

JEKYLL

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.

Safety Messages

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.

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.

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.

You can download Adobe Acrobat PDF versions of any manual/supplement from our website: <http://www.cannondale.com>.

Contacting Cannondale

Cannondale USA

Cycling Sports Group, Inc.
1 Cannondale Way, Wilton CT, 06897, USA
1-800-726-BIKE (2453)

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Mail: Postbus 5100
Visits: Hanzepoort 27
7570 GC, OLDEENZAAL, Netherlands
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International Distributors

Consult our website to identify the appropriate Cannondale Dealer for your region.

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Your 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.

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 warning.

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 4, All-Mountain.

WARNING

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

Servicing

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 Dealer.

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 :

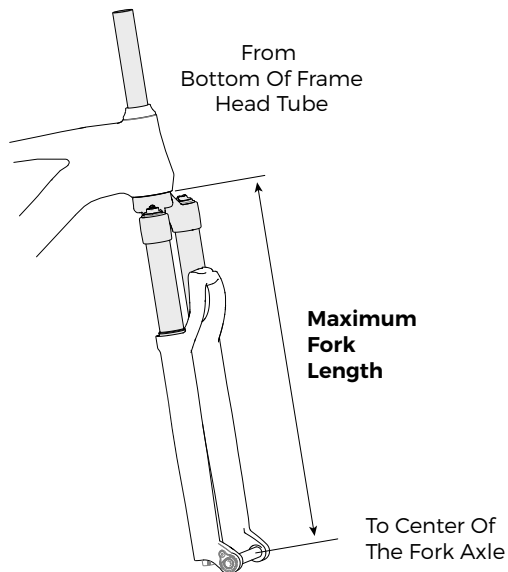
The wide range of bicycle models and components used means that a listing of tightening torque would be out of date by the time it was published. Many fasteners should be installed with a thread locking adhesive such as Loctite®.

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.

Maximum Fork Length

Maximum Fork Length is an important frame safety testing specification for front suspension mountain bikes. You must observe the measurement when installing headset parts, headset adapters, installing and adjusting a fork, and selecting replacement forks.



WARNING

You must select a replacement fork not only based on head tube diameter but the critical factor of frame maximum fork length.

Do not exceed maximum fork length. Exceeding the MAXIMUM FORK LENGTH limit can overload the frame causing it to break while riding.

Your retailer **MUST** follow and observe this specification for your bike. For Maximum Fork Length specifications for Cannondale bicycles, see www.cannondale.com.

You can be severely injured, paralyzed or killed in an accident if you ignore this warning.

Tire Size x Maximum Width

 **WARNING**

Observe the Tire Size x Maximum Width for your bike found in the “Specifications” page of this manual.

Mounting the wrong size tires can result in the tires hitting the fork or frame when riding. If this happens, you can lose control of your bike and you can be thrown off, a moving tire can be stopped because it touches the fork or frame.

Do not mount oversized tires, ones that rub or hit the fork or frame, ones that result in too little clearance, or ones that can hit the fork or frame when the suspension is fully compressed or when riding.

Take care that the tires you select are compatible with your bike’s fork or frame design. Also, be sure to follow the manufacturer’s recommendations of your front fork and rear shocks.

When you are considering tires for your bike consider...

The actual measured size of a tire may be different than its sidewall marking. Each time you mount a new tire, take the time to inspect the actual clearance between the rotating tire and all parts of the frame. The U.S. Consumer Product Safety Commission (CPSC) requires at least 1/16” (1.6 mm) tire clearance from any part of the bike. Allowing for lateral rim flex and a wheel or rim that is out-of-true will likely mean choosing a rear tire that provides even more clearance than the CPSC recommends.

Ask your dealer for the right tires for your bike and its particular components!

You can be severely injured, paralyzed or killed in an accident if you ignore this warning.

Rear Shocks

WARNING

Select only compatible shocks and forks for your bike. Do not modify your bike in any way to mount one.

Have your shock or fork installed by a professional bike mechanic

Riding with the wrong rear shock can damage the frame. You could have a serious accident. Make sure the total travel, eye-to-eye length, and stroke length of the rear shock you select meet the “Specifications” listed in this manual.

When selecting different shocks or forks for your bike, make sure that the shock or fork you select is compatible with your bike’s design and how you will use your bike.

You can be severely injured, paralyzed or killed in an accident if you ignore this warning.

Minimum Seat Post Insert

WARNING

Make sure at least 100 mm of the seat post is inserted into the frame at all times.

Failure to insert the seat post at least 100 mm can place a very high stress on the seat tube top tube junction causing the frame to fail while riding.

Remove the seat post. Measure 100 mm from the bottom of the seat post. Use a permanent marker to mark the post at 100 mm.

When adjusting the seat post height in the seat tube, never adjust the seat post so that the line you mark is above the top edge of the seat tube.

You must also be aware that bicycle seat posts are permanently marked by the manufacturer with a “minimum insert” line on the seat post itself. You must not rely on this marking as an indication of the proper minimum seat post insertion depth.

You can be severely injured, paralyzed or killed in an accident if you ignore this warning.

