



READ THIS MANUAL CAREFULLY!
It contains important safety information.
Keep it for future reference.

RUSH

Owner's Manual Supplement

118607.PDF

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Please note that the specifications and information in this manual are subject to change for product improvement without notice. For the latest product information, go to <http://www.cannondale.com/bikes/tech/>.

GENERAL SAFETY INFORMATION

About This Supplement

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

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. Go to: <http://www.cannondale.com/bikes/tech>

- 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.

**** IMPORTANT ****

This manual may include procedures beyond the scope of general mechanical aptitude. Special tools, skills, and knowledge may be required.

If you have any doubt about your ability to properly inspect, adjust, or service your bicycle, do not attempt to perform the work described; please take the bike to a Cannondale Dealer.

Special Manual Messages

In this manual, information which affects your safety is emphasized in the following ways:

WARNING

A **WARNING** indicates a potentially hazardous situation which, if not avoided, can result in serious injury or death.

CAUTION

A **CAUTION** Indicates a potentially hazardous situation which, if not avoided, can result in serious damage to the product. The matters described under **CAUTION** may, if not avoided, lead to personal injury, or results depending on the situation and degree of damage. Important matters are described in **CAUTION** (as well as **WARNING**), so be sure to observe them.

NOTE:

A NOTE provides helpful information or tips intended to make the information presented clearer.

Intended Use

Cross-Country/Marathon Riding: Our Scalpel and Rush model bikes and framesets are made for cross-country riding and racing. They are not made for use in extreme forms of jumping/riding such as hardcore mountain, Freeriding, Downhill, North Shore, Dirt Jumping, Hucking etc.

Cross-country riding ranges from mild to aggressive over intermediate terrain (e.g., hilly with small obstacles like roots, rocks, loose surfaces and hard pack and depressions). There are no sick drops, jumps or launches (wooden structures, dirt embankments) requiring long suspension travel or heavy duty components. Cross-country/marathon equipment (tires, shocks, frames, drive trains) are lightweight, favoring nimble speed over brute force. Suspension travel is relatively short since the bike is intended to move quickly on the ground and not spend time in the air landing hard and hammering through things.

Building Up A Frameset

Consult with your Cannondale Dealer and the component manufacturers and frankly discuss your riding style, ability, weight, and interest in and patience for maintenance.

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.

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

Read and follow the component manufacturers warnings and instructions.



Using your bicycle improperly is hazardous.

RUSH FRONT TRIANGLE

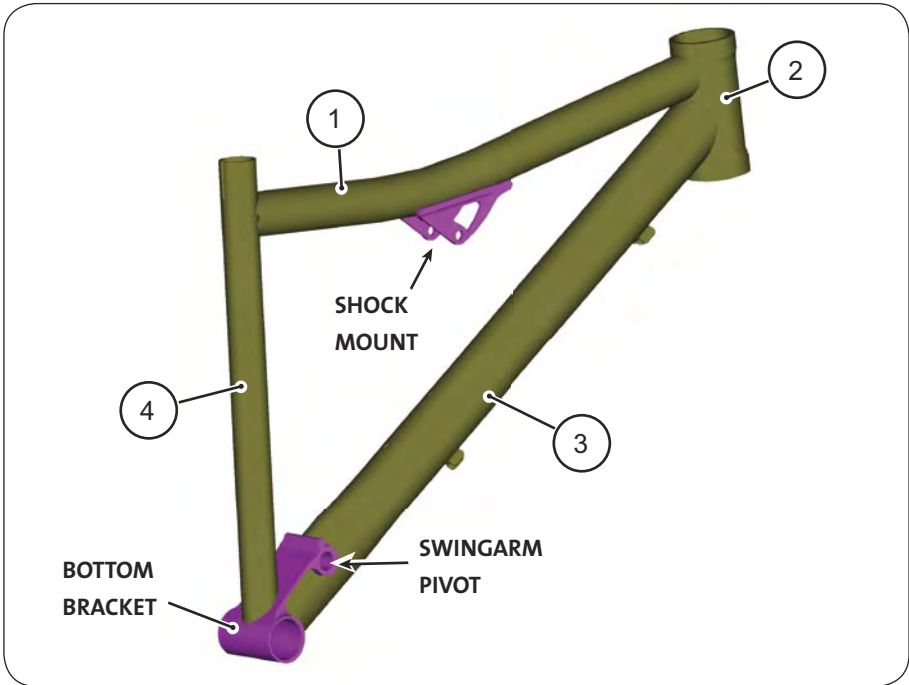


Figure 1

1. **Top Tube** - Features a progressive radius bend for increased stand over clearance and strength, the top tube supports a single piece shock mount to distribute the shock loads across the entire top tube.
2. **Head Tube** - Cannondale's unique head tube design is radially butted to be thinner on the front than on the back - thinnest where it's not welded, and stronger where it is - so its as stiff and light as possible.
3. **Down Tube** - The down tube features a progressively tapered wall for an evenly distributed load. It's thicker at the head tube for increased strength, and optimally shaped at the BB pivot junction for maximum pedaling efficiency.
4. **Seat Tube** - As thin as a business card, the seat tube is butted for a 27.2 seat post and optimized for lightweight stiffness.

