

SuperSlice

Owner's manual supplement



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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Explicit Definitions

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

WARNING

Indicates a hazardous situation which, if not avoided, **may** result in death or serious injury.

NOTICE

Indicates special precautions that must be taken to avoid damage.

Cannondale Supplements

This manual is a “supplement” to your *Cannondale Bicycle Owner’s Manual*.

This supplement provides additional and important model specific safety, maintenance, and technical information. It may be one of several important manuals/supplements for your bike; obtain and read all of them.

Please contact your Authorized Cannondale Dealer immediately if you need a manual or supplement, or have a question about your bike. You may also contact us using the appropriate country/region/location information. See Contacting Cannondale in this supplement.

You can download Adobe Acrobat PDF versions of any manual/supplement from our website:

<http://www.cannondale.com>

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.

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Your Authorized Cannondale Dealer

To make sure your bike is serviced and maintained correctly, and that you protect applicable warranties, please coordinate all service and maintenance through your Authorized Cannondale Dealer.

NOTICE

Unauthorized service, maintenance, or repair parts can result in serious damage and void your warranty.

Contacting Cannondale

Cannondale USA

Cycling Sports Group, Inc.

1 Cannondale Way, Wilton CT, 06897, USA
1-800-726-BIKE (2453)

Cycling Sports Group Europe B.V

Mail: Postbus 5100

Visits: Hanzepoort 27

7570 GC, OLDENZAAL, Netherlands

Tel: +41 61 551 14 80

Fax: +31 54 151 42 40

SAFETY INFORMATION

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.

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.

Intended Use



The intended use of all models is ASTM CONDITION 1, High-Performance Road.

YOU CAN BE YOU SERIOUSLY INJURED, PARALYZED OR KILLED IF YOU IGNORE WARNINGS.

WARNING

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

Disc Brake on Road Bikes

WARNING

Relative to conventional rim brakes, disc brakes are less affected by water, do not wear or heat the rims and therefore are more consistent. Disc brakes also may be more powerful.

To minimize risk of injury or accidents:

- Understand that road bikes have a relatively small tire contact patch (part of the tire that touches the road). In order to apply the brakes safely and effectively, you may need more or less braking force in different situations. You need to take into account various road and weather conditions that can affect traction.
- Disc brakes are excellent, but not some kind of magic. Take some time riding your new disc brake road bike in lower risk circumstances to get used to the feel and performance of the disc brakes and tires.

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

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:

- 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.

The following symbols are used in this manual:

Symbol	Name	Description
	NGLI-2 synthetic grease	Apply NGLI-2 synthetic grease.
	Carbon Gel	Apply carbon gel (friction paste) KF115/
	Medium-strength removable thread lock	Apply Loctite 242 (blue) or equivalent.

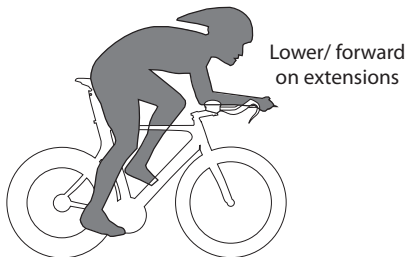
Aerodynamic Handlebars

Aerodynamic or "Triathlon" handlebar extensions are fitted to some triathlon or racing bikes. They are also added by customers. Understand that when riding on these extensions your steering and braking are adversely affected. When on the extensions, most riders find it hard to look back over their shoulder without swerving, inadvertently steering. Some riders find it harder to move their head/neck to see forward. Be sure to practice riding with aero handlebar extensions on hazard and traffic free roads. Practice the transition from having your hands on the extensions to having your hands on the regular handlebars and brake levers.

CONVENTIONAL ROAD



AERODYNAMIC



WARNING

DO NOT RIDE ON THE AERO HANDLEBAR EXTENSIONS IN TRAFFIC OR ON DIFFICULT ROADS.

Ride on the aero handlebar extensions only when the road is clear of traffic and hazards and you have a long line of sight.

When using the extensions understand that you are compromising steering and braking in favor of speed. If you need to take evasive steering or braking action while on the extensions you could have an accident, with risk of serious injury, paralysis or death.

Aerodynamic handlebars and extensions are a design trade-off which positions you further forward than on a conventional road bike, so:

Overly hard use of the front brakes will pitch you forward, off the bike, more easily.

Rear braking performance will not equal that of a conventional road bike.

When braking hard on any bike, including time trial or triathlon, you must shift weight back to allow front brake use without pitching yourself forward, off the bike. Shifting weight back allows more rear braking effect before the rear wheel begins to skid when braking hard, or braking on a steep downhill. See Part 1, Section 4C. of your Cannondale Bicycle Owner's Manual.

Aerodynamic handlebars and extensions are intended for racing and competition in time trial and triathlon and are poorly suited for riding in cities or congested urban areas where conflicts with cars will frequently require panic braking.

Trainers

If you ride a trainer that requires removal of the front wheel and clamps the fork dropouts: Be sure your fork quick release is tight! Relative movement will wear parts, weaken and damage your bike.

If you ride a trainer that holds the bike up by clamping the rear quick release between two cones: Take off the nice, lightweight quick release that came with your bike. Substitute a heavy, classic all steel quick release and clamp it tight! Relative movement will wear parts, weaken and damage your bike. Note that many modern quick releases will not fit the clamping cones in this kind of trainer because their shapes are incompatible.

For thru axles, make sure you follow the trainer manufacturer instructions for the use of any required adapters

Be particularly cautious with a carbon frame or fork. Carbon is relatively soft, not abrasion resistant. If there is any relative movement, carbon will wear quickly.

If you ride a trainer a lot, consider using an old bike: Corrosion from sweat will take its toll. Weight is irrelevant. Save wear on your expensive components.

Ask your dealer for help with trainers, the right one and the correct way to use it.