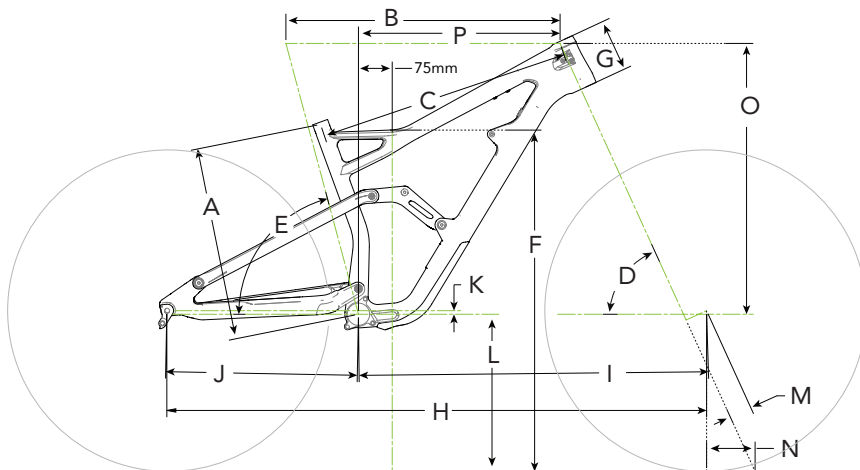
TECHNICAL INFORMATION

Specifications - Jekyll 29

Item	Specification
Rear Travel	Flow Mode: 150 mm Hustle Mode: 120 mm
Head Tube	UPR: 1-1/8 in, LWR: 1-1/2 in
Headset	FSA Orbit C-40-ACB w/ 9.1 mm stack
Bottom Bracket: Type/ Width	CARBON: PF30 / 83 mm ALLOY: BB30 / 83 mm
Front Derailleur	N/A
Seat Post: Dia./Binder	31.6 mm / 34.9 mm
▲ Min. Seat Post Insert	100 mm
▲ Tire Size x Max. Width	29 in x 2.5 in (measured)
▲ Max. Fork Length	565 mm
Rear Shock: Eye-To-Eye / Stroke / Bushing Width	230 mm / 60 mm / FT: 30 × 8 mm, RR: 30 × 8 mm
Sag	30%, 18 mm
Chain Guide	ISCG 05
Rear Brake: Mount Type / Min/Max Rotor Dia	Flat Mount / 160 mm / 180 mm
Rear Axle: Type/Length	Maxle TA / 148 × 12 mm, 180 mm length
Ai Offset:	Rear Wheel: 3 mm Offset to NDS SRAM Chainring: +6 mm Offset Hollowgram SpideRing: Ai Offset
▲ Intended Use	ASTM CONDITION 4, All-Mountain
▲ Max. Weight Limit Total (rider+all equipment):	305 lbs / 138 kg

All Specifications subject to change without notice.

Geometry - Jekyll 29R



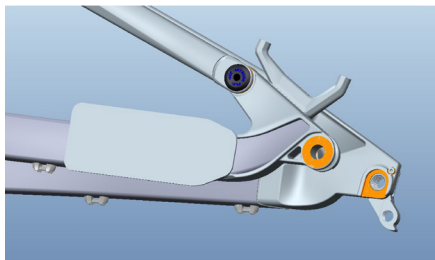
Dimensions = centimeter/ inches

Frame Size		S	M	L	XL
A	Seat Tube Length (cm/in)	40.0/15.7	43.0/16.9	46.0/18.1	52.0/20.5
B	Top Tube Horizontal (cm/in)	58.6/23.1	61.1/24.0	63.6/25.0	66.4/26.1
C	Top Tube Actual (cm/in)	56.8/22.4	58.9/23.2	61.3/24.1	64.1/25.2
D	Head Tube Angle	65°	65°	65°	65°
E	Seat Tube Angle Effective	75°	75°	75°	75°
F	Standover (cm/in)	76.0/29.9	76.6/30.2	77.6/30.5	78.8/31.0
G	Head Tube Length (cm/in)	10.2/4.0	11.5/4.5	12.7/5.0	14.0/5.5
H	Wheelbase (cm/in)	117.9/46.4	120.7/47.5	123.4/48.6	126.4/49.8
I	Front Center (cm/in)	73.8/29.1	76.5/30.1	79.2/31.2	82.3/32.4
J	Chain Stay Length (cm/in)	44.2/17.4	*	*	*
K	Bottom Bracket Drop (cm/in)	1.6/0.6	1.6/0.6	1.6/0.6	1.6/0.6
L	Bottom Bracket Height (cm/in)	36.0/14.2	36.0/14.2	36.0/14.2	36.0/14.2
M	Fork Rake (cm/in)	4.2/1.7	*	*	*
N	Trail (cm/in)	13.0/5.1	*	*	*
O	Stack (cm/in)	59.8/23.6	61.0/24.0	62.1/24.5	63.3/24.9
P	Reach (cm/in)	41.9/16.5	44.0/17.3	46.2/18.2	48.7/19.2

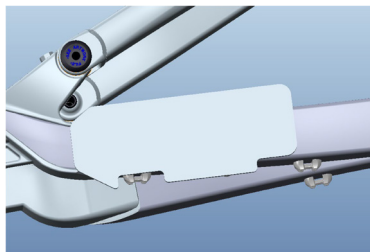
* - Indicates same.

All Specifications subject to change without notice.

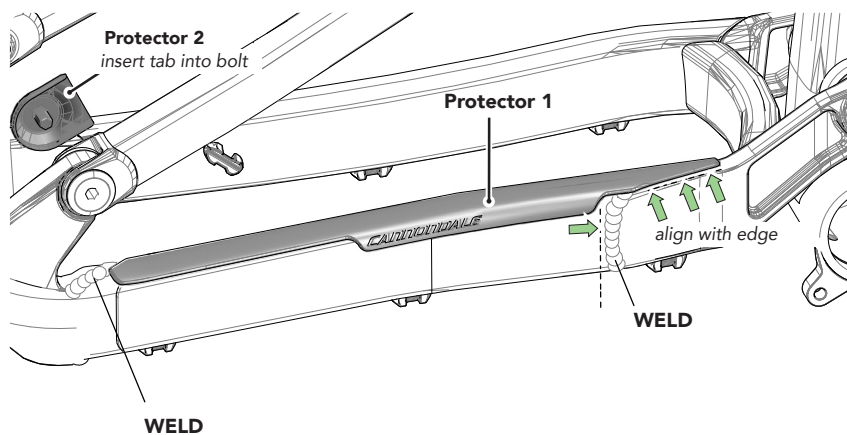
Guards/Protectors - Placement



Chainstay Left (outer)

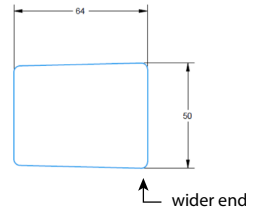
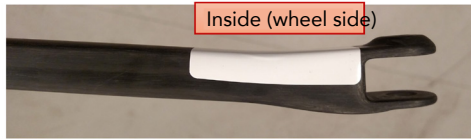


Chainstay Right (outer)

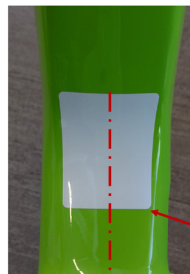
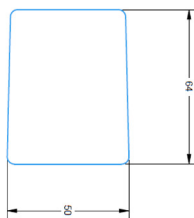


NOTICE

Damaged, loose, missing, incorrectly, or positioned protectors can lead to frame damage. Damage of this type is not covered by the Cannondale Limited Warranty. Make sure all frame protectors and guards are present, installed correctly and are in good condition.