RUSH SWINGARM

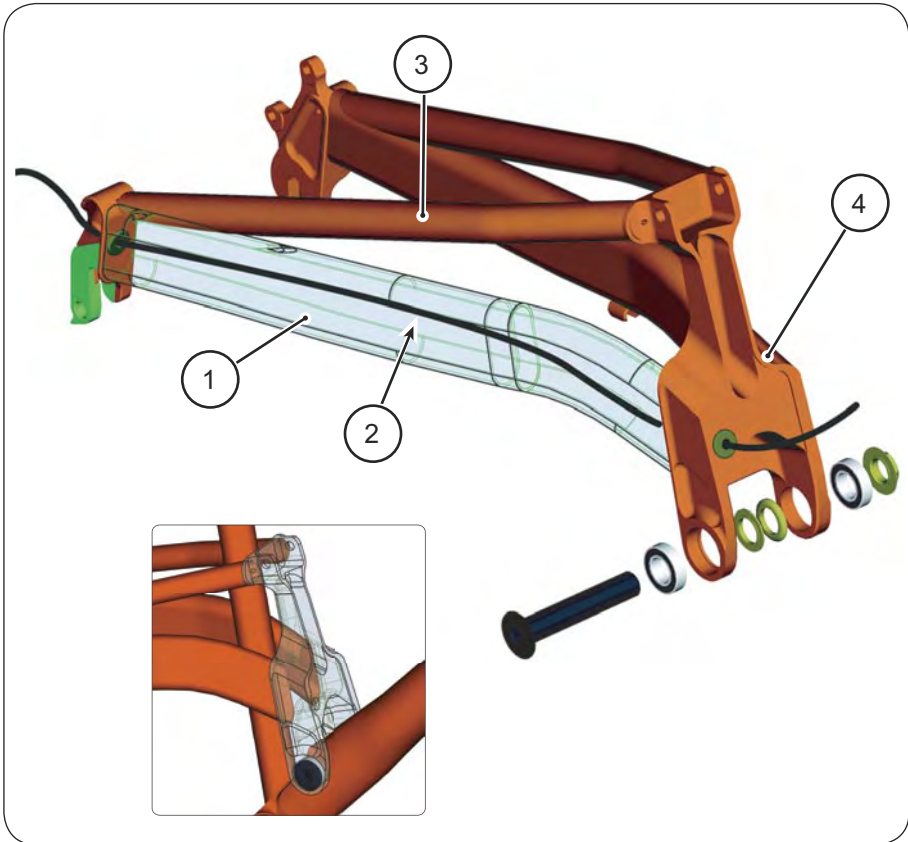


Figure 2

1. **Chainstays** - The custom hydroformed and tapered chainstays are optimized for lateral and torsional stiffness, 3D bent for vertical compliance and explosive sprints.
2. **Internal Rear Derailleur Cable Guide Routing** - The chainstays feature an internal routing path for the rear derailleur giving the Rush a clean look with less cable movement and no ghost shifting.
3. **Seatstays** - The domed and butted seat stays provide superior strength and boost the torsional stiffness where they meet the swingarm pivot
4. **Hot Box** - The Hot Box's forged and CNC'd hollow core boasts a tremendous stiffness-to-weight ration, providing the same stiffness as the solid core pivot with the incredible weight savings of a hollow core.

HEAD TUBE & HEADSHOK HEADSET

The head tube accepts Cannondale HeadShok System Integration™ headsets (shown), and OnePointFive 1.5 (38.1mm) headsets.

