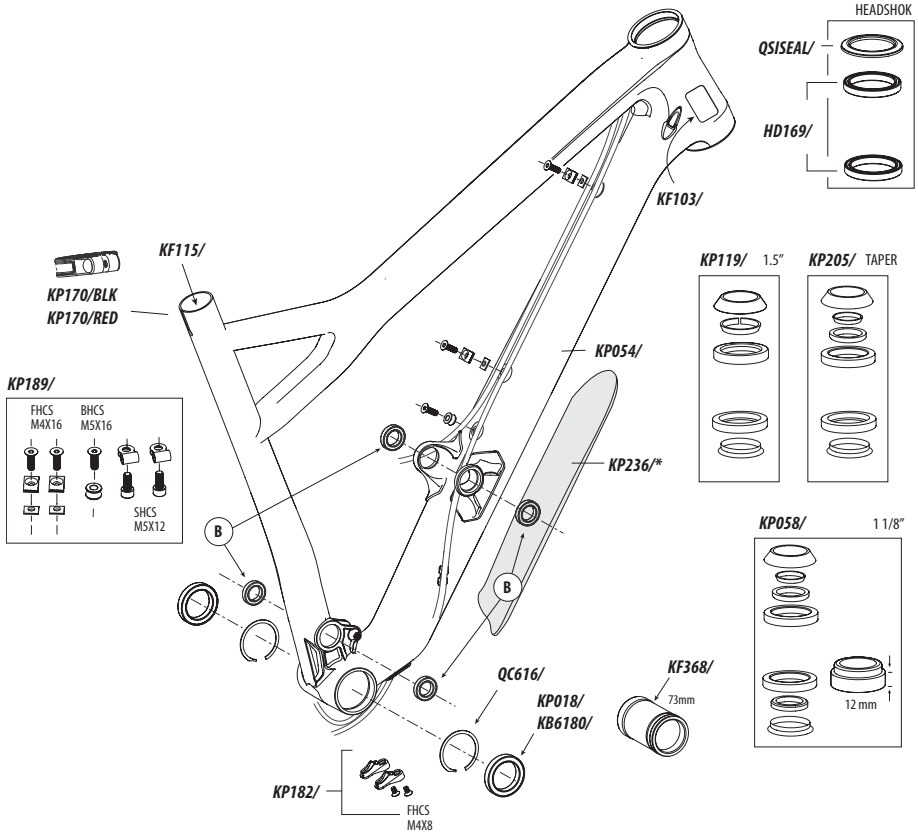
TRIGGER 26'ER



CODE	DESCRIPTION
KP121/	KIT, DER. HANGER
KP175/	KIT, ADAPTER, SI12 PM/160
KP176/	KIT, ADAPTER, SI12 PM/180
KP177/	KIT, ADAPTER, SI12 PM/185
KP178/	KIT, ADAPTER, SI12 PM/203
KP238/	KIT, SHOCK, TRIGGER DYAD RT2
KP181/	KIT, SHOCK MOUNT HWARE, JEKYLL
KP252/	KIT, SAG INDICATOR, TRIGGER
KP180/	KIT, LEVER, TRAVEL ADJUST

NO. (QTY)	CODE	DESCRIPTION
(A)	KP239/BLK, RED	KIT, LINK, HWARE, TRIGGER BEARINGS SOLD SEPERATELY
(B)	KP185/	KIT, BEARINGS, PIVOT, JEKYLL/TRIGGER W/CIR-CLIPS
	KP240/	KIT, SPACER, F. DER, TRIGGER
	1MP01/SLV	KIT, PUMP, HP DYAD RT2
	KP169/	KIT, TOOL, JEKYLL PIVOT
	KP237/	KIT, GUARD, C-STAY TRIGGER CARBON
	KP187/	KIT, CH.STAY PROTECT-JEKYLL