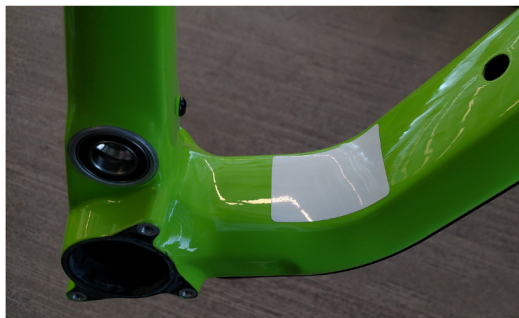


Seatstay

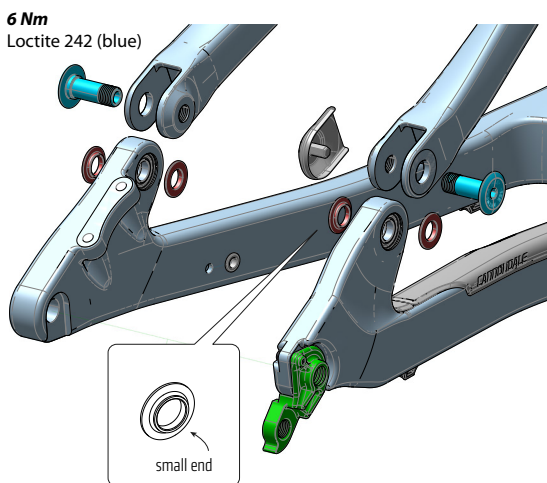


Downtube

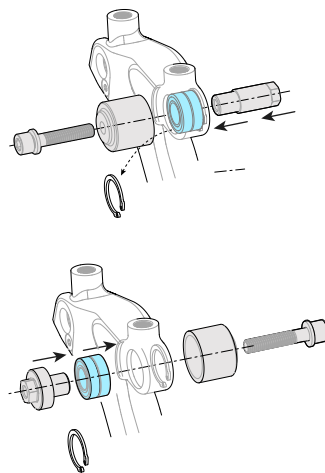
Center on tube



Dropout



KP169/



Maintenance

The condition of the bearings, pivot axles, and spacers should be inspected periodically. These are normal wear parts so plan to have them renewed as they wear-out.

Inspection frequency should be based upon how and where you ride. Evidence of damage would be excessive play, visible wear, or perhaps corrosion of bearings.

If you find any damage to the parts, discontinue riding until all the parts (bearings, pivot axles, spacers) can be renewed. This will help prevent damage elsewhere.

See the kits list in the back of this supplement for renewal kits.

Key Information:

A special service tool KP169/ contains parts necessary to service the assembly. The parts of this tool are shown shaded above.

When connecting the seat stays to the dropouts, always insert the small end of pivot spacers into the dropout bearings. The flat side of the spacers should face out, as shown.

When tightening the axles, insert the 5 mm hex key completely into the axle to prevent damage when turning the bolt. Always tighten with a torque wrench to the specified torque.

Asymmetric Integration - Ai Rear Wheel- 3 mm Offset

The Ai rear hub is offset 3 mm to the drive side. This both aligns the cassette with the Ai frame's 55mm chainline, and aligns the rim/tire with frame's centerline for correct tire clearance.

- Ai wheels have equal spoke angles and tension on both sides (non-dished wheel) which improves wheel stiffness, strength.
- The 3mm offset is for 148 X 12mm spacing only!
- Other Ai equipped bike with 142mm or 135mm rear spacing use a 6mm offset.

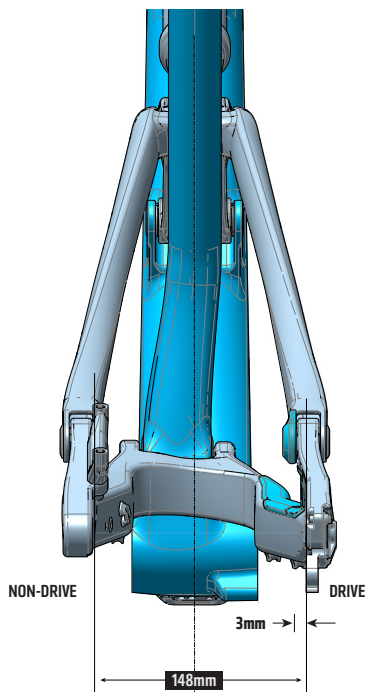
NOTICE

USE ONLY 3mm "Ai" OFFSET REAR WHEELS. Incorrect wheel offset can damage your frame.

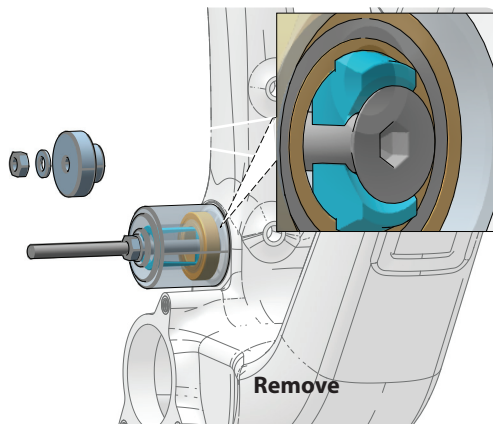
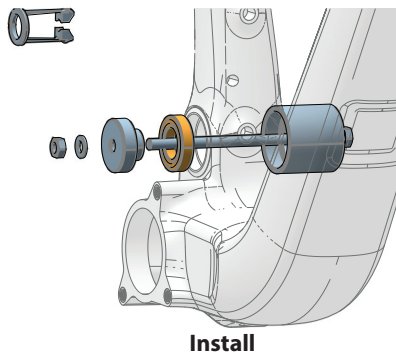
Standard wheel assembled on this frame will result in insufficient tire clearance leading to rubbing and serious frame damage. This kind of damage is not covered by the Cannondale Limited Warranty.