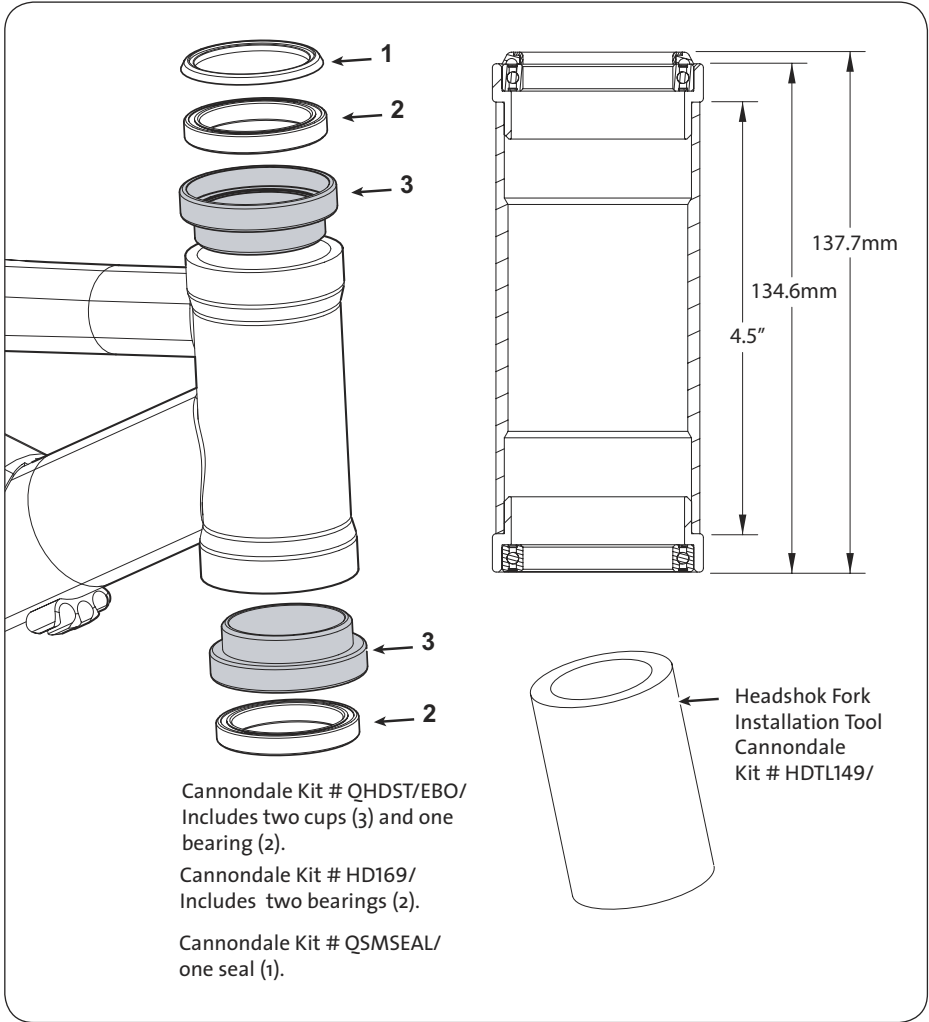


Figure 3

Parts Identification (Figure3)

1. SI Upper Bearing Seal
2. SI Bearing
3. SI Bearing Cup

MAXIMUM FORK LENGTH

Your Cannondale bike frame was designed and tested to a specific MAXIMUM FORK LENGTH. It is an important specification to observe when selecting aftermarket and replacement forks. See the "SPECIFICATIONS" in this manual for THE MAXIMUM FORK LENGTH information for your model bike.

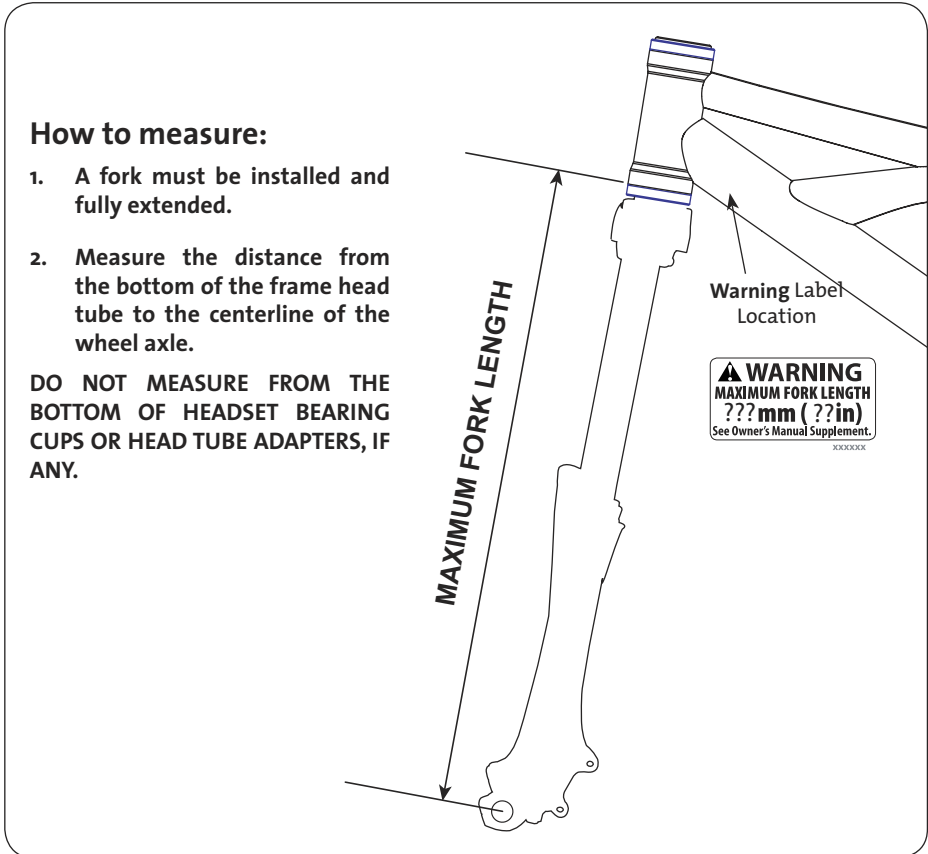


Figure 4

WARNING

DO NOT INSTALL FORKS WITH A MAXIMUM FORK LENGTH LONGER THAN THE SPECIFICATION FOR YOUR FRAME. A longer fork can overload the frame causing it to fail (break) while riding. You can be severely injured, paralyzed or killed in an accident.

SAG

Sag is the distance the bike suspension compresses with a rider (wearing all appropriate gear) mounted in a normal riding position (seated, hands on handlebar and feet on the pedals) on flat ground.

The recommended sag for your bike is intended to maximize the bike's suspension travel and it is usually specified as a percentage (%) of the fork or shock's total travel. See the "Specifications" section in this manual.