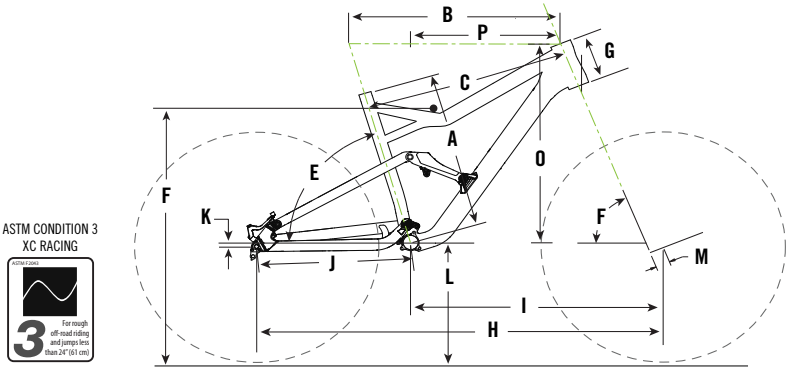
TRIGGER 26'ER



CODE	DESCRIPTION
KP170/BLK, RED	KIT, SEATBINDER, MTN QR, 34.9, BLK
KP182/	KIT, BB CABLEGUIDE, F+R, JEKYLL
KP183/	KIT, ZIP TIES, CABLEGUIDE /25
KP189/	KIT, GUIDE, HOUSING, BOLT-ON 3
KP187/	KIT, CH.STAY PROTECT-JEKYLL
KP054/	KIT, GUARD, SCUFFGUARD, DOWNTUBE
KF103/	KIT, GUARD, SCUFFGUARD-8PK
QSISEAL/	KIT, SEAL, UPPER BEARING, 58MM OD
HD169/	KIT, BEARINGS, HEADSET- 2
KP058/	KIT, HEADSET, INT HEADSHOK TO 1 1/8"
KP119/	KIT, HEADSET, INT HEADSHOK TO 1.5
KP205/	KIT, HEADSET, INT H-SHOK TO TAPERED

CODE	DESCRIPTION
KP018/	KIT, BEARING, BB-SI, CERAMIC, 2PCS
KB6180/	KIT, BEARING, BB-SI, 2PCS
QC616/	KIT, CIRCLIPS (2) BB-SI
KP010/	KIT, ADAPTER, SIBB TO 73MM TAP
KF368/	KIT, TOOL, SIBB/73 ADP. INSTALL
KF366/	KIT, TOOL, SIBB ADPAPTER EXTRACT
KF115/	KIT, GEL, DYNAMIC, CARBN
KP236/S	KIT, GUARD, D-TUBE TRIGGER CARBON - SMALL
KP236/M	KIT, GUARD, D-TUBE TRIGGER CARBON - MEDIUM
KP236/L	KIT, GUARD, D-TUBE TRIGGER CARBON - LARGE
KP236/X	KIT, GUARD, D-TUBE TRIGGER CARBON - XLARGE

GEOMETRY / SPECIFICATIONS - TRIGGER 26'ER



Geometry

	SIZES (cm/in)	S	M	L	XL
A	SEAT TUBE LENGTH	43.2/17.0	45.7/18.0	48.3/19.0	50.8/20.0
B	TOP TUBE HORIZONTAL	55.7/21.9	58.6/23.1	61.3/24.1	63.9/25.2
C	TOP TUBE ACTUAL	52.9/20.8	55.7/21.9	58.6/23.1	61.2/24.1
D	HEAD TUBE ANGLE	68.5 °	69.0 °	68.5 °	69.0 °
E	SEAT TUBE ANGLE EFFECTIVE	73.0 °	73.0 °	73.0 °	73.0 °
E'	SEAT TUBE ANGLE ACTUAL	73.0 °	73.0 °	73.0 °	73.0 °
F	STANDOVER AT TOP TUBE	72.5/28.5	73.5/28.9	74.0/29.1	75.0/29.5
G	HEAD TUBE LENGTH	13.4/5.3	13.4/5.3	13.4/5.3	16.0/6.3
H	WHEELBASE	108.6/42.7	110.9/43.6	113.6/44.7	116.4/45.8
I	FRONT CENTER	66.1/26.0	68.4/26.9	71.1/28.0	73.9/29.1
J	CHAIN STAY LENGTH	42.5/16.7	42.5/16.7	42.5/16.7	42.5/16.7
K	BOTTOM BRACKET DROP	0.0/0.0	0.0/0.0	0.0/0.0	0.0/0.0
L	BOTTOM BRACKET HEIGHT	33.0/13.0	33.0/13.0	33.0/13.0	33.0/13.0
M	FORK RAKE	4.5/1.8	4.5/1.8	4.5/1.8	4.5/1.8
N	TRAIL	8.2/3.2	7.9/3.1	7.9/3.1	7.9/3.1
	HEAD TUBE HEIGHT	13.4/5.3	13.4/5.3	13.4/5.3	13.4/5.3
	REAR TRAVEL	12.0/4.72	12.0/4.72	12.0/4.72	12.0/4.72
	SHOCK EYE-TO-EYE	14.5/5.71	14.5/5.71	14.5/5.71	14.5/5.71
	SHOCK STROKE	4.0/1.57	4.0/1.57	4.0/1.57	4.0/1.57
	RECOMMENDED SAG %	25%	25%	25%	25%

Please note that the specifications and information in this manual are subject to change for product improvement.
For the latest product information, go to http://www.cannondale.com