Building/Truing a Wheel

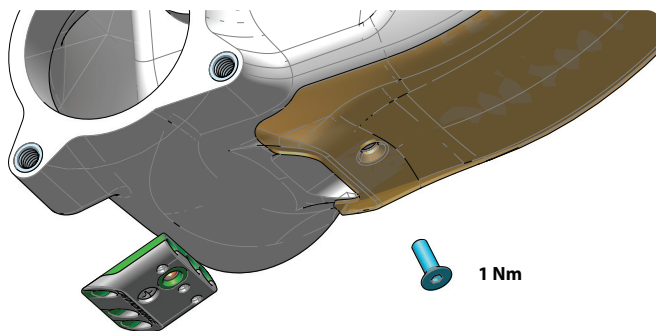
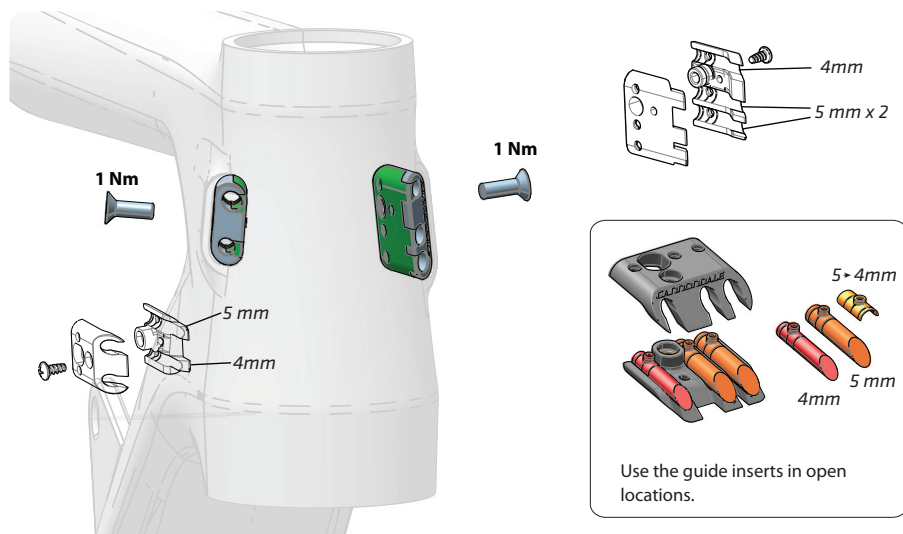
If you chose to build, or true the wheel, make sure the 3 mm offset is present. Consult with your Cannondale Dealer if you have any questions.



Main Pivot Bearing Tool - CK9017U000S



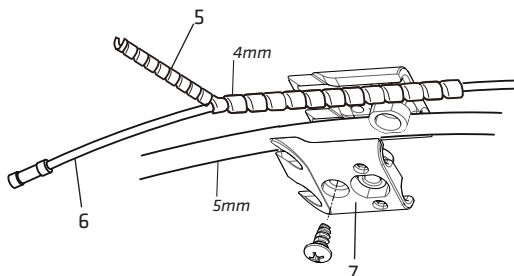
Internal Guides - KP436/



Internal Frame Guides:

Install plastic spiral wire wrap (5) over Di2 wires (6) passing through internal guide (7).

Use the 4mm guide opening for Di2 wire.



LockR

Be sure to support the bike or swingarm to prevent personal injury or bike damage when removing/disconnecting linkages of an axle.

To remove the LockR from the frame:

1. Loosen the screw 4-6 turns using a T25 Torx key.
2. Tap head of screw with a rubber mallet to un-seat the wedge bolt located on the opposite side..
3. Remove the screw and wedge bolt from the still installed axle.
4. If it did not come out with the screw, insert a 5 mm hex key and turn to free and remove it. If wedge still sticks insert a wooden or plastic dowel into the drive side and drive it out.
5. To remove the axle itself, on non-drive side, insert a 6 mm hex key into the axle on the non-drive side and turn counter-clockwise until it can be removed.

To install the LockR from the frame:

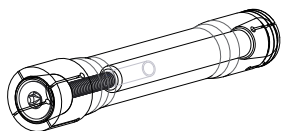
1. Disassemble and clean all parts of the LockR axle. Do not install it assembled.
Inspect the parts for damage (burrs, scratches, deformity, wear). Replace the entire LockR assembly if any damage is found.
2. Apply a light coating of a high-quality bicycle bearing grease to all parts.
3. Align the linkage and bearing and insert the threaded end of the pivot axle (1) into the non-drive side.
4. Tighten the inserted pivot axle to 1 Nm using a 6 mm hex key fitted torque wrench from the non-drive side.