Maintaining the recommended sag in both the front and rear suspension helps assure that the fork and shock travel operates normally without the excessive top-out or bottom-out that can lead to difficult handling or damage.

CAUTION

Please read the fork/shock manufacturer's owner's manual or the instructions provided before attempting any set-up or adjustment.

Small adjustments to sag are performed by adjusting preload of the shock or fork. This is done by adding or removing spring shims, adjusting the installed length of the spring with a preload adjusting ring, or with air springs, changing air pressure settings.

Larger adjustments to sag are require changing the installed springs in the fork or shock. Changing the spring may be a simple task or very complex depending on the design of the fork or shock. In general: increasing preload decreases sag, decreasing preload increases sag.

Finding a suitable sag setting within the suspension fork or rear shock range is a matter of personal preference taking body weight and how you ride into consideration.

SELECTING REAR SHOCKS

WARNING

SELECT ONLY COMPATIBLE SHOCK/ 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 that the total travel, eyelet-to-eyelet length, and stroke length of the rear shock you select meets 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.

TIRE SELECTION

When selecting replacement tires, be sure that the properly installed and inflated tire does not contact any part of the swingarm, frame, or fork and throughout full suspension travel. 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 for untrue (wobbly) rims will likely mean choosing a rear tire that provides even more clearance than the CPSC recommends. Your choice of a new front tire should be made only after considering the clearance guidelines contained in your front suspension fork owner's manual. If your manual contains no such guidelines, or if don't have a manual, consider that Rock Shox requires at least 1/4" (5 mm) clearance between the tire and the fork crown or bridge when the fork is completely compressed. Be aware that completely compressing the fork may involve removing the spring stack, letting the air out of the fork, or both.



SELECT PROPERLY SIZED/ FITTED TIRES FOR YOUR BIKE

Mounting the wrong size tires on your bike can increase the chances that you will have an accident where you can be severely injured, paralyzed, or killed. If the tires touch the frame or fork when riding, you can lose control of your bike. If the a moving tire is stopped because it touches the frame or fork, you can be thrown off the bike. You can be severely injured or killed.

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

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

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

LINE AND CABLE FRAME PROTECTION

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.

Check over each of your bike after your first few rides. Apply a clear adhesive guard material in areas where rubbing is found.

When applied correctly, clear guards are good protection for your bike.

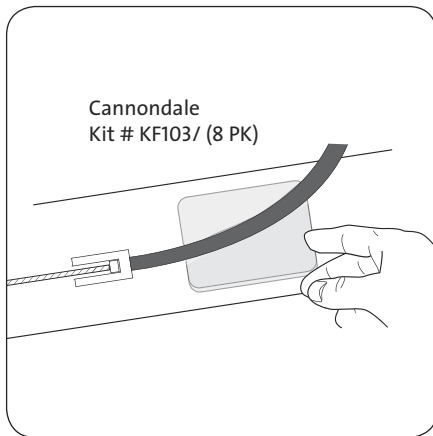


Figure 5

To apply the guard material (included with your bike):

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.

PLEASE 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.

RIGHT CHAINSTAY PROTECTOR

An adhesive chainstay protector is located on the underside of the right chainstay. This guard protects the chainstay from damage caused by the chain. Check the condition of the right chainstay protector periodically and replace it when it is worn or missing.

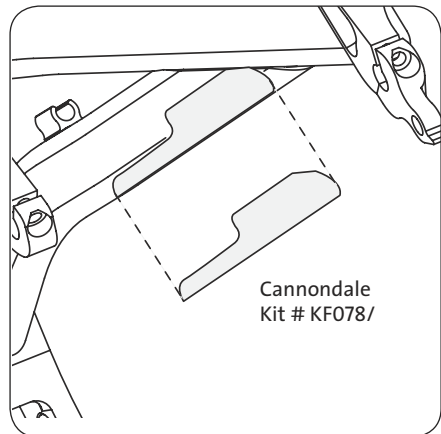


Figure 6

HOUSING GUIDES AND CABLE STOPS

Lines and cables on your bike are routed through frame guides using cable stops (1) and /or cable thru guides (2).

Periodically, you should check to make sure the stops and guides are in good condition and seated properly in the frame guides.

For stops, make sure the stop is seated securely in the frame guide and the housing is fixed within the stop.

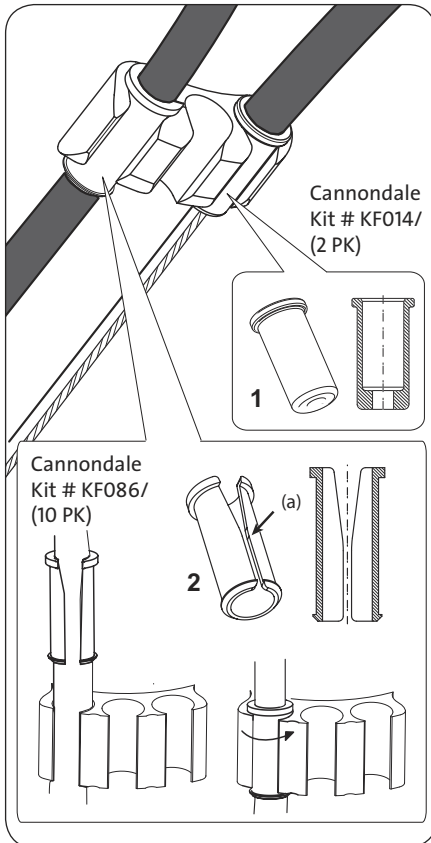


Figure 7 Cable Stop and Housing Guide

BOTTOM BRACKET FRONT DERAILLEUR CABLE GUIDE

This snap in rear derailleur cable guide is mounted on the lower bottom bracket shell.