Specifications

FRAME MATERIAL	BallisTec Carbon
TRAVEL	w/ DYAD RT2 (120 mm, 70 mm) / w/ XFUSION (120 mm)
HEADTUBE	Headshok, 1.5in, 1.125in (See Replacement Parts for kit info.)
CHAINLINE	50 mm
BB SHELL WIDTH	BB30 73 mm
SEAT POST DIAMETER	Use a seat post with a 31.6 mm diameter only. Do not use other size seat-posts. Do not use a seat post with a shim or adapter. Use carbon gel ***KF115/*** when installing a seat post.
FRONT DERAILLEUR	S3 Direct Mount, Bottom pull
DROPOUT SPACING	135mm
REAR BRAKE	Post Mount Adapters - 160/180/185/203
REAR SHOCK (TYPE/EYE-TO-EYE)	Pull / 145 x 40 mm (Bushing Width: 15.75mm)

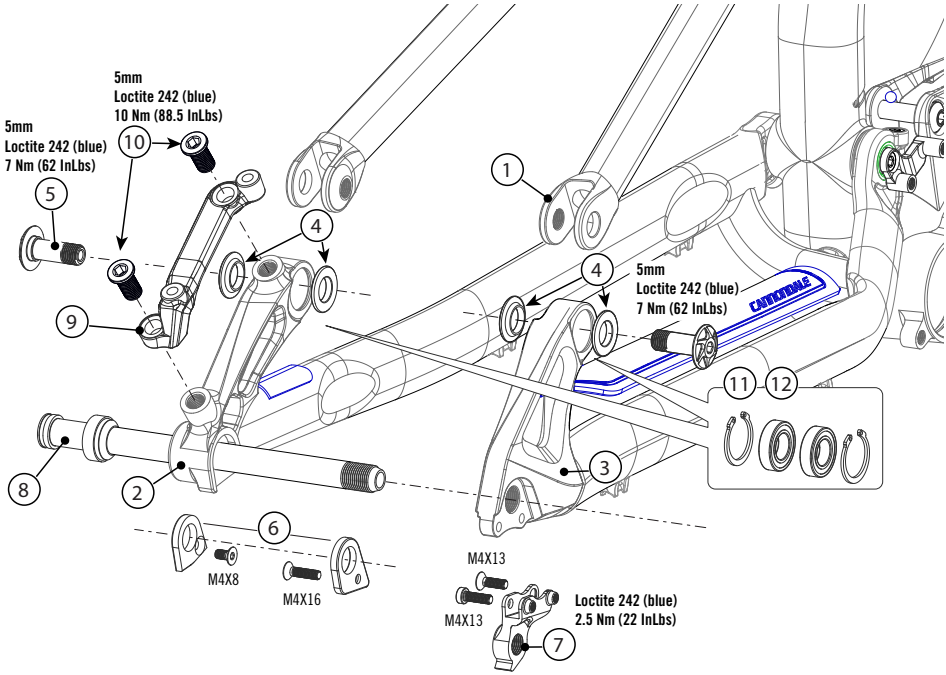
⚠ WARNING	Please read your Cannondale Bicycle Owner's Manual for more information on the following specifications:
INTENDED USE	ASTM CONDITION 3, XC RACING
MAXIMUM TIRE WIDTH	26 X 2.1 in
MAXIMUM FORK LENGTH	500 mm
MINIMUM SEAT POST INSERT	100 mm
MAXIMUM WEIGHT LIMIT (lbs/kg) *(seat bag only)	RIDER: 300 / 136 — LUGGAGE*: 5 / 2.3 — TOTAL: 305 / 138

Tightening Torques

Correct tightening torque for the fasteners (bolts, screws, nuts) on your bicycle is very important to your safety. the durability and performance of your bicycle. We urge you to have your Dealer correctly torque all fasteners using a torque wrench. If you decide to tighten fasteners yourself always use a good torque wrench!

DESCRIPTION	Nm	In Lbs	Loctite™
REAR BRAKE ADAPTER MOUNTING BOLTS (MAXIMUM)	10.0	88.5	242 (blue)
SHOCK MOUNTING BOLTS	8.0	71.0	
DROPOUT PIVOT AXLE BOLTS	7.0	62.0	
SHOCK LINK PINCH BOLTS	5.0	44.0	
MAIN PIVOT PINCH BOLTS			
BB CABLE EXIT GUIDE SCREWS	2.5	22.0	
REAR DERAILLEUR HANGAR SCREWS			
HOUSING GUIDES (MAXIMUM)	3.0	26.5	

DROPOUT - TRIGGER 29'ER



IDENTIFICATION

1. Seat Stay
2. Left Dropout
3. Right Dropout
4. Pivot Spacers
5. Pivot Axle Bolts
6. 135mm Hub Spacers
7. Rear Derailleur Hanger
8. 12mm Rear Axle
9. Brake Adapter(s)
10. Chainring Bolts 16mm
11. Circlip
12. Bearing

Before attachment, inspect the bearings to make sure they are in good condition.