NOTICE

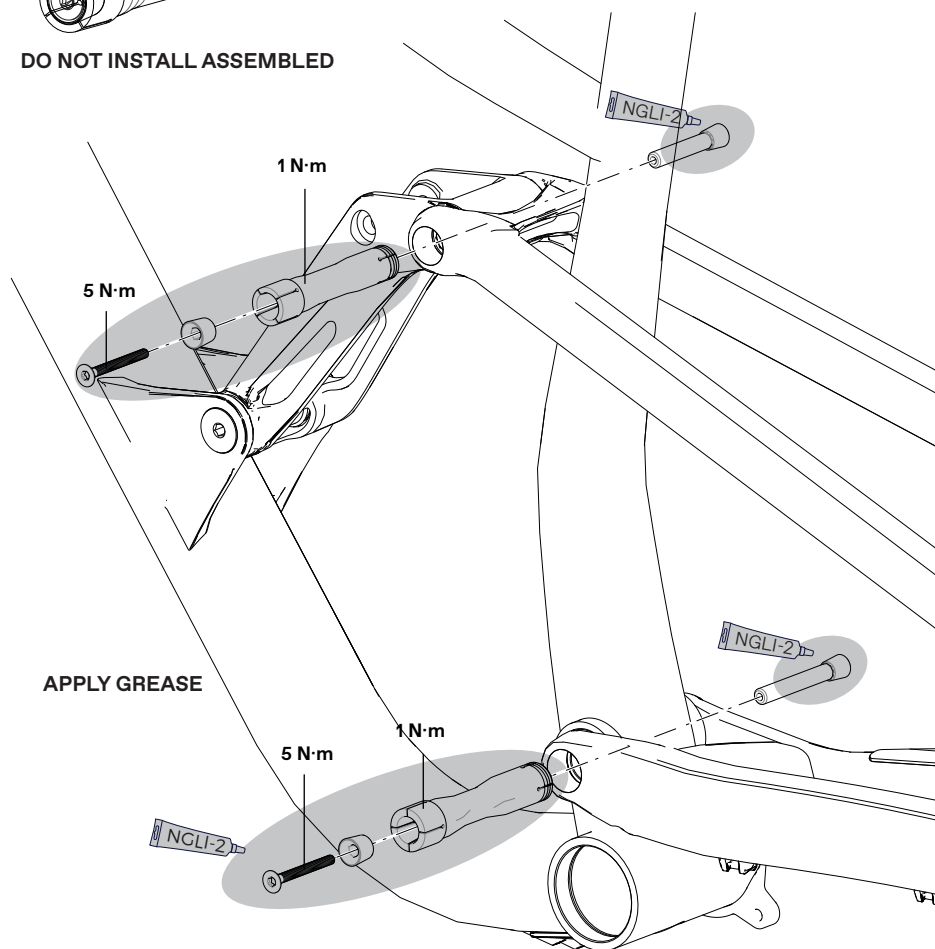
Use a calibrated torque wrench. Exceeding 1 N·m will result in permanent damage to the LockR pivot system.

5. Insert the wedge bolt (2) into the drive side of the axle and insert the small end of the wedge (3) into the non-drive side axle head.
6. Thread the screw (4) into wedge bolt with a wrench and tighten to 5.0 Nm.

(Jekyll Alloy front triangle shown)