NOTICE

TRAINERS - Improperly mounting a bike in a trainer, or using one that is not compatible with your particular bike frame can cause serious damage.

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.

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.

Building Up A Frame Set

Before building up a frame set, 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.

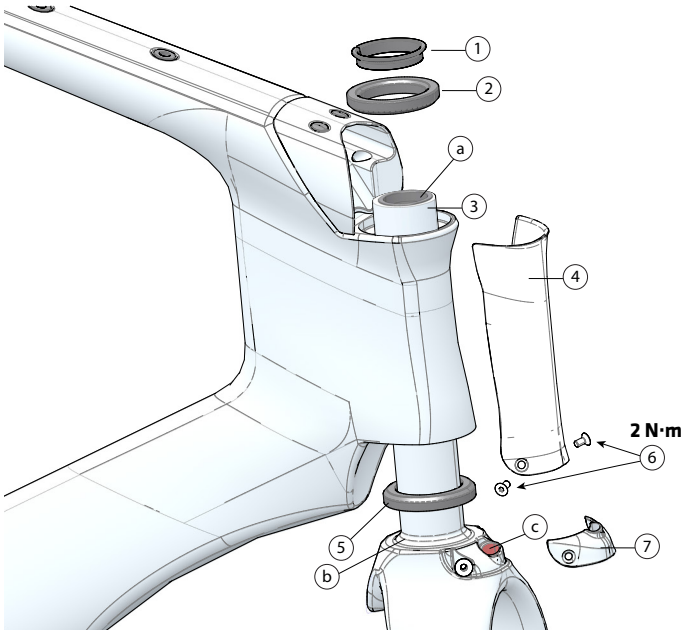
Read and follow the component manufacturers warnings and instructions.

TECHNICAL INFORMATION

Frame Specification

Item	Specification
Head Tube	UPR: 1 1/8 In., LWR: 1 1/8 In.
Bottom Bracket: Type/ Width	PF30A / 73mm
Front Derailleur	Braze-On
Seat Post: Dia./Binder	Superslice Seatpost / Integrated
▲ Min. Seat Post Insert	100mm
▲ Tire Size/ Max. Tire Width	700X25c
▲ Front Tire Min. Clearance	6mm (See page 20)
Brakes: Mount Type/Dia.	Flat Mount: 160mm or 140mm
Axles: Type/Length	FRONT: Bolt Type; 12mm Thru-Axle, 122mm M12*P1.0, Thread Length: 11mm, Cone Shape Head. REAR: Bolt Type; 12mm Thru-Axle, 167mm, M12*P1.0, Thread Length: 11mm, Cone Shape Head.
▲ Intended Use	ASTM CONDITION 1, High-Performance Road
▲ MAX. WEIGHT LIMIT: Lbs/Kg	Total (Rider+All Equipment): 285/129

Head Tube

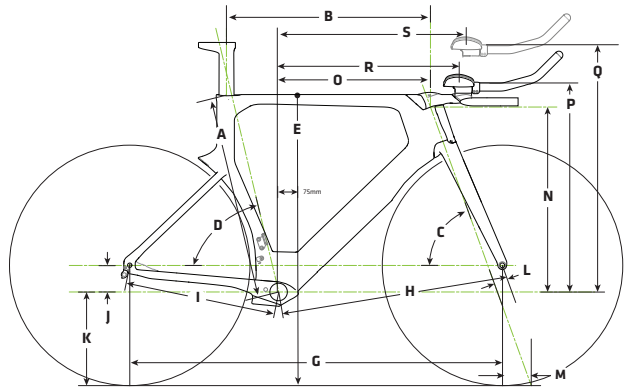


1. Compression Ring
3. Bearing, Upper
3. Fork Steerer
4. Head Tube Cap
5. Bearing, Lower
6. Screws
7. Seal

- a. Compression Insert (non-removable)
- b. Crown Race (integrated)
- c. Front Brake Housing passage

Geometry

- A Seat Tube Length
- B Top Tube Horizontal
- C Head Tube Angle
- D Seat Tube Angle
- E Standover
- F Head Tube Length
- G Wheelbase
- H Front Center
- I Chain Stay Length
- J Bottom Bracket Drop
- K Bottom Bracket Height
- L Fork Rake
- M Trail
- N Stack
- O Reach
- P Pad Stack lowest
- Q Pad Stack highest
- R Pad Reach shortest²
- S Pad Reach longest²



Dimensions = (centimeter)

cm	50	52	54	56	58
A	51.8	53.6	55.4	57.8	59.7
B	51.5	52.9	54.1	56.4	57.7
C	71.5°	*	*	*	*
D ¹	77.0°	*	*	*	*
E	75.9	77.9	79.9	81.9	83.9
F	5.6	7.7	9.8	11.9	14
G	99.7	101.3	102.7	105.2	106.7
H	59.4	61	62.4	64.9	65.4
I	41.4	*	*	*	*
J	7.3	*	*	*	*
K	26.9	*	*	*	*
L	4.8	*	*	*	*
M	6.4	*	*	*	*
N	46.5	48.5	50.4	52.4	54.4
O	40.8	41.7	42.5	44.3	45.1
P	53	55	57	59	61
Q	62.3	64.3	66.3	68.3	70.3
R	43.9	45.1	46.4	47.6	48.9
S ²	53.1	54.3	55.6	56.8	58.1

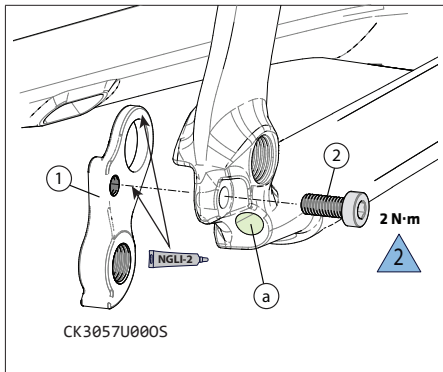
All Specifications subject to change without notice.