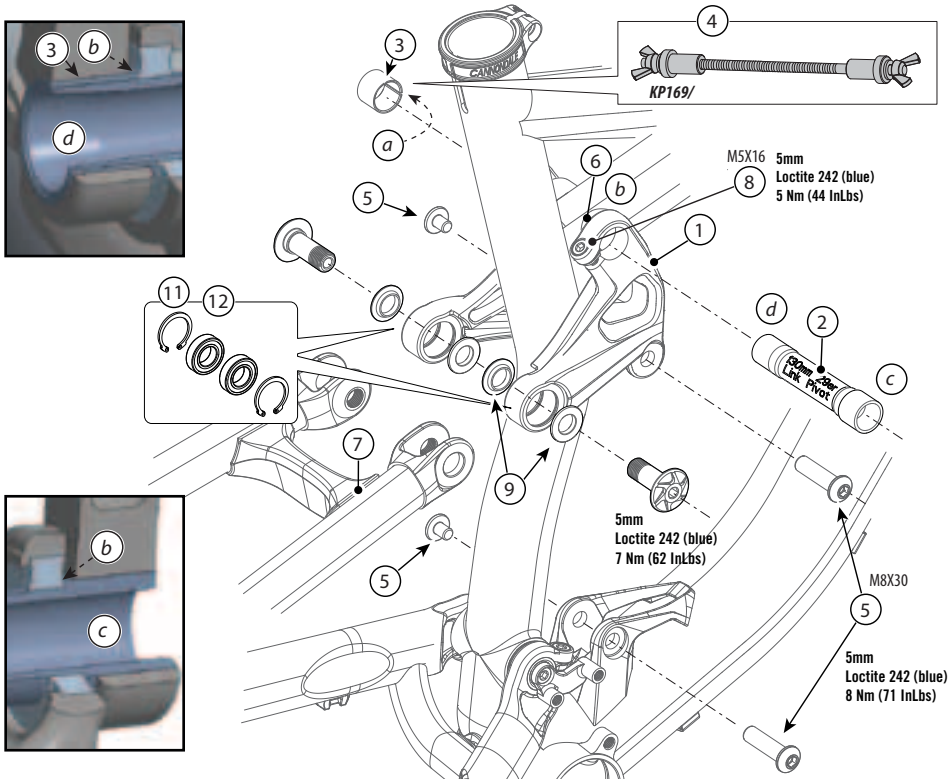
Check the seat stay If the bearings are damaged, remove them and replace them with new ones.

Always insert small end of pivot spacers into the bearings. The flat side of the spacers face out.

Always insert a 5mm hex key completely into the axle bolts to prevent damage when turning the bolt.

Always tighten with a torque wrench to the specified torque.

SHOCK LINK - TRIGGER 29'ER



IDENTIFICATION

1. Shock Link
2. Link Pivot
3. Main Shim
4. Link Tool (inc. KP169/)
5. Shock Mounting Bolt
6. Bearing (61802-2RS, 15X24X5)
7. Seat Stay
8. Pinch bolts
9. Pivot Spacers

a. gap
b. bearing inner race
c. large end
d. small end

Be sure to loosen the pinch bolts of link before assembly.

Before assembly, inspect all bearings for good condition. Replace if necessary.

Clean and apply Loctite 242 (blue) to the pinch bolt threads. Tighten to 5 Nm, 44 InLbs.

Clean and apply light grease to pivot axles and main shims.

Insert DT Link Axle and SS Lever axles from opposites side of the link as shown.

Use KP169/ tool to install pivot and main shim together. Make sure both are seated against bearing inner race before tightening pinch bolts. Adjust the pivots with the tool so the gap between bearing and link is the same on each side.

Route cables correctly around pivot.

NOTICE

Incorrect assembly (pivot/shim) can result in linkage play, accelerated wear, or damage. Do not over-tighten. Use a torque wrench.