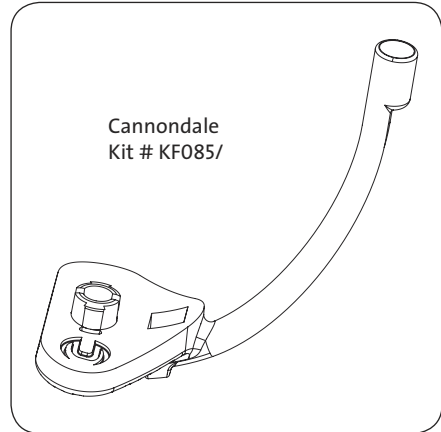


Figure 8

MAINTENANCE & ADJUSTMENT

The following table includes supplemental maintenance items for your bike. Please consult your *Cannondale Bicycle Owner's Manual* for more information on basic bike maintenance. And, so you may create a complete maintenance program best suited to you and your riding style, please talk to your Cannondale Dealer. Also, remember to follow the maintenance recommendations given by the component manufacturers for the various non-Cannondale parts of your bike.

Schedule

WHAT TO DO	HOW OFTEN	You/ Professional
Check lines/ cables for rubbing, install guard material.	Before and After 1st Rides	YOU
Clean and visually inspect entire bike frame/ swingarm for cracks or damage	Before and After Each Ride	YOU
SWINGARM PIVOT ASSEMBLY: DISASSEMBLE, CLEAN, INSPECT, RE-GREASE	Every 25 hours	YOU or Professional
SWINGARM CHAINSTAY PROTECTOR: Replace if necessary	As needed	YOU
Check condition/ attachment of cable stops and housing guides.	Every 10 hours	YOU
TIGHTENING TORQUES In addition to other component specific tightening torques for your bike, check the tightness of the items listed in "Tightening Torques" in this manual.	Every 10 hours	YOU

 **WARNING**

ANY PART OF A POORLY MAINTAINED BIKE CAN BREAK OR MALFUNCTION. AND, THAT CAN LEAD 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.

About Cleaning

When cleaning your bike, use only a mild soap and water solution. A clean water and a common dish washing liquid will work best.

Be sure to cover adjustment knobs and air filter (if equipped) with a clean plastic bag secured temporarily with a rubber band or masking tape.

Before wiping away dirt, use an ordinary water hose to gently spray off heavy soils and dirt.

CAUTION

DO NOT power wash or spray water under high pressure to clean. Power washing will force contaminants into parts where they will promote corrosion, immediately damage, or result in accelerated wear.

DO NOT use compressed air to dry.

DO NOT use abrasive or harsh chemical cleaner/solvents which can damage the finish or attack and destroy both the outside and internal parts.

When rinsing, avoid directing the spray directly at shock/fork adjusters or bearings.

Tightening Torques

Component-specific values (for crank bolts, rotor bolts, do not appear below because they will vary based on the spec-level of the bike; please consult the manufacturer of the component in question for the correct torque value.

Item	Loctite #	N•m	In•Lbs
Shock mounting bolts	242	5	44
Swingarm pivot nut	242	12	106
Rear derailleur hanger mounting bolt	242	5	44

SWINGARM PIVOT ASSEMBLY

The pivot axle, bearings, and bearing shields are subject to wear. How much they wear, depends on use, conditions, and maintenance. Periodic disassembly, cleaning, and regreasing will extend time between necessary renewal.

How To Perform A Quick Field Check Of The Pivot Assembly

1. Place the bike in a work stand and remove the rear wheel.
2. Remove the rear shock.
3. Stand behind the bike holding the swingarm by the dropouts.

Lift it up and down. The pivot should move smoothly without sticking allowing the swingarm to fall under its own weight. Be careful, don't let the swingarm slam against the frame.

Next, still holding the dropouts, try to detect any excessive play side-to-side. Excessive side-to-side play can be caused by a loose pivot nut or damage to the bearings or other pivot parts.

If you find the swingarm movement rough or gritty or detect excessive side-to-side play, the pivot assembly should be inspected. An inspection will require, disassembly, cleaning and parts inspection. Replacement of worn part may be necessary. Have this service performed by your Cannondale dealer.

Swingarm Pivot Shaft & Nut

The pivot must always be installed with the head on the drive side (right) of the frame.

The pivot can not be removed without removing the crankset.

When the pivot nut is removed the pivot will slide out easily. However, before it is removed the weight of the swingarm should be supported to prevent it dropping suddenly causing injury or damage.

Bearings

The swingarm pivot bearings are a sealed cartridge type and do not require lubrication.

A film of grease applied to the faces of the bearing can be applied to help to repel damaging moisture.