* Indicates same.

¹ Measurement taken at seat post head mid-point. The range is plus or minus 1.2 degrees. See "Seat Post, Seat Tube Angle"

² Measurement influenced by specific installed stem length (60mm, 90mm, 120mm).

Rear Derailleur Mount



- 1. RD Hanger
- 2. Screw
- a. Frame cable/wire exit

To replace:

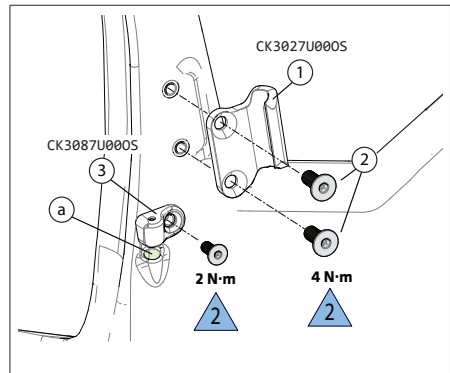
Remove the rear axle.

Remove the mounting screws and remove the old hanger from the dropout. Clean the area around the dropout and inspect the frame carefully for any cracks or damage. If you find damage have the frame inspected by your Cannondale Dealer.

If the dropout is un-damaged, apply a light film of bike grease to both sides of the dropout. This will help minimize any noise or "creaking" that might result from very slight movement between the dropout and hanger during movement of the derailleur.

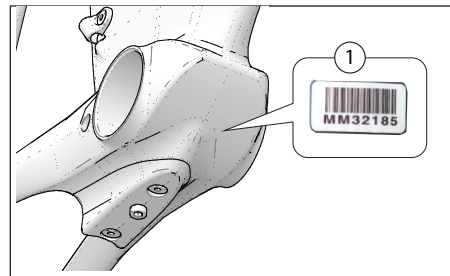
Slide the new hanger onto the dropout. Apply Loctite to the screw threads and tighten to the specified torque.

Front Derailleur Mount



- 1. FD Hanger
- 2. Screw
- 3. FD Cable Stop
- a. Frame cable/wire exit

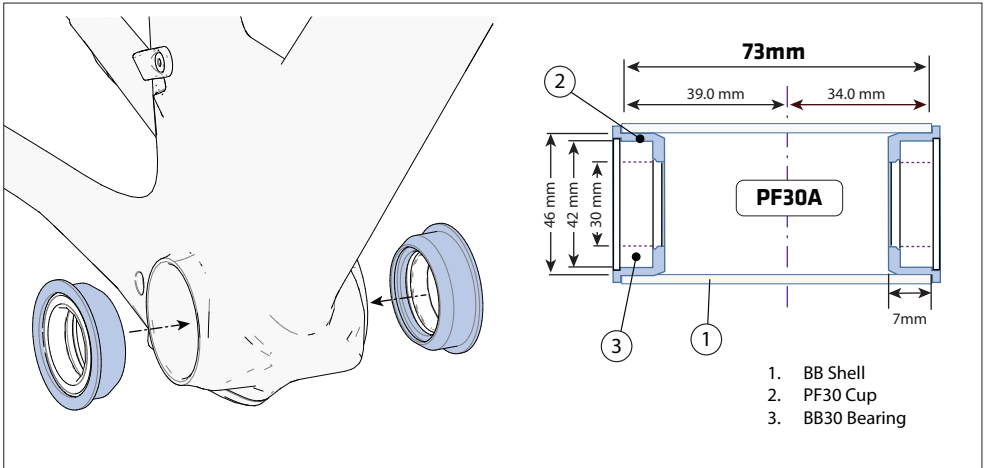
Serial Number



The serial number located on the bottom bracket. It is a 7-character barcode (1). Use this serial number to register your bike. See your Cannondale Bicycle Owner's Manual for more information on warranty registration.

www.cannondale.com/registerbike/

Bottom Bracket - PF30A, 73mm



Maintenance

In general, you should inspect the condition of the bearings annually (at a minimum) or anytime the crankset assembly is disassembled, serviced, or if a problem is indicated.

To inspect, when the crankset is removed, rotate the inner bearing race of both bearings; rotation should be smooth, and quiet. Excessive play, roughness or corrosion indicates a damaged bearing.

Removal

To avoid serious damage to the frame, it is important to remove bearing systems very carefully using proper tools indicated by the manufacturer's service instructions. Make sure the bearings (cup or adapter parts) are driven out squarely and evenly from inside the shell!!! Do not pry components from shell.

Replacement

PressFit BB30 bearings are not removable from the adapters or cup systems that are pressed into the frame bottom bracket shell. Therefore, damaged bearings must be removed and replaced as new entire sets. Before installing any new bearing units into the shell, thoroughly clean the inside surface of the bottom bracket shell with a clean dry shop towel. Also, make sure both bearing units and the BB shell surfaces are clean and dry. Do not apply grease to either.

Follow the manufacturer's instruction for assembly and installation of the bearing system. Use a headset press such as Park Tool HHP-2. See <http://www.parktool.com/product/bearing-cup-press-HHP-2> Select appropriate press and adapters to ensure that force is only applied to the cup and not the bearing inside. Press until the both cup flanges are mated to the BB shell edge.

NOTICE

Consult with your Cannondale Dealer on the quality and compatibility of any proposed replacement component. Make sure the PRESSFIT BB30 system is intended for use with a 46 mm I.D. BB shell. Confirm actual part dimensions with a micrometer.

Do not use chemical solvents to clean. Do not remove frame material or use surfacing tools on bottom bracket shell.

Frame damage, caused by improper components, component installation or removal is not covered by your warranty.

Seat Post

Maintenance

Periodically, remove the seat post and the clamp assembly to clean, inspect for damage and re-new the application of grease and carbon gel.