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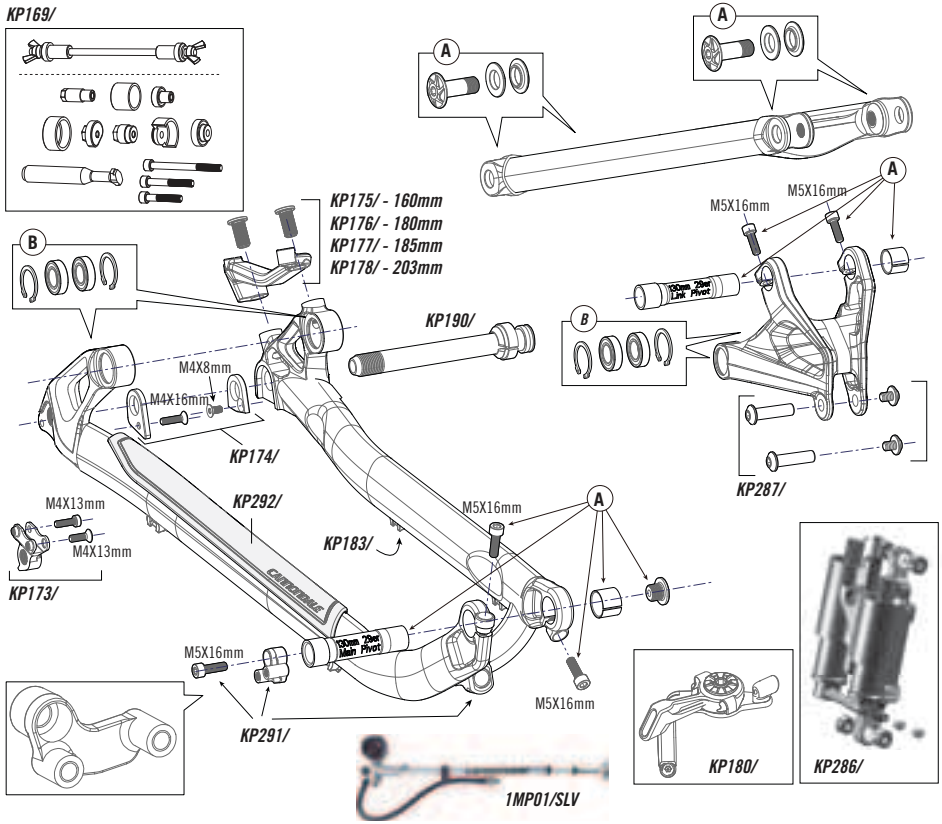
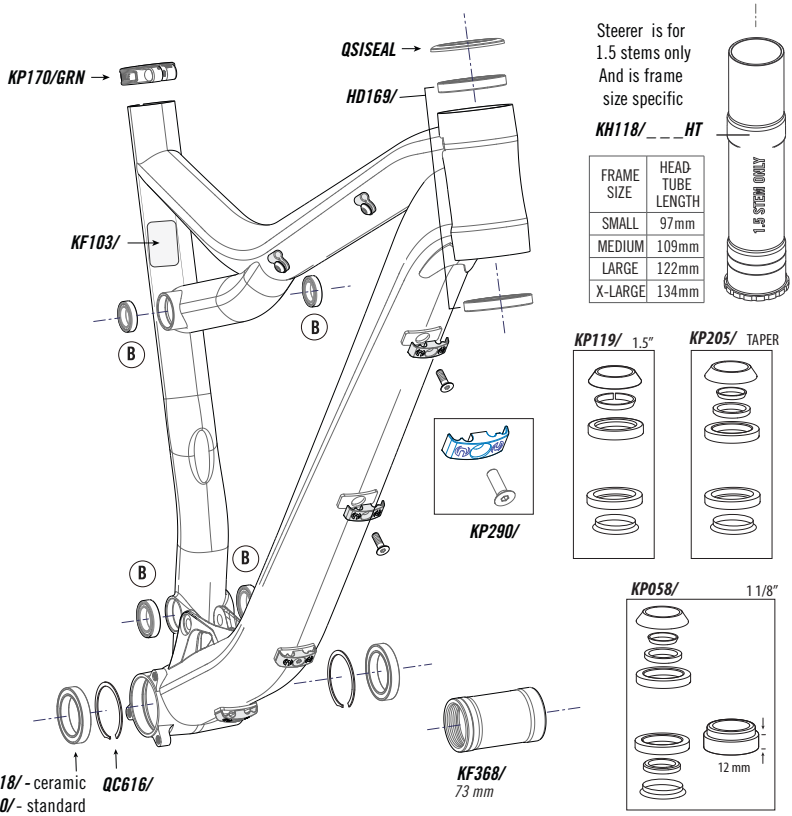
TRIGGER 29'ER



CODE	DESCRIPTION
KP173/	KIT,DER.HANGER;SI12
KP174/	KIT,SPACER,SI12,142 TO 135MM
KP175/	KIT,ADAPTER,SI12 PM/160
KP176/	KIT,ADAPTER,SI12 PM/180
KP177/	KIT,ADAPTER,SI12 PM/185
KP178/	KIT,ADAPTER,SI12 PM/203
KP190/	KIT,AXLE,SYNTACE,X12,142X12MM
KP291/	KIT,SPACER,F.DER,TRIGGER29
KP183/	KIT,ZIP TIES, CABLEGUIDE /25

NO. (QTY)	CODE	DESCRIPTION
	1MP01/SLV	KIT,PUMP,HP DYAD RT2
	KP286/	KIT,SHOCK,TRIGGER29 DYAD RT2
	KP287/	KIT,SHOCK MOUNT HWARE,TRIGGER29
	KP180/	KIT,LEVER,TRAVEL ADJUST
(A)	KP288/BLK	KIT,LINK,HWARE,TRIGGER29 --- BEARINGS SOLD SEPERATELY---
(B)	KP289/	KIT,BEARINGS,PIVOT,TRIGGER29 W/ CIR-CLIPS
	KP169/	KIT,TOOL,JEKYLL PIVOT

