

2010



WARNING

**READ THIS SUPPLEMENT AND YOUR
CANNONDALE BICYCLE OWNER'S MANUAL.**

Both contain important safety information.
Keep both for future reference.

TOWNER'S M
MANUAL SU
PPLEMENT

MOTO
125237.PDF

cannondale®

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



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

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.

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.

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

All models are intended for Condition 4 (All Mountain) riding. Condition 4 symbol shown in next figure.



CONDITION 4

Condition 4 bikes are designed for riding Conditions 1, 2, and 3, plus rough technical areas, moderately sized obstacles, and small jumps.

For trail and uphill riding. All-Mountain bicycles are: (1) more heavy duty than cross country bikes, but less heavy duty than Freeride bikes, (2) lighter and more nimble than Freeride bikes, (3) heavier and have more suspension travel than a cross country bike, allowing them to be ridden in more difficult terrain, over larger obstacles and moderate jumps, (4) intermediate in suspension travel and use components that fit the intermediate intended use, (5) cover a fairly wide range of intended use, and within this range are models that are more or less heavy duty. Talk to your retailer about your needs and these models.

NOT INTENDED

For Hardcore Freeriding, Extreme Downhill, Dirt Jumping, Slopestyle, or very aggressive or extreme riding .

TRADE OFF

All-Mountain bikes are more rugged than cross country bikes, for riding more difficult terrain. All-Mountain bikes are heavier and harder to ride uphill than cross country bikes. All-Mountain bikes are lighter, more nimble and easier to ride uphill than Freeride bikes. All-Mountain bikes are not as rugged as Freeride bikes and must not be used for more extreme riding and terrain.

MAXIMUM WEIGHT LIMIT

RIDER lbs / kg	LUGGAGE * lbs / kg	TOTAL lbs / kg
300 / 136	5 / 2.3	305 / 138

* Seat Bag Only

WARNING

UNDERSTAND YOUR BIKE AND ITS INTENDED USE.

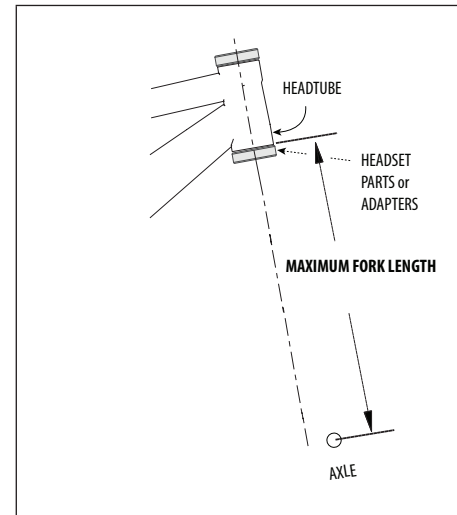
USING YOUR BIKE THE WRONG WAY IS DANGEROUS.

Industry usage Conditions 1 - 5 are generalized and evolving. Consult your Cannondale Dealer about how you intend to use your bike.

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

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.

TIRE SIZE

WARNING

OBSERVE THE "MAXIMUM TIRE WIDTH" FOR YOUR BIKE FOUND IN THE GEOMETRY/ SPECIFICATIONS SECTION OF THIS SUPPLEMENT.

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...

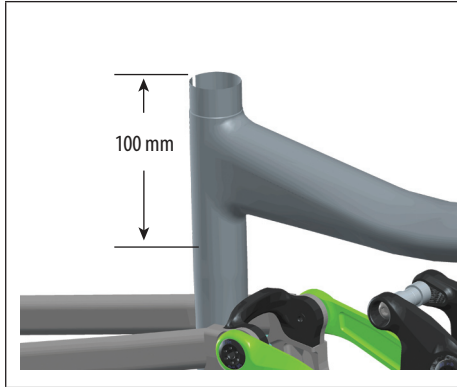
The actual measured size of a tire may be different than its sidewall marking. Each time you mount a new tire, take the time to inspect the actual clearance between the rotating tire and all parts of the frame. The U.S. Consumer Product Safety Commission (CPSC) requires at least 1/16" (1.6 mm) tire clearance 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 CANNONDALE DEALER FOR THE RIGHT TIRES FOR YOUR BIKE AND ITS PARTICULAR COMPONENTS!

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MINIMUM SEAT POST INSERT DEPTH (MOTO CARBON)

For MOTO carbon frames, the seat post must be inserted a minimum of 100mm or 4 inches



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.

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SEAT POST (MOTO CARBON)

You'll need to obtain a high-quality carbon gel to install and maintain the seat post and your carbon frame. Cannondale in kit **KF115** is a small quantity, enough for two or three applications.

1. Clean the inside of the seat tube. Wipe it out with a dry clean towel.
2. Apply a generous amount carbon gel to the inside of the clean seat tube and to the seat post. A small nylon brush works well for spreading inside the seat tube.
3. Apply small amount of bicycle bearing grease to the area under the binder on the seat tube and reinstall the seat binder.
4. Insert the seat post, set saddle height, and tighten the binder bolt to the specified torque.

NOTICE

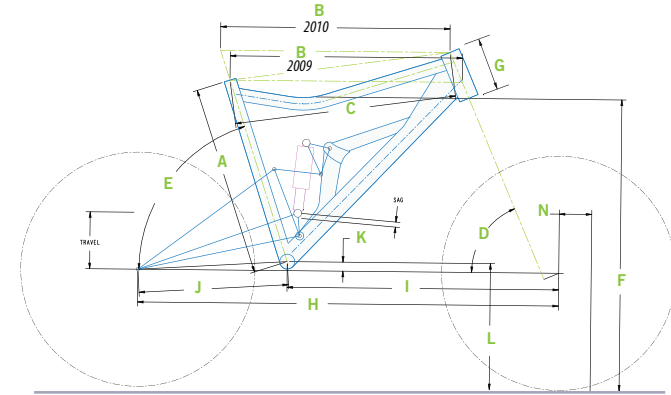
SEAT BINDER BOLT MAXIMUM TORQUE : 6.8 NM, 60.0 IN LBS.

TIP: Locating the slot of any seat binder opposite the seat tube slot reduces the chances of cracking from deformation or accidental overtightening.

TIP: When tightening the seat binder, also check the specified tightening torques of the saddle to seat post clamp bolts.