Removal

To remove the seat post, use a 4mm Allen key to turn the wedge bolt counter-clockwise to loosen it. When bolt is loose simply lift the seat post up out of the seat tube. Then lift out the wedge assembly out of the frame socket.

Installation

Before inserting the seat post into the frame, use a clean shop towel to wipe out any residual carbon gel paste from the inside the seat tube. Do not use any spray cleaners or solvents. Apply fresh carbon friction gel to the seat post and place a little bit inside the seat tube. Clean the wedge assembly and lightly grease the parts. Insert the loosened assembly into the frame, then carefully insert the seat post into the frame. Set the saddle height, and tighten the clamp bolt to the specified torque with a torque wrench.

Insert Limit & Sizing a Seat Post

The minimum insert depth the seat post must be inserted into the frame is 100mm. This length is marked by a line on the seat post.

The total length of seat post that may be inserted will vary with the frame size and should be checked in each frame. A large size frame will accommodate more seat post length than a smaller size frame.

To check the depth, carefully slide a seat post into the frame until it stops; then lift it up 5mm.

NOTICE

A seat post should not be bottomed out inside the frame at any time. Have your Cannondale Dealer size the seat post appropriately.

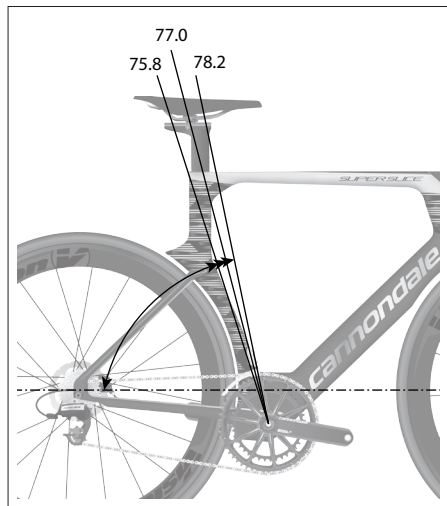
If the seat post must be cut, use a cutting guide and a carbon saw blade. Lightly sand the edges of the cut seat tube with light sandpaper. Re-mark the minimum insert line on the post.

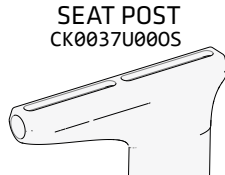
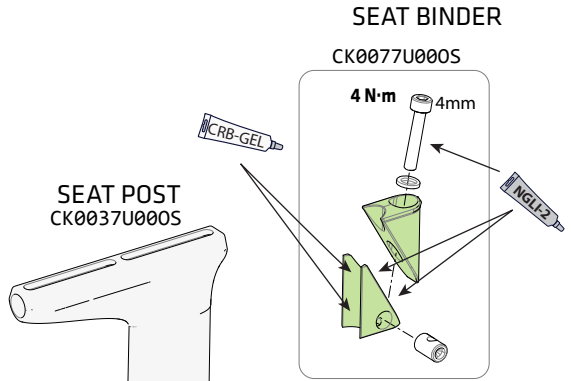
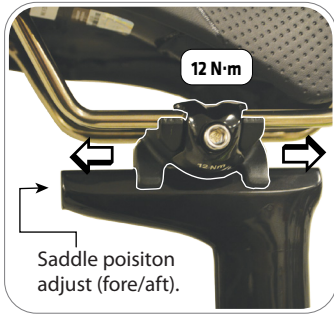
WARNING

THE SEAT POST MUST ONLY BE CUT BY A PROFESSIONAL BIKE MECHANIC. Incorrectly cutting the seat post can result in damage leading to an accident.

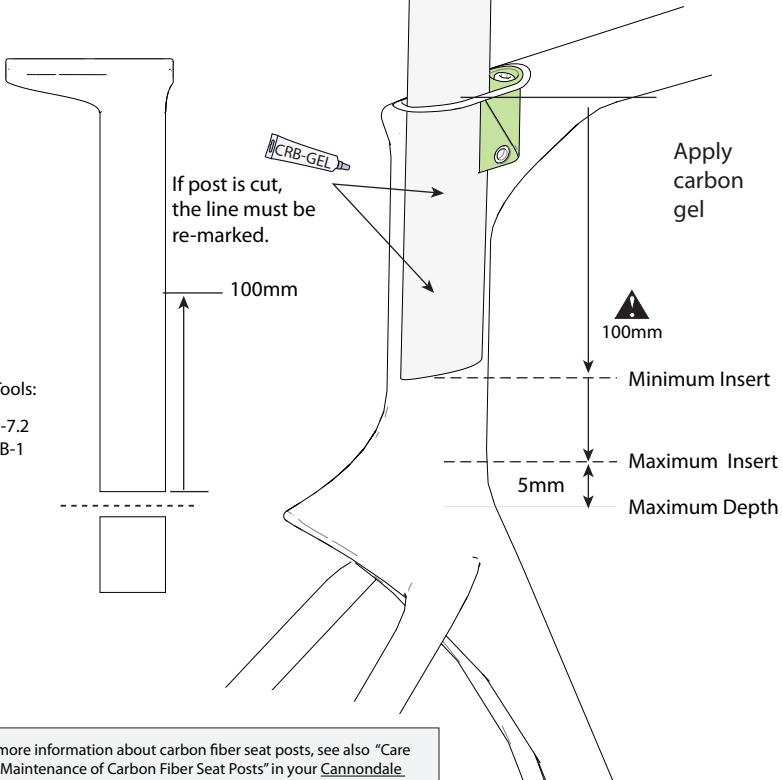
Seat Tube Angle

The effective seat tube angle recorded in the geometry chart is measured to the seat post head midpoint. The saddle mounting clamp can be moved forward and backward on the seat post head, resulting in a range of effective seat tube angles as shown