TRIGGER 29'ER



CODE	DESCRIPTION
KP170/GRN	KIT,SEATBINDER,MTN QR,34.9,BLK
KP290/	KIT,GUIDE,HOUSING,BOLT
KP291/	KIT,SPACER,F.DER,TRIGGER29
KF103/	KIT,GUARD,SCUFFGUARD-8PK
KH118/097HT	KIT,STEER,SUPERMAX, 1.5"
KH118/109HT	KIT,STEER,SUPERMAX, 1.5"
KH118/122HT	KIT,STEER,SUPERMAX, 1.5"
KH118/134HT	KIT,STEER,SUPERMAX, 1.5"
QSISEAL/	KIT,SEAL,UPPER BEARING,58MM OD
HD169/	KIT,BEARINGS, HEADSET- 2

NO. (QTY)	CODE	DESCRIPTION
	KP058/	KIT,HEADSET,INT HEADSHOK TO 1 1/8"
	KP119/	KIT,HEADSET,INT H-SHOK TO 1.5
	KP205/	KIT,HEADSET,INT H-SHOK TO TAPERED
	KP018/	KIT,BEARING,BB-SI,CERAMIC,2PCS
	KB6180/	KIT,BEARING,BB-SI,2PCS
	QC616/	KIT,CIRCLIPS (2) BB-SI
	KP010/	KIT,ADAPTER,SIBB TO 73MM TAP
	KF368/	KIT,TOOL,SIBB/73 ADP.INSTALL
(B)	KP289/	KIT,BEARINGS,PIVOT,TRIGGER29 W/ CIR-CLIPS

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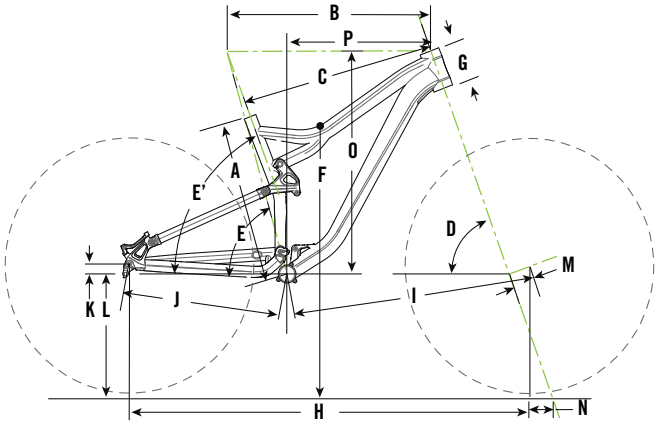
GEOMETRY / SPECIFICATIONS - TRIGGER 29'ER



ASTM CONDITION 4
ALL-MOUNTAIN

Geometry

	SIZES (cm/in)	SMALL	MEDIUM	LARGE	X-LARGE
A	SEAT TUBE LENGTH	42.5/16.7	44.5/17.5	48.5/19.1	50.9/20.0
B	TOP TUBE HORIZONTAL	56.8/22.4	59.6/23.5	62.4/24.6	65.2/25.7
C	TOP TUBE ACTUAL	51.7/20.4	54.0/21.3	56.6/22.3	59.1/23.3
D	HEAD TUBE ANGLE	69.0°	69.0°	69.5°	69.5°
E	SEAT TUBE ANGLE EFFECTIVE	73.5°	73.5°	73.5°	73.5°
E'	SEAT TUBE ANGLE ACTUAL	69.2°	69.2°	69.2°	69.2°
F	STANDOVER AT TOP TUBE	73.4/28.9	75.4/29.7	76.8/30.2	78.3/30.8
G	HEAD TUBE LENGTH	9.7/3.8	11.0/4.3	12.2/4.8	13.4/5.3
H	WHEELBASE	111.4/43.9	114.3/45.0	116.6/45.9	119.5/47.0
I	FRONT CENTER	66.8/26.3	69.7/27.4	72.0/28.3	74.8/29.4
J	CHAIN STAY LENGTH	44.8/17.6	44.8/17.6	44.8/17.6	44.8/17.6
K	BOTTOM BRACKET DROP	2.8/1.1	2.8/1.1	2.8/1.1	2.8/1.1
L	BOTTOM BRACKET HEIGHT	34.8/13.7	34.8/13.7	34.8/13.7	34.8/13.7
M	FORK RAKE	5.3/2.1	5.3/2.1	5.3/2.1	5.3/2.1
N	TRAIL	8.8/3.5	8.8/3.5	8.4/3.3	8.4/3.3
O	STACK	60.4/23.8	61.6/24.3	63.0/24.8	64.1/25.2
P	REACH	38.9/15.3	41.4/16.3	43.7/17.2	46.2/18.2
	HEAD TUBE HEIGHT	54.0/21.3	54.0/21.3	54.0/21.3	54.0/21.3
	REAR TRAVEL	13.0/5.1	13.0/5.1	13.0/5.1	13.0/5.1
	SHOCK EYE-TO-EYE	15.5/6.10	15.5/6.10	15.5/6.10	15.5/6.10
	REAR STROKE	5.0/1.97	5.0/1.97	5.0/1.97	5.0/1.97
	RECOMMENDED SAG %	25%	25%	25%	25%