TIP: Its a good idea to periodically remove the binder bolt, from the binder, clean it threads and lightly grease the threads.

GEOMETRY / SPECIFICATION



Size	GEOMETRY	MOTO CARBON, MOTO ALLOY			
		Small	Medium	Large	X-Large
A	SEAT TUBE LENGTH (CM/IN)	41.0/16.1	42.9/16.9	48.2/19.0	53.7/21.1
2010 B	TOP TUBE HORIZONTAL (CM/IN)	56.3/22.1	58.9/23.2	61.9/24.4	64.7/25.5
2009 B	TOP TUBE HORIZONTAL (CM/IN)	57.8/22.8	60.3/23.7	62.9/24.8	65.2/25.7
C	TOP TUBE ACTUAL (CM/IN)	53.5/21.1	56.0/22.0	59.0/23.2	62.5/24.6
D	HEAD TUBE ANGLE	67.0°	*	*	*
E	SEAT TUBE ANGLE	72.0°	*	*	*
F	STAND OVER (CM/IN)	74.8/29.4	76.4/30.1	80.7/31.8	82.0/32.3
G	HEAD TUBE LENGTH - CARBON (CM/IN)	13.6/5.3	13.6/5.3	16.1/6.3	16.1/6.3
G	HEAD TUBE LENGTH - ALLOY (CM/IN)	11.4/4.5	11.4/4.5	14.0/5.5	14.0/5.5
H	WHEELBASE (CM/IN)	110.0/43.3	112.7/44.4	115.9/45.6	118.7/46.7
I	FRONT CENTER (CM/IN)	67.9/26.7	70.6/27.8	73.8/29.0	76.6/30.1
J	CHAIN STAY LENGTH (CM/IN)	42.2/16.6	*	*	*
K	BOTTOM BRACKET DROP (CM/IN)	2.3/0.9	*	*	*
L	BOTTOM BRACKET HEIGHT (CM/IN)	35.3/13.9	*	*	*
M	FORK RAKE (CM/IN)	4.5/1.8	*	*	*
N	TRAIL (CM/IN)	9.2/3.6	*	*	*

FRAME SPECIFICATION	
INTENDED USE	CONDITION 4
BOTTOM BRACKET SHELL WIDTH	BB30, 73 mm
CHAIN GUIDE	ISCG 05
MAXIMUM FORK LENGTH	MOTO CARBON - 545 mm MOTO ALLOY - 560 mm
MAXIMUM TIRE WIDTH	26 X 2.4 in
SEAT POST DIAMETER	34.9 mm
FRONT DERAILLEUR	34.9 mm
CHAINLINE	50mm
DROPOUT SPACING	135mm
REAR HUB SPACING	135mm
REAR HUB AXLE	MAXLE or QR
REAR BRAKE MOUNT	INTERNATIONAL STANDARD
LEVERAGE RATIO	2.6-3.0:1
TRAVEL	160.5 mm

SHOCK SPECIFICATION	
RECOMMENDED SAG %25	14.25 mm
STROKE	2.25 in, 57 mm
EYE-TO EYE	7.875 in, 200 mm
UPPER BUSHING WIDTH	32.4 ± 0.05 mm
LOWER BUSHING WIDTH	37.4 ± 0.05 mm
MOUNTING BOLT DIAMETER	8.1 ± 0.05 mm

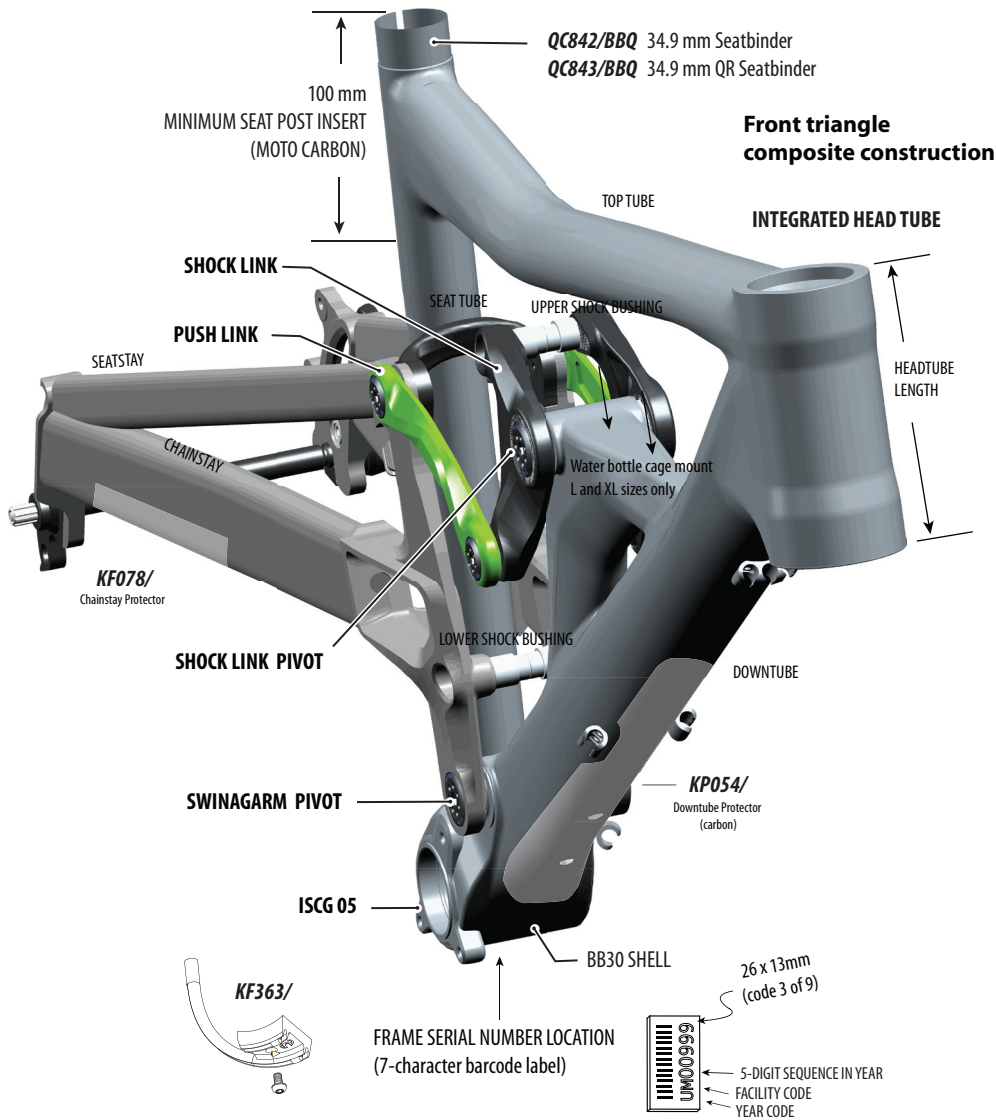
MAXIMUM WEIGHT LIMIT (lbs/kg) * Seat Bag Only