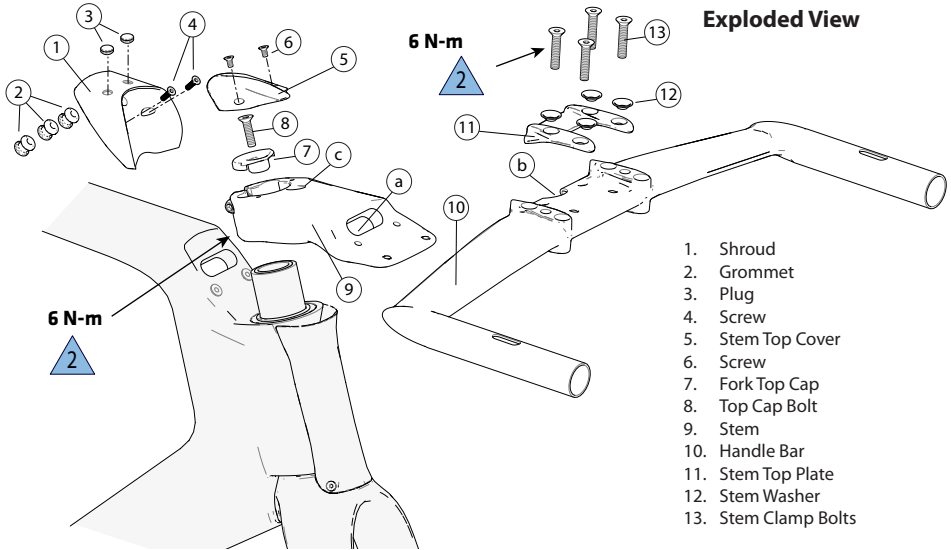


Suggested Tools:
Park Tool SG-7.2
Park Tool CSB-1

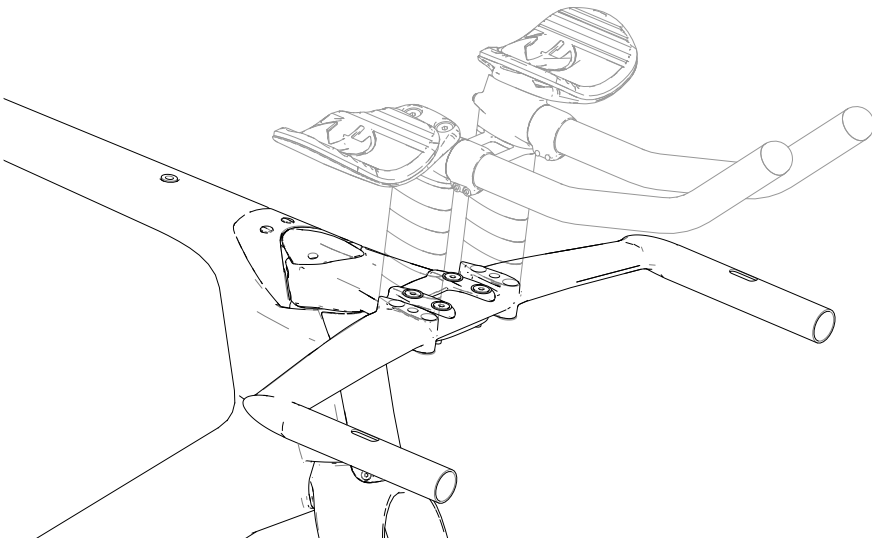


For more information about carbon fiber seat posts, see also "Care and Maintenance of Carbon Fiber Seat Posts" in your Cannondale Bicycle Owner's Manual.