Please note that the specifications and information in this manual are subject to change for product improvement.
For the latest product information, go to http://www.cannondale.com

Specifications

FRAME MATERIAL	SmartFormed Alloy
TRAVEL	w/ DYAD RT2 (130 mm, 80 mm) / w/ XFUSION (130 mm)
HEADTUBE	Headshok, 1.5in, 1.125in (See Replacement Parts for kit info.)
CHAINLINE	50 mm
BB SHELL WIDTH	BB30 73 mm
CHAINGUIDE MOUNT	ISCG 03
SEAT POST DIAMETER	Use a seat post with a 31.6 mm diameter only. Do not use other size seat-posts. Do not use a seat post with a shim or adapter. Use carbon gel ***KF115/*** when installing a seat post.
FRONT DERAILLEUR	S3 Direct Mount, Bottom pull
DROPOUT SPACING	142mm (convertible to 135mm)
REAR BRAKE	Post Mount Adapters - 160/180/185/203
REAR SHOCK (TYPE/EYE-TO-EYE)	Pull / 155x50 mm

⚠ WARNING	Please read your Cannondale Bicycle Owner's Manual for more information on the following specifications:
INTENDED USE	ASTM CONDITION 4, ALL MOUNTAIN
MAXIMUM TIRE WIDTH	29 X 2.35 in
MAXIMUM FORK LENGTH	570 mm
MINIMUM SEAT POST INSERT	100 mm
MAXIMUM WEIGHT LIMIT (lbs/kg) *(seat bag only)	RIDER: 300 / 136 — LUGGAGE*: 5 / 2.3 — TOTAL: 305 / 138

Tightening Torques

Correct tightening torque for the fasteners (bolts, screws, nuts) on your bicycle is very important to your safety. the durability and performance of your bicycle. We urge you to have your Dealer correctly torque all fasteners using a torque wrench. If you decide to tighten fasteners yourself always use a good torque wrench!

DESCRIPTION	Nm	In Lbs	Loctite™
REAR BRAKE ADAPTER MOUNTING BOLTS (MAXIMUM)	10.0	88.5	242 (blue)
SHOCK MOUNTING BOLTS	8.0	71.0	
DROPOUT PIVOT AXLE BOLTS	7.0	62.0	
SHOCK LINK PINCH BOLTS	5.0	44.0	
MAIN PIVOT PINCH BOLTS			
REAR DERAILLEUR HANGAR SCREWS	2.5	22.0	
HOUSING GUIDES (MAXIMUM)	3.0	26.5	