To check the bearings:

With the pivot out, rotate the inner bearing race with your finger tip to confirm smooth rotation. Replace bearings if the rotation feels rough or gritty. When necessary, replace bearings as a new set. Drive out the old bearings carefully and install new ones using proper bearing installation tools.

Spacers

The spacers are located between the bearings and frame. The smooth rounded side of the spacer faces the frame while the flatter side of the spacer fits against the bearing.

To check the spacers, remove them and look for any uncharacteristic wear, deep grooves, cracks or other damage. Be sure to check the frame bore surfaces as well. A rough surface can accelerate wear. If the spacers are in good shape, clean and regrease them before reinstallation. Make sure they go back in the right way. See the next figure.

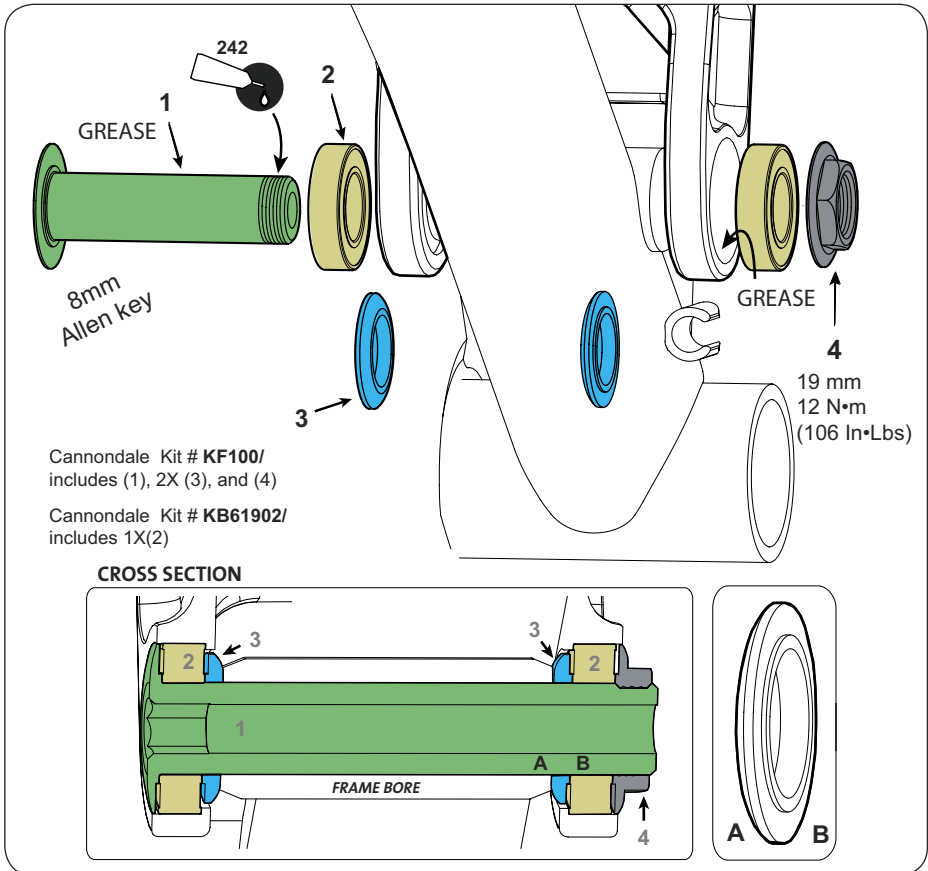


Figure 9

Parts Identification (Figure6)

1. Pivot Axle
2. Bearings
3. Spacers

4. Pivot Nut

- A - Rounded side of spacer faces frame
B - Flat side of spacers fits into bearing

CAUTION

- Remove the rear wheel before servicing the pivot assembly. Support the swingarm from dropping or falling to prevent damage to the seat tube.
- Clean the pivot axle and frame bore. Apply a light film of bicycle bearing grease to both grease before reassembly. Too much grease will collect damaging grit.

REAR SHOCK

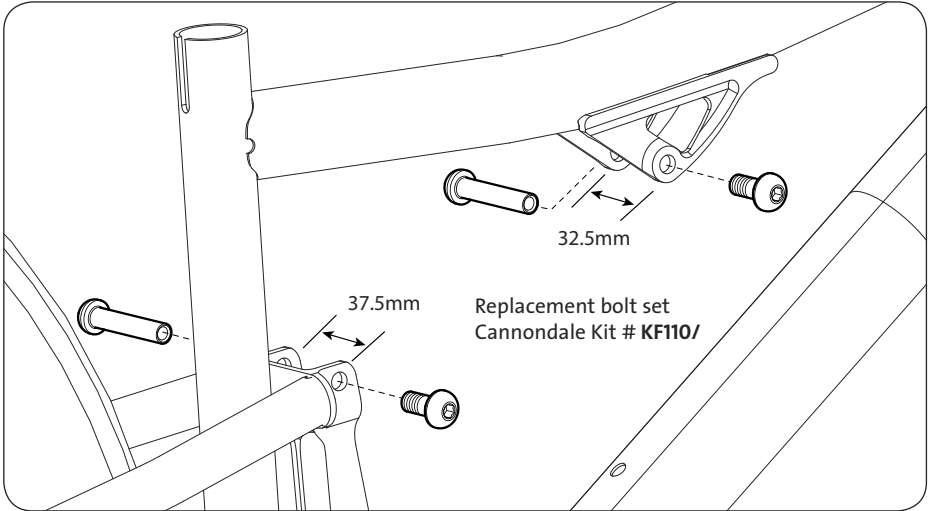


Figure 10

WARNING

KEEP YOUR HANDS AND FINGERS OUT OF PINCH POINTS. Your fingers or hands can be pinched or crushed if they are caught between the heavy swingarm and frame when the rear shock is released.