RIDER	LUGGAGE *	TOTAL
300 / 136	5 / 2.3	305 / 138

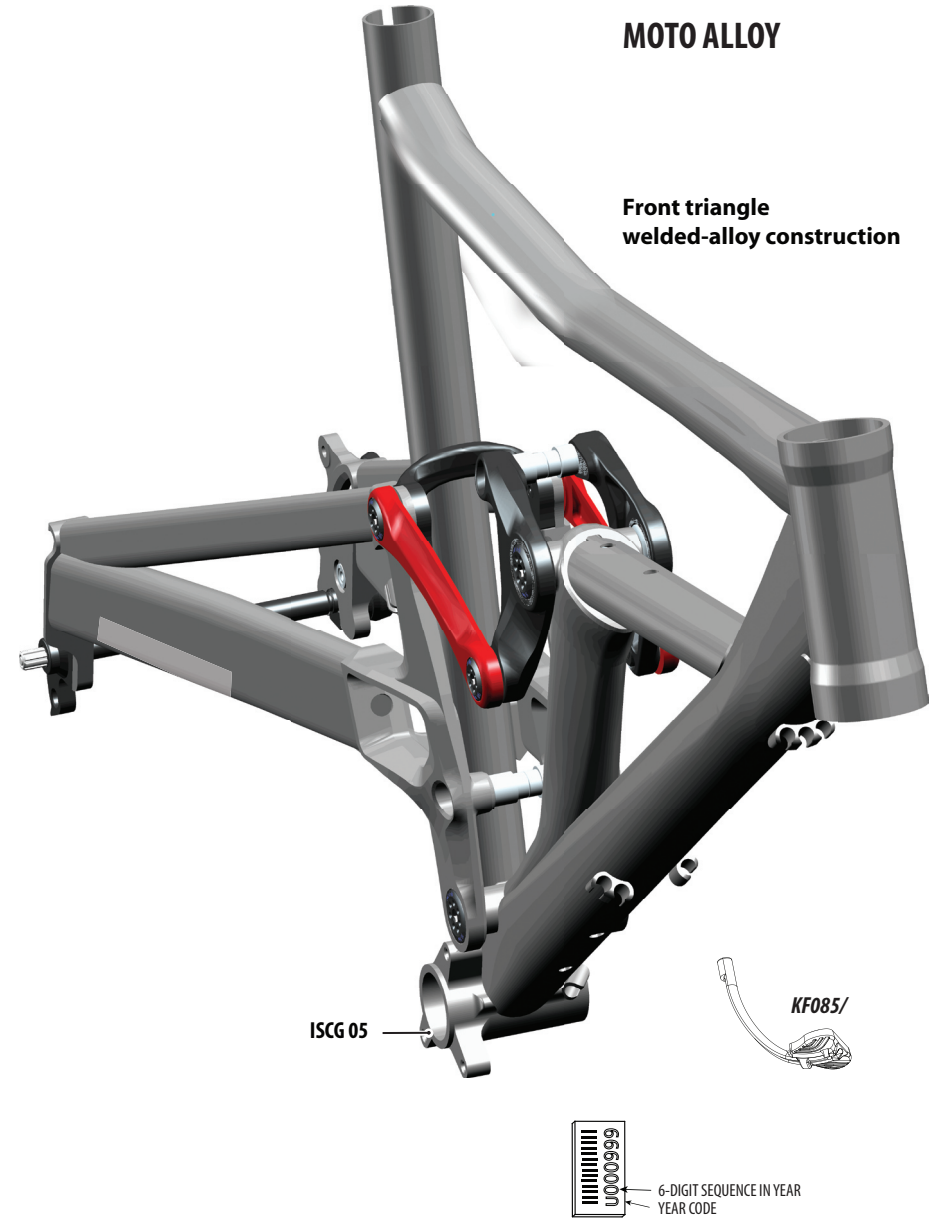
Please note that the specifications and information in this manual are subject to change for product improvement. For the latest product information, go to http://www.cannondale.com/tech_center/

IDENTIFICATION

MOTO CARBON

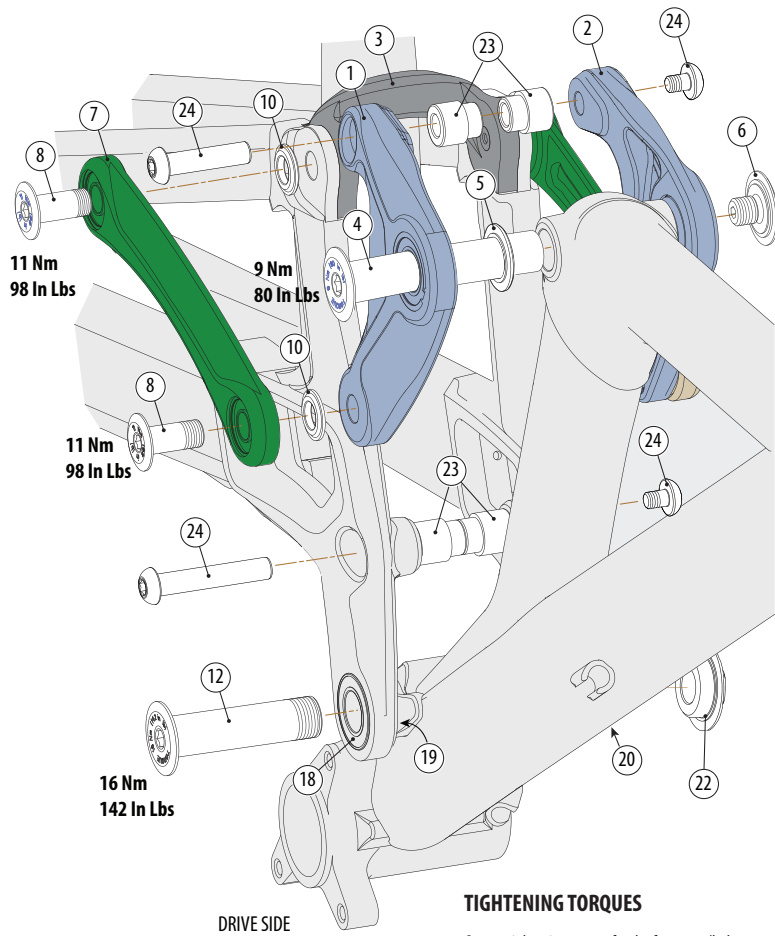


MOTO ALLOY



Use this serial number for warranty registration and theft recovery. See your Cannondale Bicycle Owner's Manual for more information on warranty registration.