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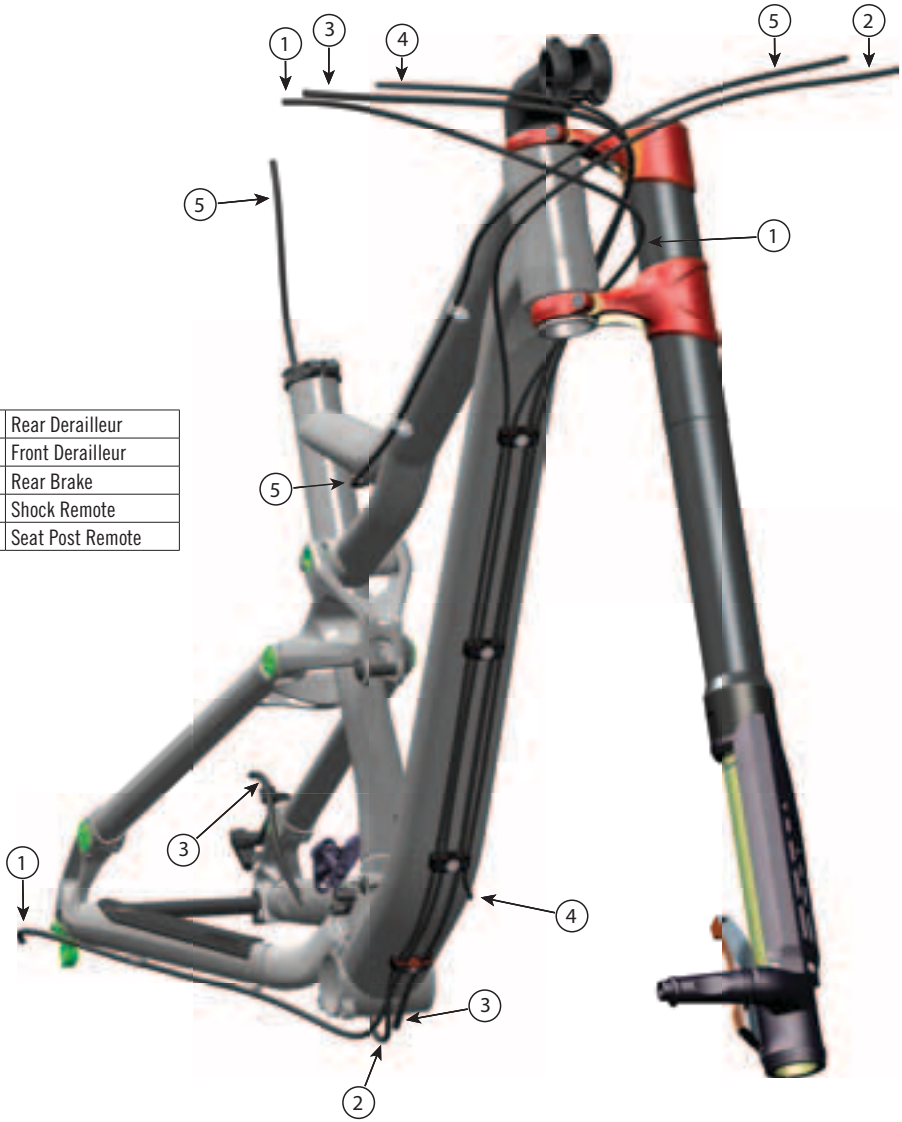
CABLE ROUTING - TRIGGER 29'ER



1.	Rear Derailleur
2.	Front Derailleur
3.	Rear Brake
4.	Shock Remote
5.	Seat Post Remote

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MAINTENANCE

The following table lists only supplemental maintenance items. Please consult your Cannondale Bicycle Owner's Manual for more information on basic bike maintenance. Consult with your Cannondale Dealer to create a complete maintenance program for your riding style, components, and conditions of use. Follow the maintenance recommendations given by the component manufacturers for the various non-Cannondale parts of your bike.

ITEM	FREQUENCY
HOUSING AND CABLES - Your bike has been supplied with small adhesive frame protectors. Place this material on the the frame between where cables and housing rub due to movement. Overtime, cable rubbing can wear into the frame itself causing very serious frame damage. ***NOTE:*** *Damage to your bike caused by cable rubbing is not a condition covered under your warranty. Also, adhesive frame guards are not a fix for incorrectly installed or routed cables or lines. If you find that applied guards are wearing out very quickly, consult with your Cannondale Dealer about the routing on your bike.*	**BEFORE FIRST RIDE**
DAMAGE INSPECTION - Clean and visually inspect entire bike frame/ swingarm/linkage assembly for cracks or damage. See "Inspect For Safety" in your Cannondale Bicycle Owner's Manual.	**BEFORE AND AFTER EACH RIDE**
CHECK TIGHTENING TORQUES - In addition to other component specific tightening torques for your bike. Tighten according to the TIGHTENING TORQUES information listed in this supplement.	**EVERY FEW RIDES**
CHAIN PLATE - Replace this protector if it becomes damaged.	
INSPECT BEARINGS, REPLACE WORN OR DAMAGED PARTS : • SHOCK LINK ASSEMBLY • SEAT STAY • DROPOUT PIVOT • CHAIN STAY • FRAME	**IN WET, MUDDY, SANDY CONDITIONS EVERY 25 HRS.** **IN DRY, CONDITIONS EVERY 50 HRS.**
FORK - Please consult the manufacturer's owner's manual for maintenance information for your fork .	
DYAD RT2 Rear Pull Shock - For more informatiomn contact: http://www.foxracingshox.com/fox/contact	

⚠ WARNING

ANY PART OF A POORLY MAINTAINED BIKE CAN BREAK OR MALFUNCTION LEADING TO AN ACCIDENT WHERE YOU CAN BE KILLED, SEVERELY INJURED OR PARALYZED. Please ask your Cannondale Dealer to help you develop a complete maintenance program, a program which includes a list of the parts on your bike for YOU to check regularly. Frequent checks are necessary to identify the problems that can lead to an accident.

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WARNING! READ THIS SUPPLEMENT AND YOUR CANNONDALE BICYCLE OWNER'S MANUAL. BOTH CONTAIN IMPORTANT SAFETY INFORMATION. KEEP BOTH FOR FUTURE REFERENCE.

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