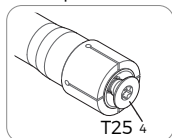


DO NOT INSTALL ASSEMBLED

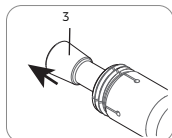


APPLY GREASE

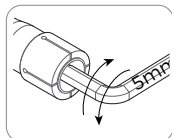
Unthread & tap mallet



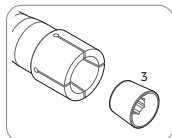
dislodged & remove



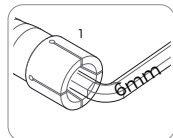
Insert 5mm & turn to free



Remove



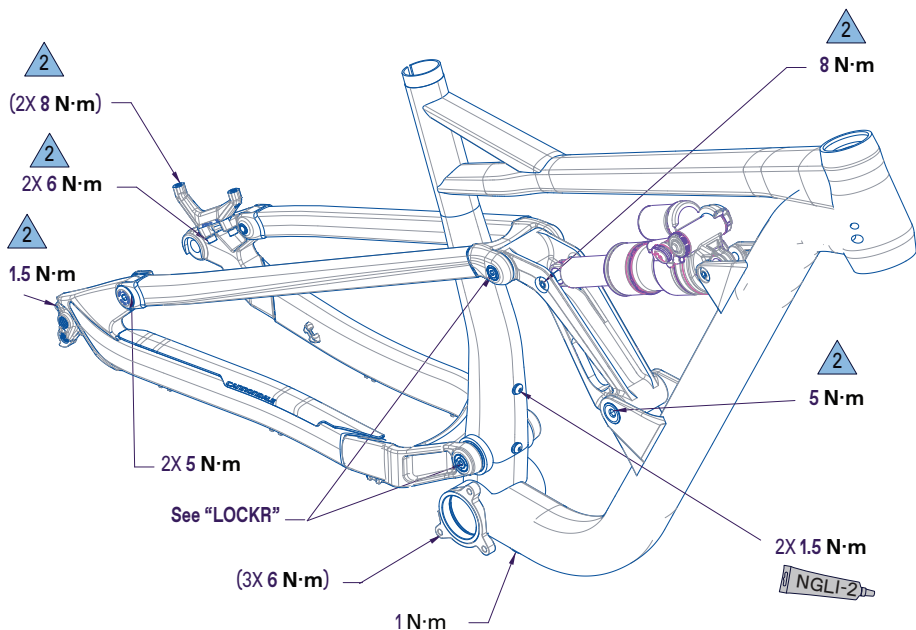
Unthread & Remove



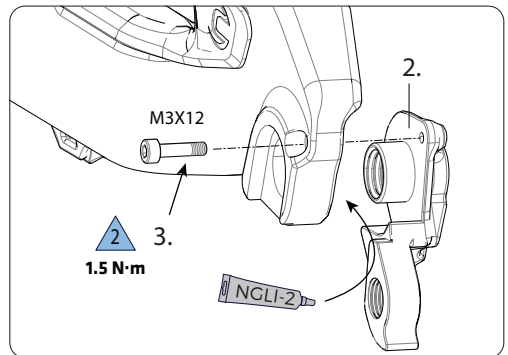
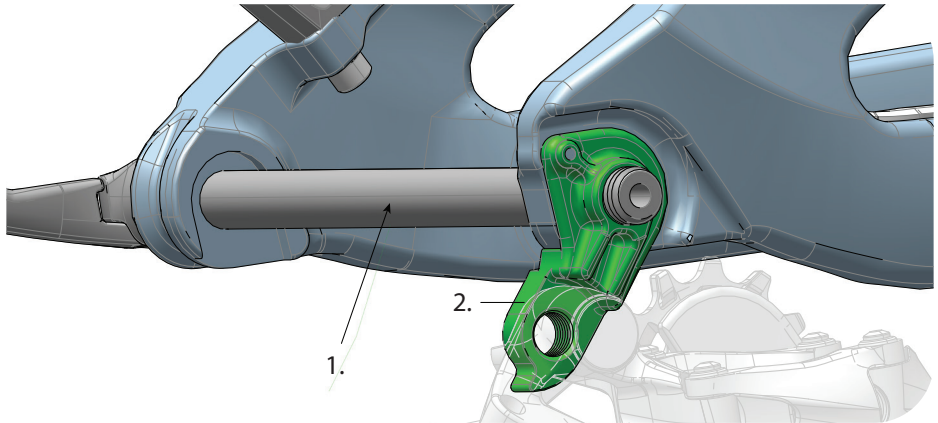
Tightening Torques

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Rear Derailleur Hanger - CK3257U000S

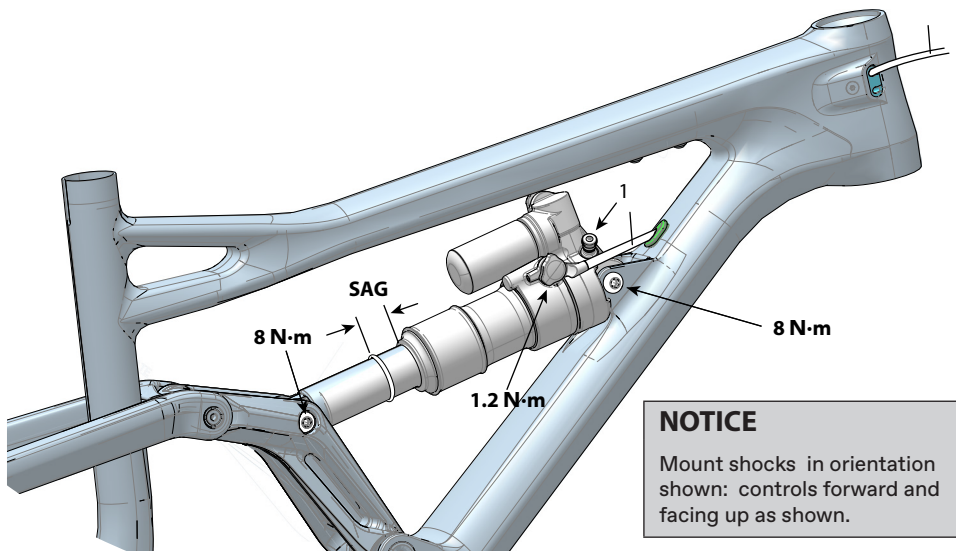


Hanger Replacement

Hanger replacement kit is available as Cannondale kit - CK3257U000S.

The kit includes the hanger (1) and a new pivot bolt (3). Before installing a new hanger, be sure to clean any dirt or debris on the dropout with a nylon brush (old toothbrush). Inspect the area for any damage. Lightly grease the dropout surface. Apply Loctite 242 (blue) to the pivot bolt (4). Align the hanger on the opposite side of the dropout and tighten the bolt to the specified torque.

Gemini Rear Shock



Flow Mode

Flow mode uses the shock's entire air chamber and is ideal for descending and other situations where having full shock travel is advantageous.

Set to Flow mode: press the black handlebar remote button (a) releasing the silver button (b).



Hustle Mode

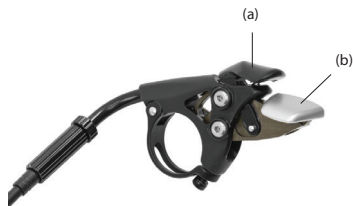
This mode reduces the usable air volume in the shock and provides a more supportive, progressive spring rate for situations like out of the saddle sprinting and climbing.

To switch the shock to Hustle mode, press the silver button down until you feel a click and the silver button remains depressed.



To set air pressure:

1. Set handlebar remote to Flow mode: press the black handlebar remote button (a) so that the remote handlebar control is in the position shown below.



2. Remove the Schrader valve cap (1) and pressurize the shock with a shock pump.
3. Remove the shock pump.
4. Cycle the shock 10 times to allow the positive and negative air pressures to equalize.

NOTE: Air pressure measured at the pump will decrease after air has transferred from positive to negative chambers.

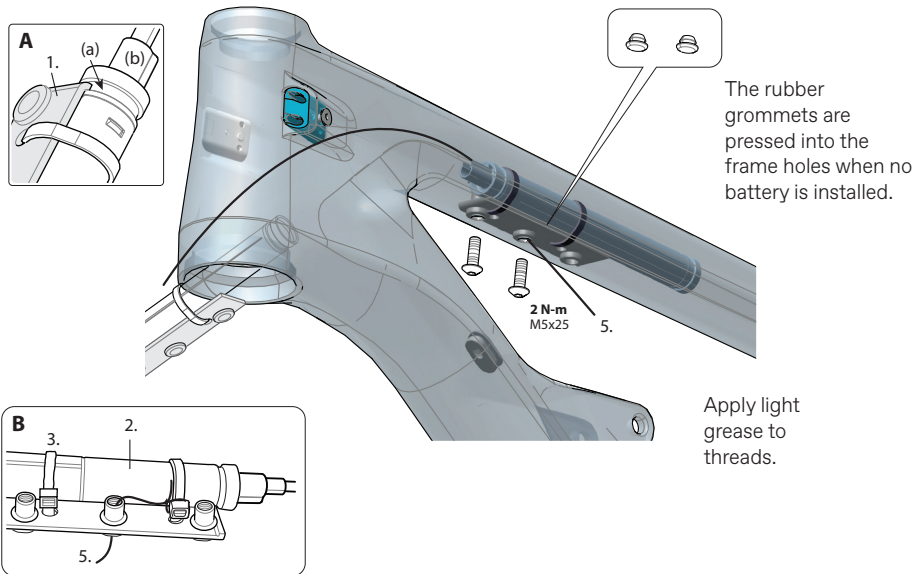
5. Remove the shock pump from the shock valve.
6. Check sag to confirm your shock setup. Recommended seated sag with full riding gear is 30%