SHOCK LINK / PUSH / LINK/ SWINGARM PIVOT



DRIVE SIDE

NOTES:

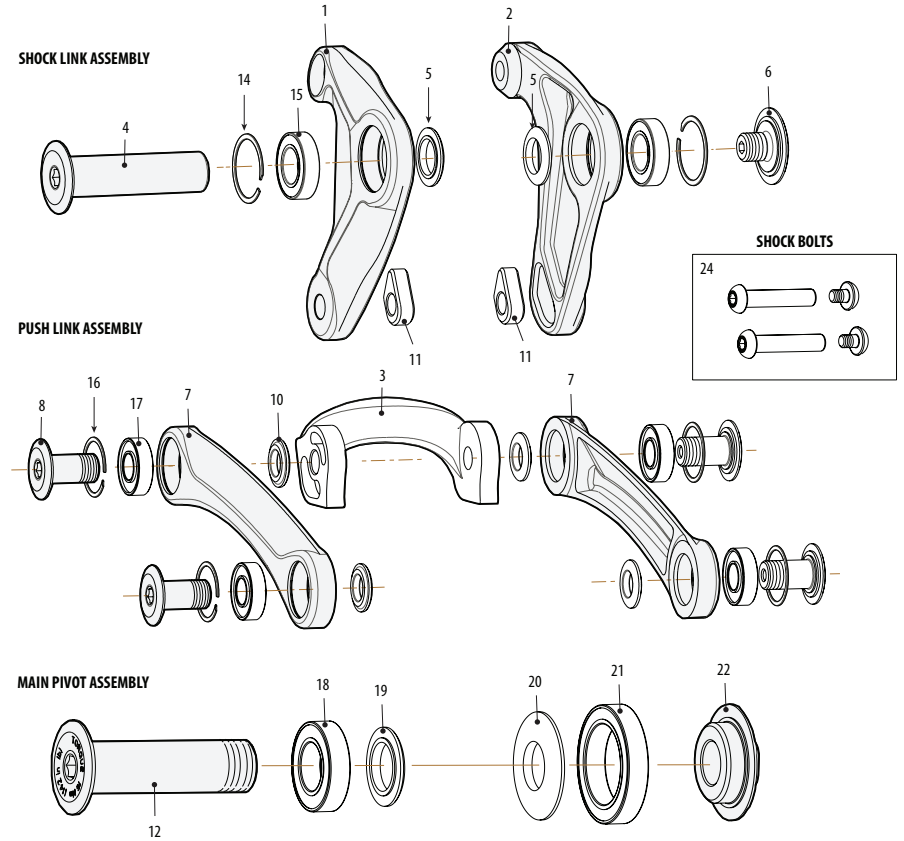
1. Apply grease to items 4, 12
2. Apply Loctite 242 to items 6, 8, 10, 22
3. Items 10, 19, 20 ridged side (a) face bearing, smooth side (b) face out.
4. Item 23, the shock bushings, are available only through the rear shock manufacturer.

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 tighten fasteners yourself always use a good torque wrench!**

NO	DESC	Nm	In Lbs	LOCTITE™
22	MAIN PIVOT NUT *	16	142	242 (blue)
6	SHOCK LINK PIVOT NUT*	9	80	242 (blue)
24	SHOCK MOUNTING BOLTS	12	106	242 (blue)
8	PUSH LINK PIVOT BOLTS	11	98	242 (blue)
	DROPOUT MOUNTING BOLTS	5	44	242 (blue)
	SEAT BINDER	6.8	60	

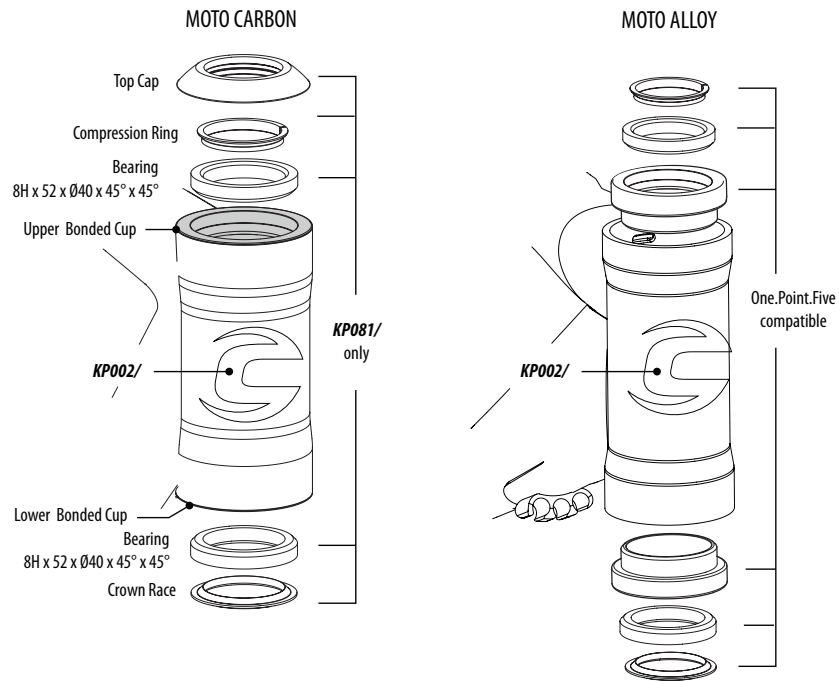
* Clean and apply light grease to frame hole and pivot before installation.