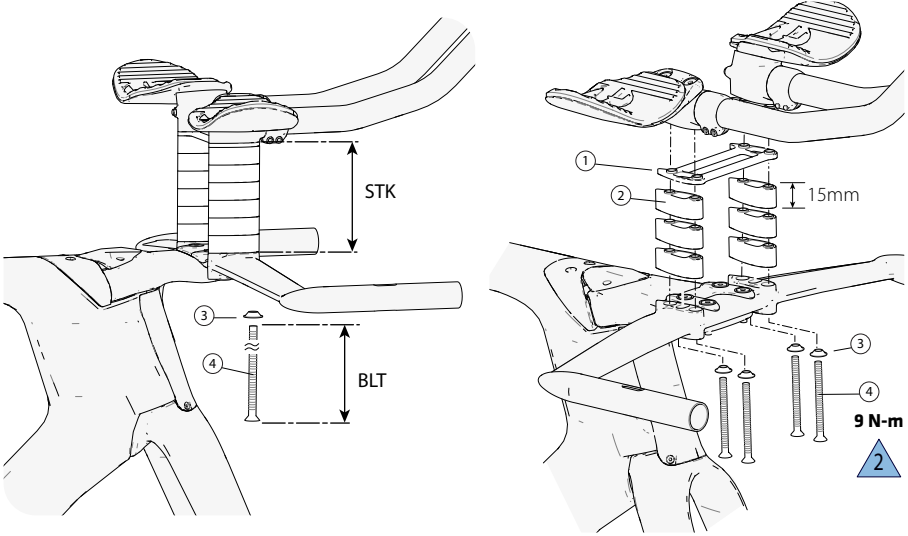
Handlebar/Stem



Assembled View



Pad Stack



Arm Pad Spacers/Bolt Length

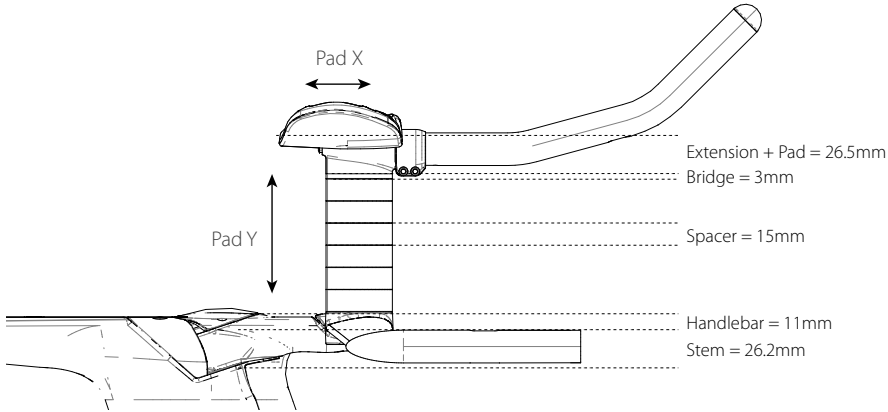
Pad Stack Change - STK	Correct Bolt Length - BLT	Number of 15mm Spacers (2)	Bridge (1)
0 mm	35mm	0	No
15mm	50mm	1	Yes
30mm	65mm	2	Yes
45mm	80mm	3	Yes
60mm	95mm	4	Yes
75mm	110mm	5	Yes
90mm	125mm	6	Yes

WARNING

Use the correct bolt lengths. Always clean and apply Loctite 242 to bolt threads. Tighten to the specified torque.

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SUPERSLICE - OWNERS MANUAL SUPPLEMENT



Instructions: 1. Find your "Pad Y" in one or more places in this table. 2. Note the combination(s) of frame(s) and no. spacers that can fit you. 3. Take your frame size(s) to Pad X table below.			Frame Size (cm)				
			50	52	54	56	58
Frame Stack (mm)			465	485	505	525	545
Pad Y (mm)	NO. SPACERS	BRIDGE					
	0	NO	530	550	570	590	610
	1	YES	548	568	588	608	628
	2	YES	563	583	603	623	643
	3	YES	578	598	618	638	658
	4	YES	593	613	633	653	673
	5	YES	608	628	648	668	688
	6	YES	623	643	663	683	703

Instructions: 1. Choose the frame reach of your frame size from the "Frame Reach" row. 2. Look down to find one or more Pad X that can fit you. 3. Note the stem length(s) and pad position(s) that can fit you.			Frame Size (cm)				
			50	52	54	56	58
Frame Reach (mm)			392	404	417	429	442
Pad X (mm) 60 Stem = 62.5 90 Stem = 92.5 120 Stem = 122.5	60	Pad Rear, Pad Forward	439, 471	451, 483	464, 496	476, 508	489, 521
	90	Pad Rear, Pad Forward	469, 501	481, 513	494, 526	506, 538	519, 551
	120	Pad Rear, Pad Forward	499, 531	511, 543	524, 556	536, 568	549, 581

Chart : Pad X, Pad Y

Note: This is the same data as Pad X and Pad Y tables (previous page). Here, the information is arranged semi-graphically to show overlapping Pad Y values possible with different frame sizes & component combinations.

Instructions:

1. Enter chart with your Pad Y (left column).
2. Read across to find Pad X. Note: more than one frame and stem combination can give the same Pad X.
3. Refer to Table above for frame, stem & spacers needed to reach your Pad X, Y.

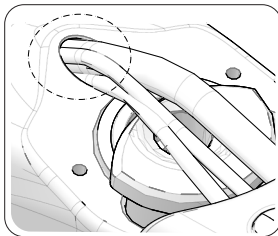
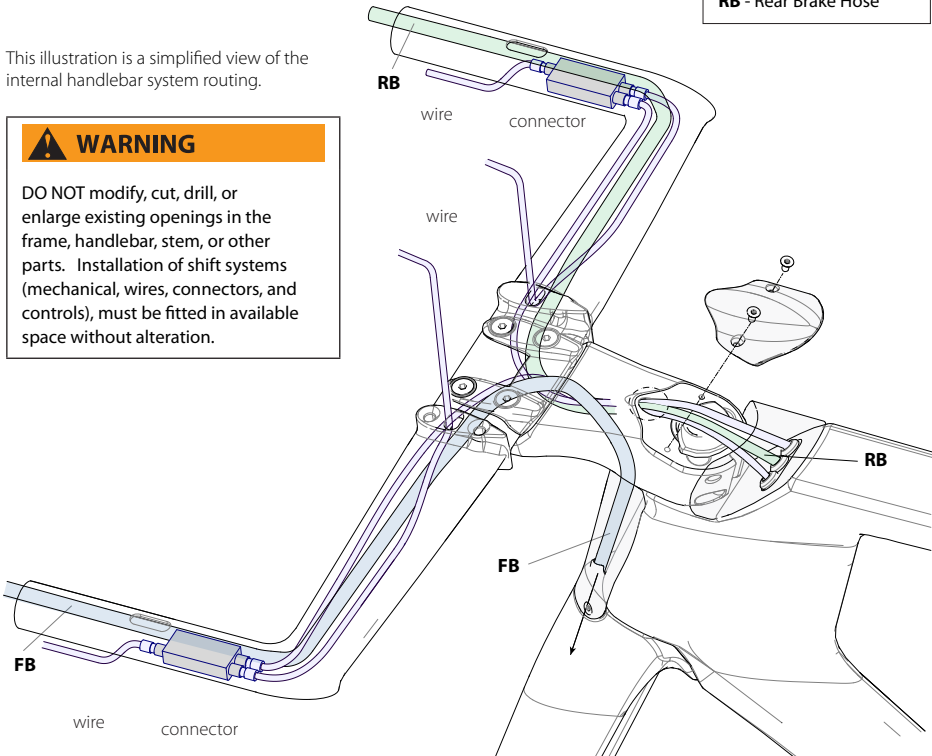
	Frame Size (cm)															
	50			52			54			56			58			
Stem Length (mm)	60	90	120	60	90	120	60	90	120	60	90	120	60	90	120	
Pad Y (mm)	Pad X (mm) (Pad Rear, Pad Forward)															
703														489, 521	519, 551	549, 581
688														489, 521	519, 551	549, 581
683											476, 508	506, 538	536, 568			
673														489, 521	519, 551	549, 581
663							464, 496	494, 526	524, 556							
658														489, 521	519, 551	549, 581
653											476, 508	506, 538	536, 568			
648							464, 496	494, 526	524, 556							
643				451, 483	481, 513	511, 543								489, 521	519, 551	549, 581
638											476, 508	506, 538	536, 568			
633							464, 496	494, 526	524, 556							
628				451, 483	481, 513	511, 543								489, 521	519, 551	549, 581
623	439, 471	469, 501	499, 531								476, 508	506, 538	536, 568			
618							464, 496	494, 526	524, 556							
613				451, 483	481, 513	511, 543										
610														489, 521	519, 551	549, 581
608	439, 471	469, 501	499, 531								476, 508	506, 538	536, 568			
603							464, 496	494, 526	524, 556							
598				451, 483	481, 513	511, 543										
593	439, 471	469, 501	499, 531													
590											476, 508	506, 538	536, 568			
588							464, 496	494, 526	524, 556							
583				451, 483	481, 513	511, 543										
578	439, 471	469, 501	499, 531													
570							464, 496	494, 526	524, 556							
568				451, 483	481, 513	511, 543										
563	439, 471	469, 501	499, 531													
550				451, 483	481, 513	511, 543										
548	439, 471	469, 501	499, 531													
530	439, 471	469, 501	499, 531													