7. If there is too much sag, add air pressure in 10 psi increments until correct sag is achieved. If there is too little sag, reduce air pressure in 10 psi increments until correct sag is achieved.
8. Install the Schrader valve cap onto the air valve.
9. Turn the red rebound adjuster clockwise towards "slow" until it stops.
 - a. Float X - Insert a 2mm hex wrench into a cutout in the red rebound knob located near the eyelet on the frame side of the shock. Use the wrench to turn the knob towards "slow" until it stops.
 - b. Float DPS - Turn the red rebound knob located under the blue compression adjustment lever on the frame side of the shock clockwise towards "slow" until it stops.
10. Turn the red rebound knob counter-clockwise towards "fast", counting each detent click until you reach the recommended number of clicks based on the table below.

Remote Cable Installation

1. Cut a piece of derailleur housing that fits from Gemini's housing stop to the Gemini remote without interfering with the rotation of the handle bars. Install a ferrule on one end of the housing.
2. Place the Gemini remote in Flow mode by pressing the black button on the Gemini remote while placing upward pressure on the silver button.
3. Insert a derailleur cable into the round hole below the silver button on the Gemini remote. Feed the cable through the remote until the cable head is fully seated.
4. Insert the cable into the cable noodle end opposite the barrel adjuster. Slide the cable noodle along the cable until it is fully inserted into the remote.
5. Insert the derailleur cable into the Gemini cable housing end with the ferrule and push it through until the housing is fully seated in the barrel adjuster on the cable noodle.
6. Insert the derailleur cable through the housing stop on the Gemini shock, then pull the cable until the housing is fully seated in the housing stop. There should not be a housing ferrule on this side of the Gemini housing.
7. Use a 2 mm hex wrench to loosen the set screw located on the rear of the Gemini shock cam until there are only 2 threads engaged.
8. Insert the cable between the set screw and Gemini cam. Pull the cable so the cable and housing are fully seated and tight.
9. Tighten the set screw to 1.2 Nm with a 2mm hex wrench to secure the cable.
10. Function Test: Push on the remote's silver Hustle mode button, then press the black Flow mode button.
 - a. Cable is too tight: the remote cannot stay in Hustle mode. Reduce cable tension by turning barrel adjuster clockwise. If problem persists, reduce cable tension by loosening the set screw and resetting cable tension as described in steps 7-9.
 - b. Cable is too loose: the cam will not turn as soon as you engage the lever. Increase cable tension by turning the barrel adjuster counter-clockwise. If problem persists increase cable tension by loosening the set screw and resetting cable tension as described in steps 7-9.

Shimano Di2 Battery



Battery Installation

For Di2, use the seat post type battery (Shimano SM-BTR2)

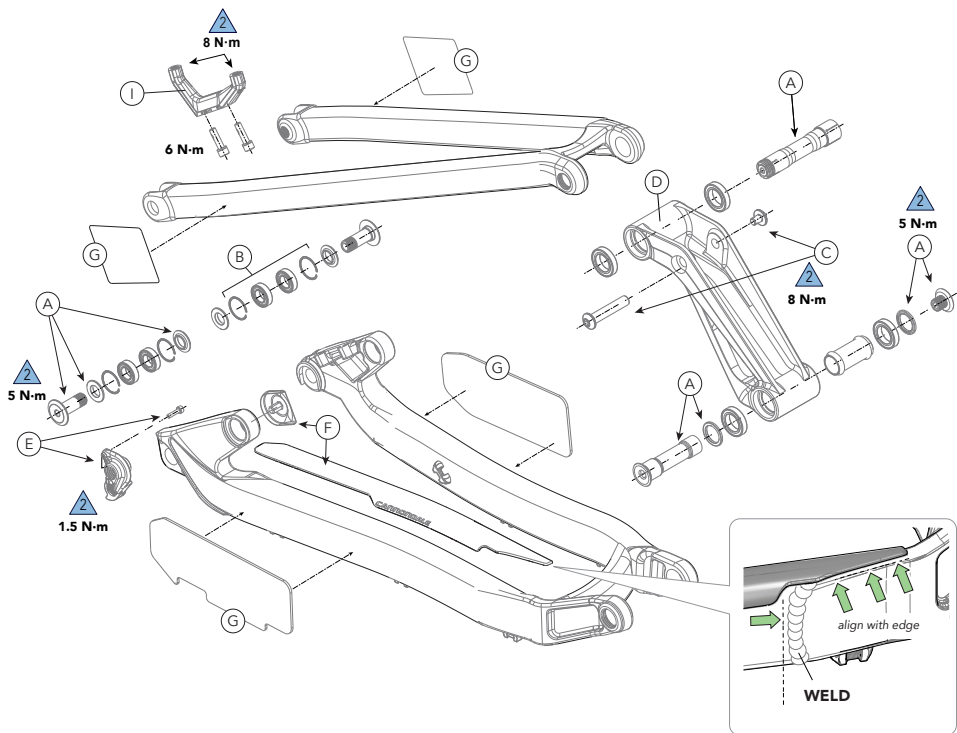
1. Remove fork and headset from the frame.
2. Attach mounting plate (1) included in Cannondale kit **K32027/** to the battery (2) using two 3mm nylon ties (3). Make sure the plate lip (a) is aligned with the case groove on the battery nearer the cable connection (b). See inset A.
3. Tie a thin dental string (5) to the battery plate
4. Plug in Di2 wire (to junction B) into the battery
5. Use a shift cable inserted into the top tube hole and out the lower head tube to guide.
6. Attached the end of the dental thread to the shift cable and draw the dental thread through and out the top tube hole.
7. Insert the battery and plate in the bottom of the head tube and use the dental thread to guide the battery and plate into position. 5. With the battery in position as shown, holding the string (5) taut, apply grease to the screw (6) and tighten to 2 Nm.