NO. (QTY)	ORDER NO.	KIT DESCRIPTION
8(4),	KP088/BLK	KIT,LINK,PUSH,HWARE,BLK
10(4),16(4),	KP088/RED	KIT,LINK,PUSH,HWARE,RED
17(4)	KP088/GRN	KIT,LINK,PUSH,HWARE,GRN
1, 2, 4, 5(2), 6,	KP089/RED	KIT,LINK,SHOCK,CARBON ASSY,RED
11(2), 14(2),	KP089/GRN	KIT,LINK,SHOCK,CARBON ASSY,GRN
15(2)	KP090/RED	KIT,LINK,SHOCK,ALLOY ASSY,RED
	KP090/GRN	KIT,LINK,SHOCK,ALLOY ASSY,GRN
4, 5(2), 6,	KP091/RED	KIT,LINK,SHOCK,HWARE,RED
11(2), 14(2),	KP091/GRN	KIT,LINK,SHOCK,HWARE,GRN
15(2)		

NO. (QTY)	ORDER NO.	KIT DESCRIPTION
	KP082/	KIT,SHOCK,FOX,DHX AIR 5.0 MOTO
24	KP083/	KIT,SHOCK MOUNT HWARE, MOTO
12, 19, 20, 22	KP084/RED	KIT,PIVOT SWINGARM, MOTO,RED
	KP084/GRN	KIT,PIVOT SWINGARM, MOTO,GRN
18, 21	KP085/	KIT,BEARINGS,MAIN,MOTO
3, 7(2), 8(4),	KP107/	KIT,LINK,PUSH,RED W/BLK HWARE
10(4),16(4),	KP108/	KIT,LINK,PUSH,GRN W/BLK HWARE
17(4)	KP109/	KIT,LINK,PUSH,BLK W/RED HWARE
	KP110/	KIT,LINK,PUSH,BLK WGRN HWARE

HEAD TUBE



MOTO CARBON frames feature permanently bonded headset bearing cups (above left). The cups accept only the Cannondale headset bearing in the kit shown above. The headset kit is compatible with 1.5" steerers.

MOTO ALLOY frames are compatible the One.Point.Five standard and One.Point.Five to 1 1/8" conversion headsets.

NOTICE

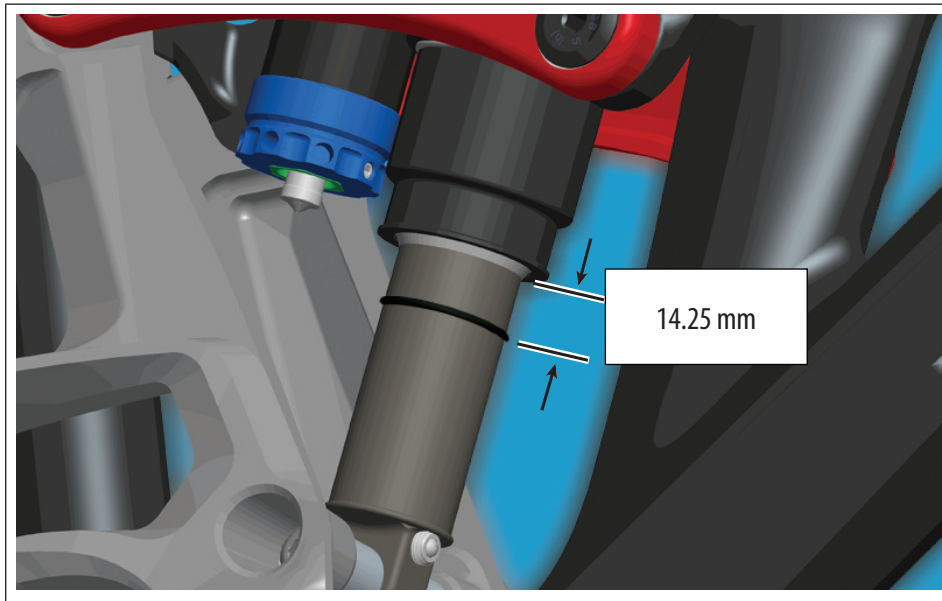
CARBON OR ALLOY: Do not face, surface, or cut the head tube bearing cups.

CARBON : When removing adapters, bearings, or cup from the carbon head , 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.

ROUTING



REAR SHOCK



SET-UP

1. Set the air pressure according to your body weight. Follow the shock manufacturer's instruction for pressurizing the shock.
2. Slide the O-ring against the shock wiper seal.
3. Sit on the bike in a normal riding position with your hands on the handlebar and feet on the pedals so that your weight compresses the rear shock.
4. Measure the SAG. Adjust the air pressure in the shock to achieve the correct SAG measurement.

Add air to decrease sag.

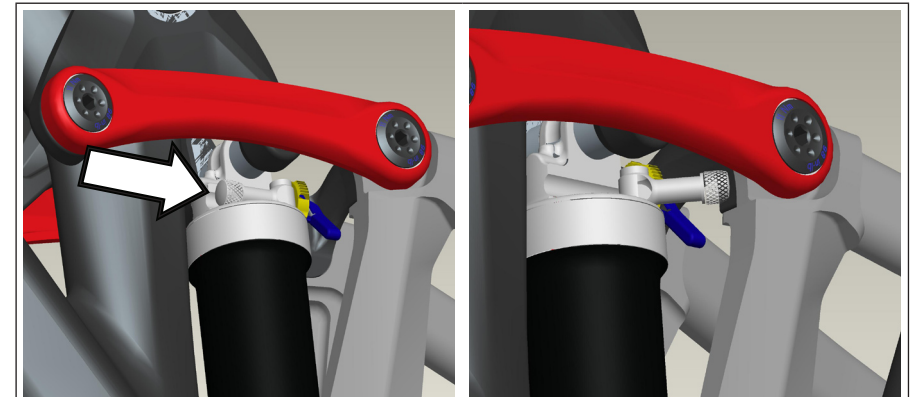
Release air to increase sag.