Internal Routing

This illustration is a simplified view of the internal handlebar system routing.

WARNING

DO NOT modify, cut, drill, or enlarge existing openings in the frame, handlebar, stem, or other parts. Installation of shift systems (mechanical, wires, connectors, and controls), must be fitted in available space without alteration.

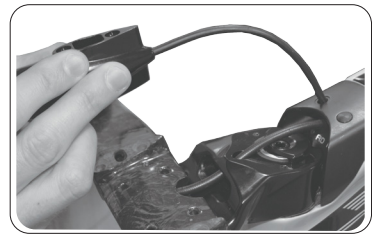


NOTICE

Ensure adequate slack through the stem port to allow slight movement without binding of the cables and wires.



The shroud grommets help reduce chafing of cables passing into the frame.



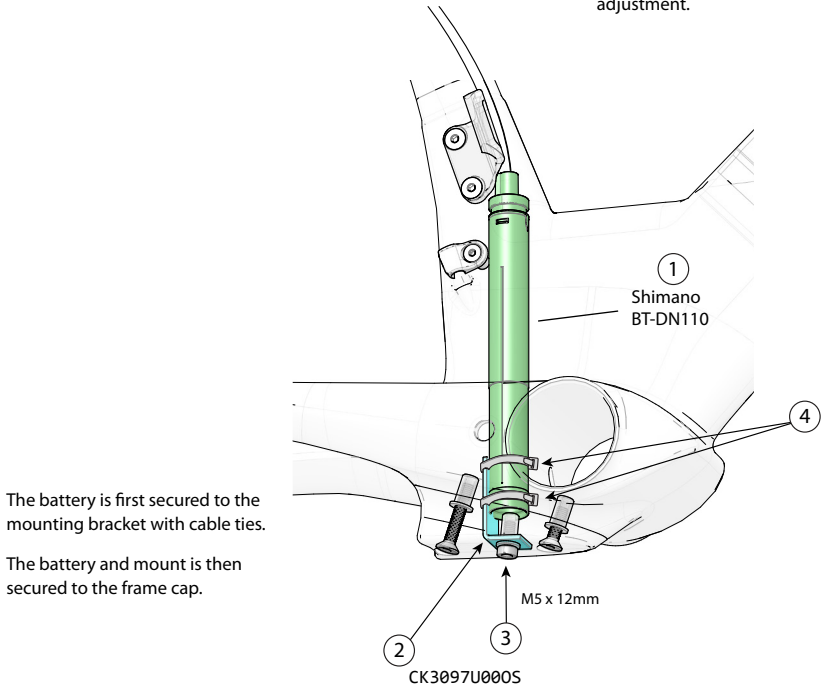
For mechanical shifting, control wires exiting the bar extension rear enter the top tube shroud with the plugs removed.

Shimano Di2 - Battery

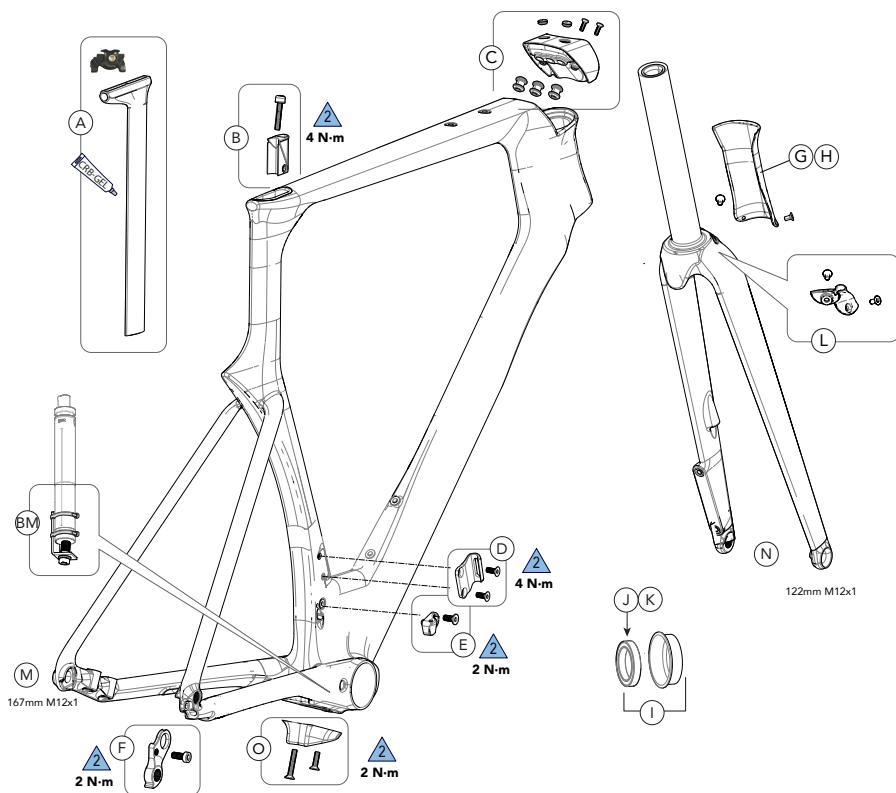


1. Battery
2. Battery Mount
3. Mounting Screw
4. Cable Ties
5. Control Wire
6. Control Junction 3-port

Ensure adequate control wire slack to avoid accidental disconnections during seat post adjustment.