CAUTION

TO PREVENT SERIOUS FRAME DAMAGE

1. Mount only compatible rear shocks meeting the eyelet-to-eyelet length and rear shock stroke length found in the SPECIFICATIONS section in this manual.
2. Mount a compatible rear shock so the physical shape (including any reservoir and adjustments features) will not cause interference with normal travel or contact the frame, frame mounting points, or the swingarm at any point in the full suspension travel. See our website TECH CENTER (<http://www.cannondale.com/bikes/tech/>) for more on how to mount the shocks for your bike.
3. Do not modify the frame/swingarm in an attempt to mount any rear shock.

RECOMMENDED AIR SPRING PRESSURE



REBOUND
Rebound "CLICKS"
out from fully closed
(clockwise)

- For detailed adjustment and maintenance see the manufacturer's Owner's Manual.

RIDER WT	FLOAT RP3			FLOAT R			FLOAT			RADIUM R				
	psi	bar	REBOUND	psi	bar	REBOUND	psi	bar	psi	bar	REBOUND	psi	bar	REBOUND
120	110	7.6	6	110	7.6	6	115	8.0	70	4.8	13	70	4.8	13
130	115	8.0	6	115	8.0	6	120	8.3	75	5.1	13	75	5.1	13
140	125	8.6	6	125	8.6	6	130	9.0	80	5.5	12	80	5.5	12
150	135	9.3	6	135	9.3	6	140	9.7	90	6.2	11	90	6.2	11
160	140	9.7	5	140	9.7	5	145	10.0	100	6.9	10	100	6.9	10
170	150	10.3	5	150	10.3	5	155	10.7	110	7.6	10	110	7.6	10
180	160	11.0	5	160	11.0	5	165	11.4	120	8.3	9	120	8.3	9
190	175	11.7	4	165	11.7	4	170	11.7	130	9.0	8	130	9.0	8
200	185	12.0	4	175	12.0	4	180	12.4	140	9.7	7	140	9.7	7
210	195	12.7	4	185	12.7	4	190	13.1	150	10.3	6	150	10.3	6

STYLE	SAG	ADJUST
Trail	13mm	-10 psi
XC	11mm	+10 psi

The pressures given in the table above are intended as a starting recommendation between a Trail or XC riding style.

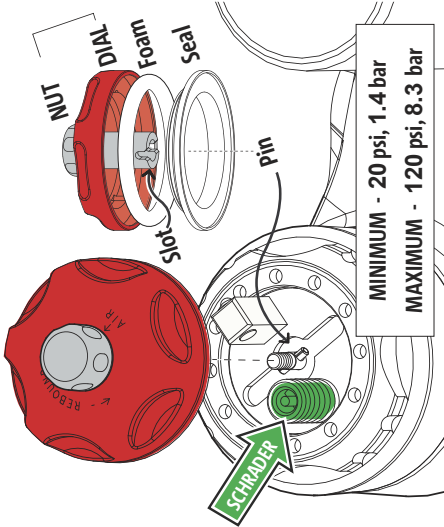
CAUTION

When setting air pressures, clean valve & pump end before attaching .

- Observe pressure range. • Replace the valve cap.

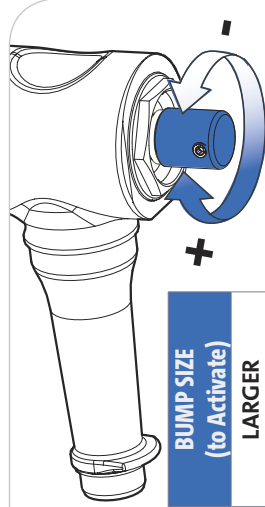
LEFTY SPEED CARBON
w/ FOX TerraLogic Inertia-Valve

RIDER WT.	RECOMMENDED AIR SPRING PRESSURE	
	Lbs	Kg
120	54	1.7
130	57	2.1
140	63	2.4
150	68	2.8
160	72	3.1
170	77	3.4
180	81	4.1
190	86	4.8
200	91	5.5
210	95	7.2



REBOUND DIAL - 24 Clicks Total

Turn in "+" direction for more damping and slower rebound speed.
Turn in "-" direction for less damping and faster rebound speed.
Count clicks out from fully closed (clockwise) when setting.