RECOMMENDED SAG %25
14.25 mm

WARNING

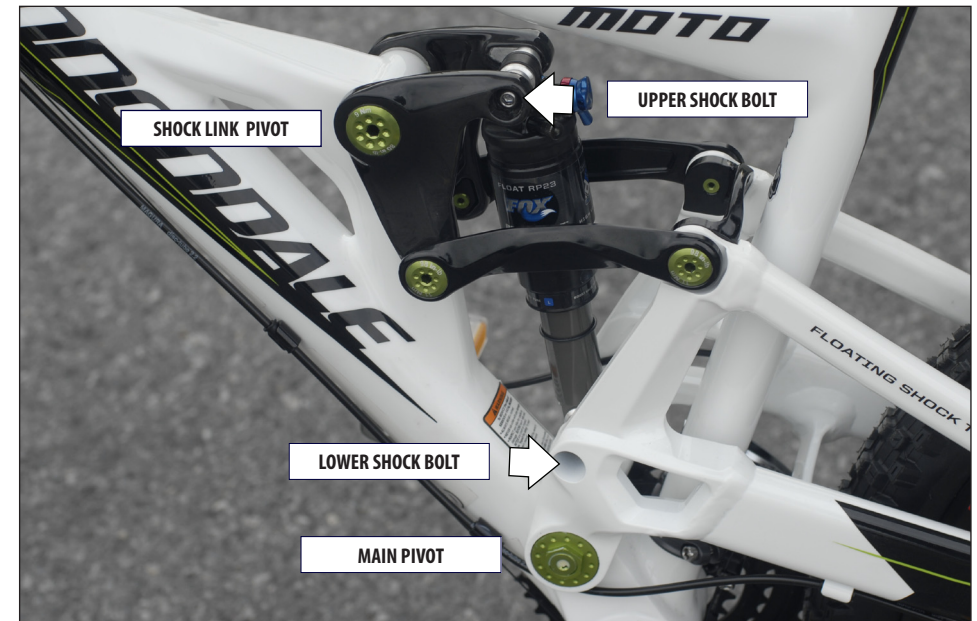
SELECT ONLY COMPATIBLE SHOCKS AND FORKS FOR YOUR BIKE. DO NOT MODIFY YOUR BIKE IN ANY WAY TO MOUNT ONE. HAVE YOUR SHOCK OR FORK INSTALLED BY A PROFESSIONAL BIKE MECHANIC

- 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.



NOTICE:

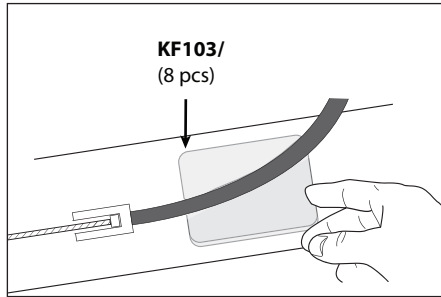
ROCKSHOX MONARCH : Don't forget to move the swiveling air valve to the tucked position (above left) to prevent interference with the swing arm and seat stay bridge. If the linkage contacts an extended valve (above right) it may be damaged or snap off.



SHOCK MOUNTING : The MAIN PIVOT and the SHOCK LINK PIVOT nuts should be loosened before the UPPER and LOWER rear shock mounting bolts are tightened. This will allow the parts to be drawn together properly. Once the shock is mounted and the bolts tightened to the final torque. Tighten the pivot nut and the push link bolts. Use a good torque wrench. Ask a professional bike mechanic to replace your rear shock.

FRAME GUARDS

Normal line and cable movement against the frame can wear away painted finishes and decals. Overtime, cable rubbing can wear into the frame itself causing very serious frame damage.



To apply the guard material :

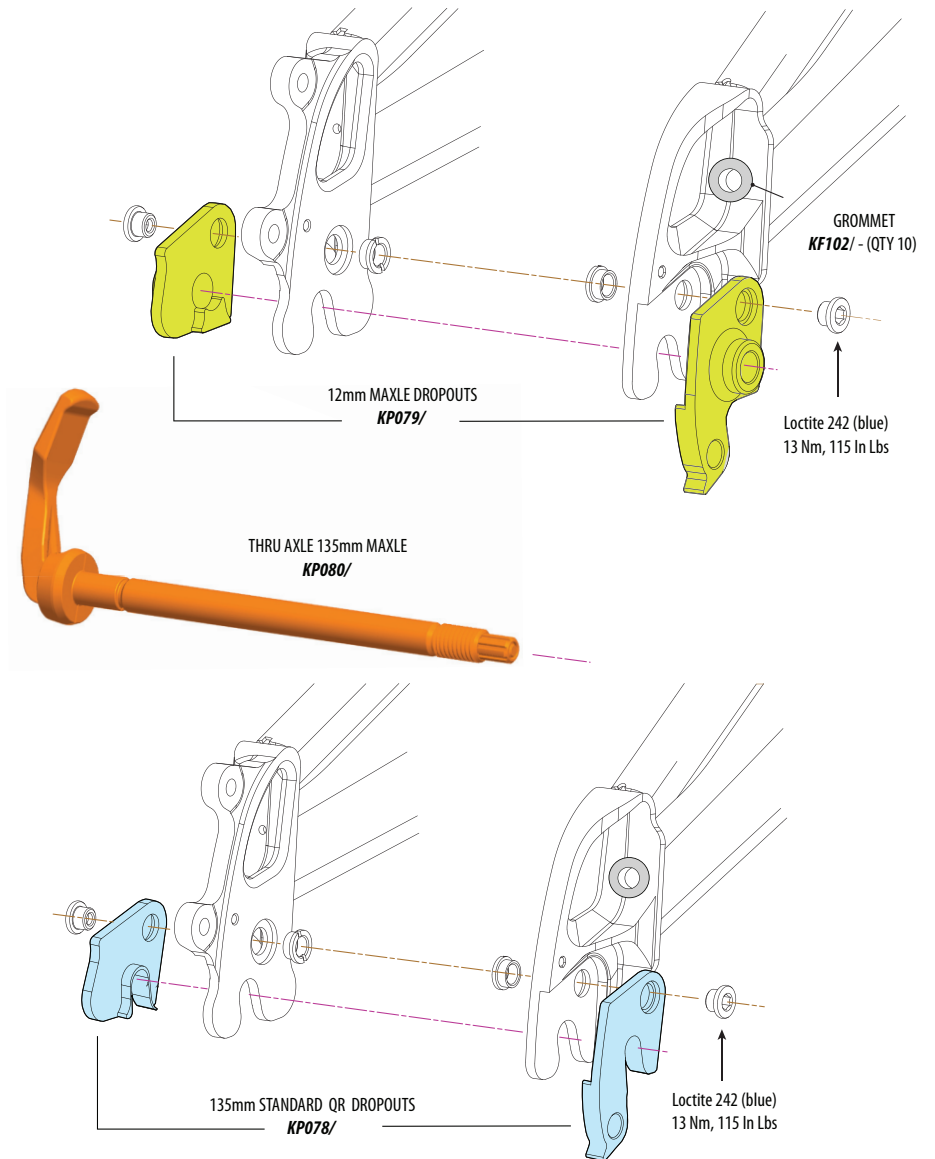
1. Clean the frame with a mild detergent and wipe dry with a clean towel. Do not use solvents or harsh chemicals to clean the frame. **OPTIONAL:** Trim the adhesive guard material to the shape required.
2. Remove the backing and position the guard under the cable/ line.
3. Rub the guard firmly against the frame with your fingers to fix it in place.
4. Periodically, recheck the guards and other areas of the frame as you continue to ride. Replace the guards if they wear out.