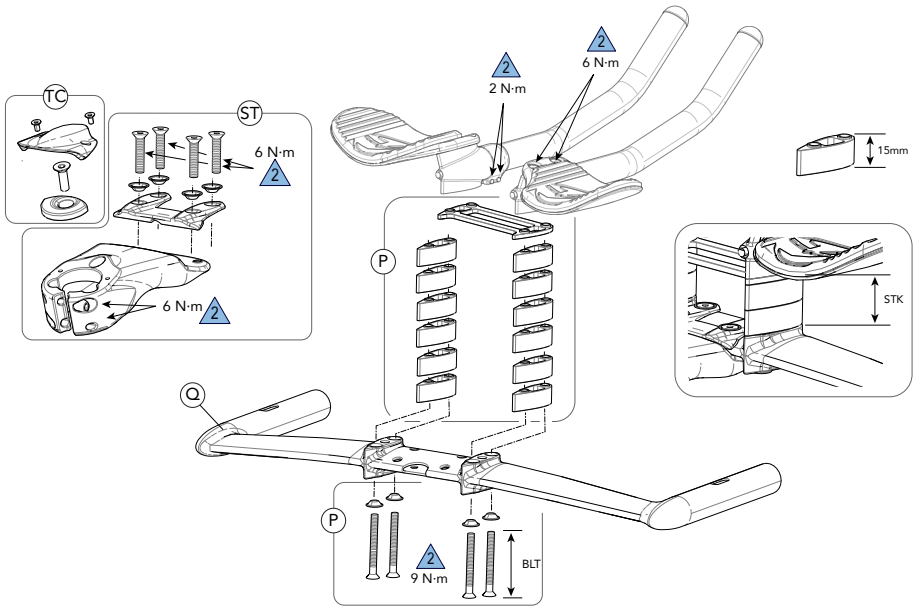
Replacement Parts - Frame/Fork



ID	Part Number	Description
A	CK0037U000S	Superslice Seatpost
B	CK0077U000S	Superslice Seatpost Binder
C	CK3137U000S	Superslice Top Tube Cable Guide
D	CK3027U000S	Superslice Front Derailleur Mount
E	CK3087U000S	Superslice Front Derailleur Cable Stop
F	CK3057U000S	Derailleur Hanger TA ST SS 014
I	KP197/SRM	PF30 Bottom Bracket Cups & Bearings
J	K22037	BB30 Bearing Blue (QTY=24)
K	KB6180/	BB30 Bearing Blue (QTY=2)
L	K34059	SuperSlice Headtube Cap.
M	CK8027U000S	Rear Thru Axle Super Slice
N	CK8067U000S	Front Thru Axle Super Slice

ID	Part Number	Description
BM	CK3097U000S	Di2 Bracket (battery)
O	CK3097U000S	Superslice Bottom Bracket Cover
G	CK3127U1050	Superslice Headtube Shroud BLK 50
	CK3127U1052	Superslice Headtube Shroud BLK 52
	CK3127U1054	Superslice Headtube Shroud BLK 54
	CK3127U1056	Superslice Headtube Shroud BLK 56
	CK3127U1058	Superslice Headtube Shroud BLK 58
	CK3127U8050	Superslice Headtube Shroud REP 50
H	CK3127U8052	Superslice Headtube Shroud REP 52
	CK3127U8054	Superslice Headtube Shroud REP 54
	CK3127U8056	Superslice Headtube Shroud REP 56
	CK3127U8058	Superslice Headtube Shroud REP 58

Replacement Parts - Handlebar/Stem

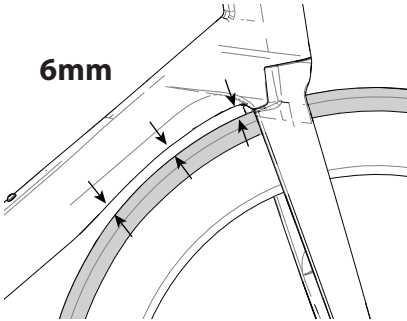


ID	Part Number	Description
TC	KP476/	Kit, Preload Cap, Super Slice
ST	CK0097U0020	Superslice Stem 120mm
	CK0097U0060	Superslice Stem 60mm
	CK0097U0090	Superslice Stem 90mm
P	CK0107U000S	Superslice Stack Spacers
Q	CK0117U000S	Superslice Base Bars - 380mm

Tire-to-Frame Clearance

WARNING

THE MINIMUM TIRE-TO-FRAME CLEARANCE MUST BE MAINTAINED.



If tire clearance is less than minimum specified, the rotating tire could come into contact with the frame causing the wheel to stop suddenly. This can throw a rider off the bicycle or result in a loss of control and crash. Frame damage due to tire rubbing frame can also happen. Not covered by the limited warranty.

To measure clearance:

1. Inflate tire to maximum air pressure as indicated on the tire sidewall.
2. Measure the space between the tire and frame. Take measurement along the full length of possible interference. See arrows.
3. If the measured clearance is less than specified, the tire is not compatible and must not be used.

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

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