The screw threads should cut the string so it can be removed.

NOTICE

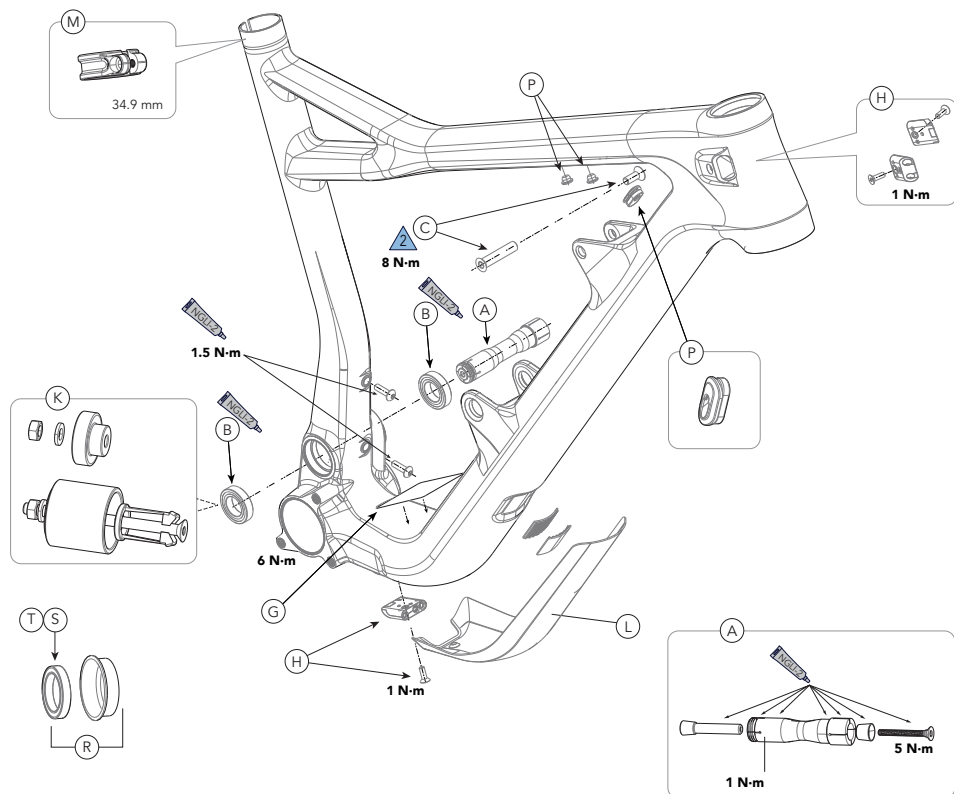
Periodically, check for proper tightness of the mounting screws. Use a torque wrench. Do not over-tighten.

REPLACEMENT PARTS



ID	Part Number	Description	CRB	ALLY
A	CK3157U00OS	Jekyll Pivot HDWE	✓	✓
B	CK3167U00OS	Jekyll Pivot BRGS	✓	✓
C	CK3207U00OS	Jekyll CRB Shock Mount HDWE	✓	
	K36018	AL Frame Shock Mount Hardware		✓
D	K36119	Jekyll Suspension Link 29 BLK	✓	✓
E	CK3257U00OS	Deraillieur Hanger TA ST SS 015	✓	✓
F	CK3217U00OS	Jekyll Al Chain Stay Protector	✓	✓
G	K34058	Jekyll/Trigger Alloy CS Heel Rub Guard	✓	✓
P	CK3187U00OS	Jekyll/Trigger Grommets	✓	✓
H	KP436/	Modular CBL Guides HT DT BB	✓	
I	KP421/160	Brake MNT Flat 160 mm	✓	✓
	KP421/180	Brake MNT Flat 180 mm	✓	✓

(Jekyll Carbon front triangle shown)



ID	Part Number	Description	CRB	ALLY
M	KP388/	Seatbinder MTN 34.9	✓	✓
K	CK9017U000S	17×30 Bearing Tool	✓	✓
R	KP197/SRM	PF30 BB Cups And Bearings	✓	
U	QC616/	BB Si Circlips (QTY 2)		✓
S	KB6180/	BB30 Bearing Blue (QTY 2)	✓	✓
T	K22037	BB30 Bearing Blue (QTY 24)	✓	✓
L	K34088SM	Jekyll Carbon Down Tube Protector SM	✓	
	K34088MD	Jekyll Carbon Down Tube Protector MD	✓	
	K34088L	Jekyll Carbon Down Tube Protector LG	✓	
	K34088XL	Jekyll Carbon Down Tube Protector XL	✓	

MAINTENANCE

The following table lists only supplemental maintenance items. Please consult your [Cannondale Bicycle Owner's Manual](#) for more information on basic bike maintenance.

Item	Frequency
<p>Cable Routing - Make sure control cables are in place, undamaged and attached securely.</p> <p>Frame Protection - Check the various frame protectors (downtube, headtube, chainstay, swingarm on your bike. Make sure they are in place and in good condition.</p>	<p>Before first ride</p>
<p>Damage Inspection - Clean and visually inspect entire bike frame/swing arm/linkage assembly for cracks or damage.</p>	<p>Before and after each ride</p>
<p>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.</p>	<p>Every few rides</p>
<p>Disassemble, clean, inspect, re-grease, replace worn or damaged parts in the following assemblies:</p> <ul style="list-style-type: none"> · Shock Link · Pivot Axles · Frame Pivot Bearings 	<p>In wet, muddy, sandy conditions every 25 hrs.</p> <p>In dry, conditions every 50 hrs.</p>
<p>Fork and Shock- Consult the manufacturer's owner's manual for maintenance requirements.</p>	



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.

Frequent checks are necessary to identify the problems that can lead to an accident. See "Inspect For Safety" in your [Cannondale Bicycle Owners Manual](#).

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