CHAINSLAPPER

Replace the chainslapper if it is missing or damaged. Available as Cannondale kit **KF092./**



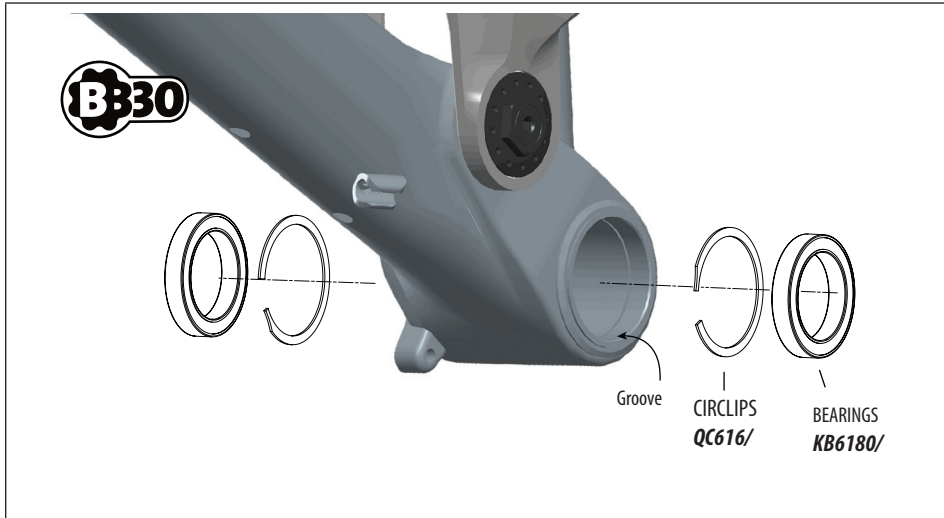
DROPOUTS



Both dropout kits include mounting hardware (chainring bolts)

BOTTOM BRACKET

The MOTO CARBON 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 cranks. See page 18.



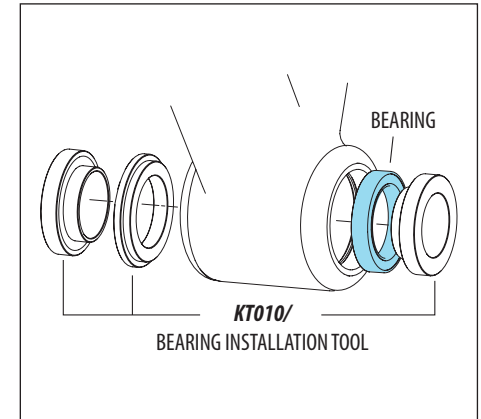
BEARING MAINTENANCE

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 quietly. No bearing play or movement inside the shell. If the bearing is damaged, replace both bearings with new ones.

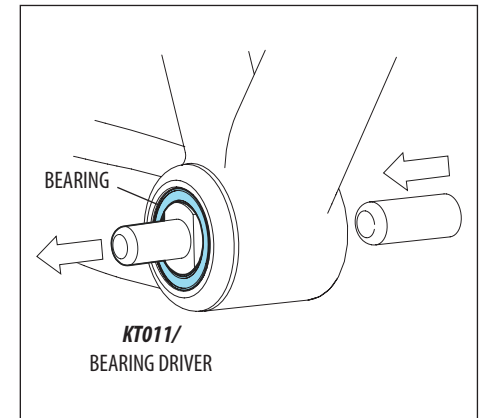
BEARING INSTALLATION

1. Clean the inside and outside surfaces of the bottom bracket shell.
2. Apply a high-quality bicycle bearing grease to the inside surface of the shell.
3. Install the square end of the circlip into the groove first, then moving clockwise, push the clip into the groove until it is fully seated in the groove. Install the other circlip the same way.
4. With a headset press, and Cannondale tool **KT010/** install the bearings into the shell as shown. Press the bearing until it is seated against the circlip.
5. To finish, apply a light coating of a high-quality bicycle bearing grease to both sides of each bearing to help repel moisture.



BEARING REMOVAL

1. To remove the bearings, position Cannondale tool **KT011/** behind the bearing so that the tool ridges are seated on the bearing. See next page.
2. Insert a driver (punch or drift) from the opposite side. Locate it on the back of the tool and use light tapping to drive the bearing from the shell.



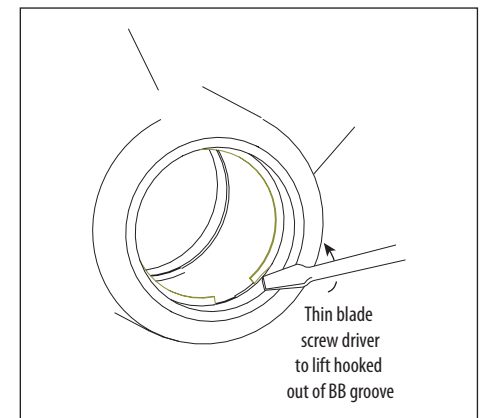
NOTICE

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.

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.

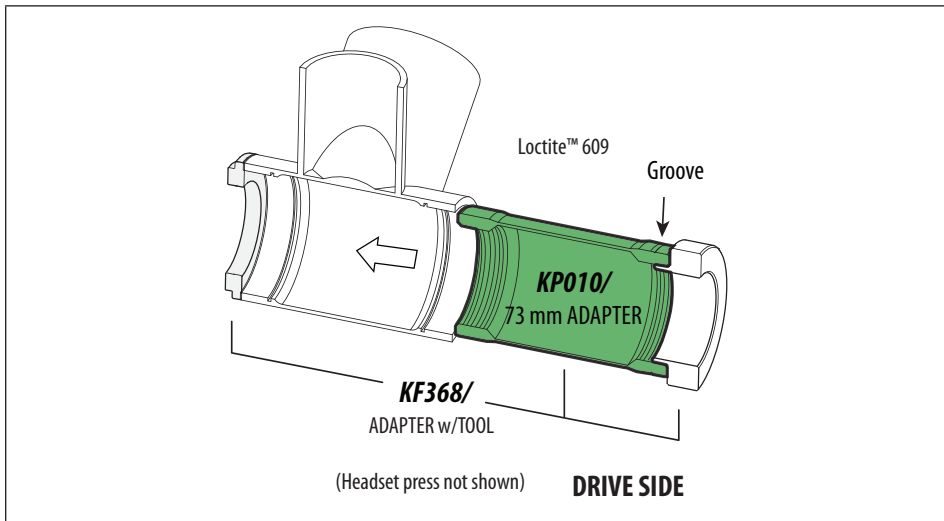


73 mm ADAPTER INSTALLATION

The following procedure should only be completed by a professional bike mechanic. The adapter IS NOT a repair part and will only work in undamaged frames in good condition.

1. Remove the BB30 bearings and circlips from the bottom bracket shell.
2. Thoroughly clean and dry the inside of the bottom bracket shell. Remove any grease or dirt. Use a clean lint-free shop towel dampened with alcohol to finish.
3. Apply Loctite™ 609 carefully to the bearing seat positions on both side of the inside shell.
4. Clean the outer surface of the adapter. Use a clean shop towel dampened with alcohol.
5. The groove side of the adapter must be located on the drive side. With a headset press, press the ADAPTER until the groove side face is flush with the drive side face of the SI BB 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>



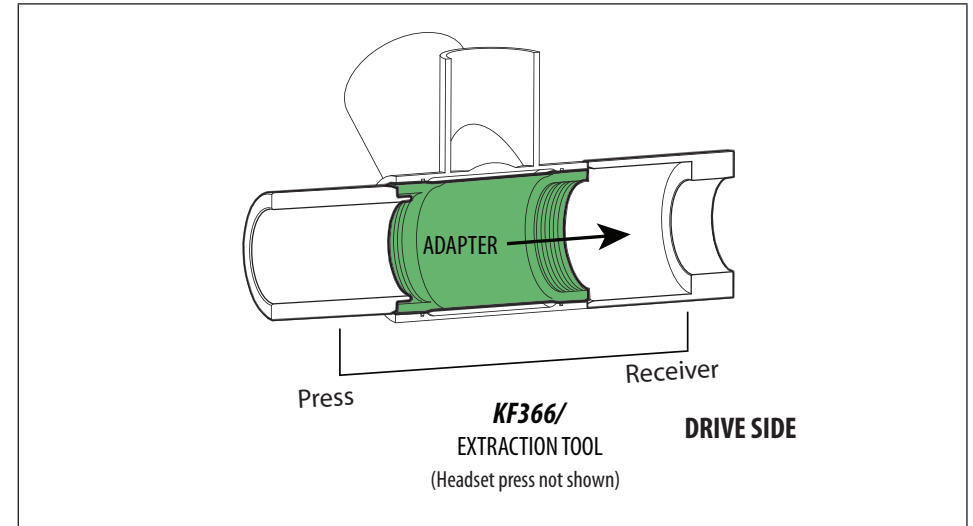
NOTICE
We strongly recommended that you use a swab to control the application and avoid spillage of the Loctite. Prolonged contact with the frame finish may result in discoloration or damage. Be sure to immediately wipe up any spills and remove any compound in contact with the painted surfaces.

68mm ADAPTER REMOVAL

The following procedure should only be completed by a professional bike mechanic. The adapter is removable, however, repeated removal and reinstallation could result in damage to the SI BB shell and is not recommended.

1. Removal of the SI BB ADAPTER is accomplished through the use of the extraction tool **KF366/**, a two-piece tool set used with a headset bearing press. The arrangement of the tool parts for removal is shown next figure.
2. Press the adapter out of the shell using the headset press until the adapter is retained inside the receiver and can be withdrawn from the bottom bracket shell.

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. Do not cut, face, or use abrasives to clean the inside of the BB shell. **For Loctite clean-up instructions:** <http://tds.loctite.com/>



NOTICE
Use only extraction tool Cannondale **KF366/** and a headset press. Do not use other tools.
Make sure the Receiver part of the tool is centered on the drive side bottom bracket shell while pressing.
We strongly recommend that your have this procedure performed by an Authorized Cannondale Dealer. Damage caused by improper removal is not covered under your warranty.

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.

WHAT TO DO	HOW OFTEN
<p>APPLY FRAME PROTECTION:</p> <p>DOWNTUBE - A clear protective material is applied to carbon version of this bike. The material protects the downtube from damage caused by small debris. Have it replaced if it becomes damaged or is missing. See page 6.</p> <p>HOUSING AND CABLES - Your bike has been supplied with small adhesive frame protectors. Place this material on 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. See page 14.</p> <p>SWINGARM - A clear adhesive (page 6) and a wrap-on chain slap protector (page 14) have been placed on the right chainstay of the swingarm. Replace these protections if they become missing or damaged.</p> <p><i>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.</i></p>	<p>AFTER FIRST RIDE</p>
<p>INSPECT THE FRAME, SWINGARM, SEATSTAYS - Clean and visually inspect entire bike frame/swingarm/linkage assembly for cracks or damage. See "Inspect For Safety" in your <i>Cannondale Bicycle Owner's Manual</i>.</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. See page 8.</p>	<p>EVERY FEW RIDES</p>
<p>INSPECT BEARINGS, REPLACE WORN OR DAMAGED PARTS</p> <ul style="list-style-type: none"> • SHOCK LINK, PUSH LINK & MAIN PIVOT See page 9. 	<p>IN WET, MUDDY, SANDY CONDITIONS EVERY 25 HRS.</p> <p>IN DRY, CONDITIONS EVERY 50 HRS.</p>
<p>MAINTENANCE OF THE FORK AND SHOCK - Please consult the manufacturer's owner's manual for maintenance information for your fork or rear shock.</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. 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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