FOX US PAT NOS 6,581,948 and 6,135,484

BUMP THRESHOLD KNOB - 22 Clicks Total

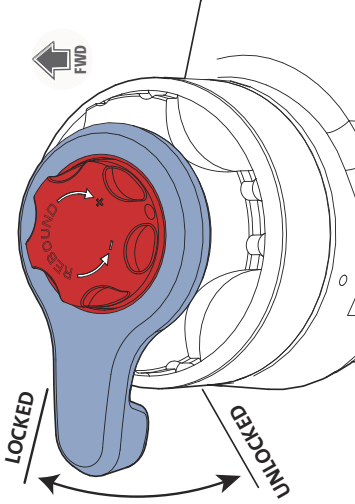
The blue bump threshold knob controls the internal inertia valve which automatically opens and closes the fork's compression damping circuit. You can set the sensitivity to what size bump opens the circuit and starts fork travel. Count clicks out from fully closed (clockwise) when setting.

DIRECTION	THRESHOLD	SENSITIVITY (to Impacts)	BUMP SIZE (to Activate)
+	INCREASES	DECREASES	LARGER
-	DECREASES	INCREASES	SMALLER

LEFTY SPEED DLR2

w/ Rebound & Lockout

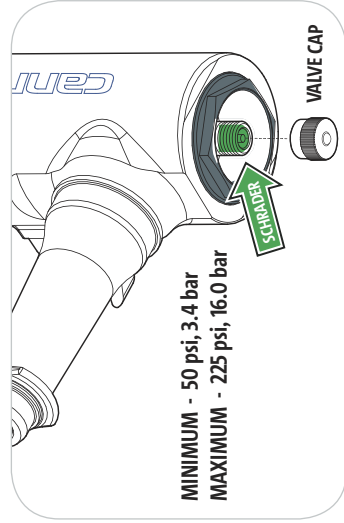
RIDER WT.		RECOMMENDED AIR SPRING PRESSURE	
Lbs	Kg	psi	bar
120	54	80	5.5
130	57	85	5.9
140	63	90	6.2
150	68	100	6.9
160	72	110	7.6
170	77	120	8.3
180	81	130	9.0
190	86	145	10.0
200	91	160	11.0
210	95	170	11.7



REBOUND KNOB - 14 Clicks Total (2 3/4 Turns of adjustment)
 Turn in "+" direction for more damping and slower rebound speed.
 Turn in "-" direction for less damping and faster rebound speed.

LOCKOUT LEVER

The lockout lever on top of the fork enables you to lock and unlock fork travel. Rotate the lever completely to the LOCKED (no travel) or the UNLOCKED (free travel) position.



RIDER WT RANGE	FORK SIZE	BIKE SIZE	FORK NEGATIVE SPRING
▲145	SOFT	PT/SM	GREEN
145-175	STANDARD	MD	BLUE
175-195	FIRM	LG	RED
195+	X-FIRM	XL	BLACK

If you set 10 psi lower air pressure than recommended, a softer negative spring should be installed.

If you set 20 psi higher air pressure than recommended, a firmer negative spring should be installed.

REAR DERAILLEUR HANGER REPLACEMENT

When installing replacements, be sure to thoroughly clean and inspect the dropout for any damage. Do not install a replacement hanger onto a damaged dropout.

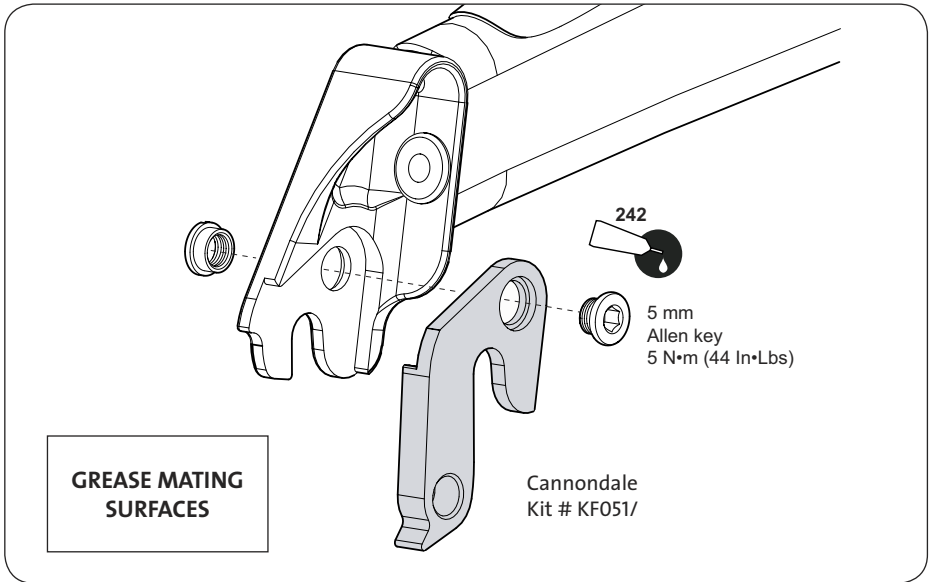


Figure 11

Before re- installing (same or new):

Clean surfaces and apply a light film of bike grease between the hanger and dropout to minimize any noise or “creaking” that might result from very slight movement between the dropout and hanger during movement of the derailleur.

Apply Loctite and tighten the hanger nut/bolt to the specified torque.

Be sure to check alignment of derailleur following remounting.

Be sure to readjust wheel quick release so it is very tight.

GEOMETRY

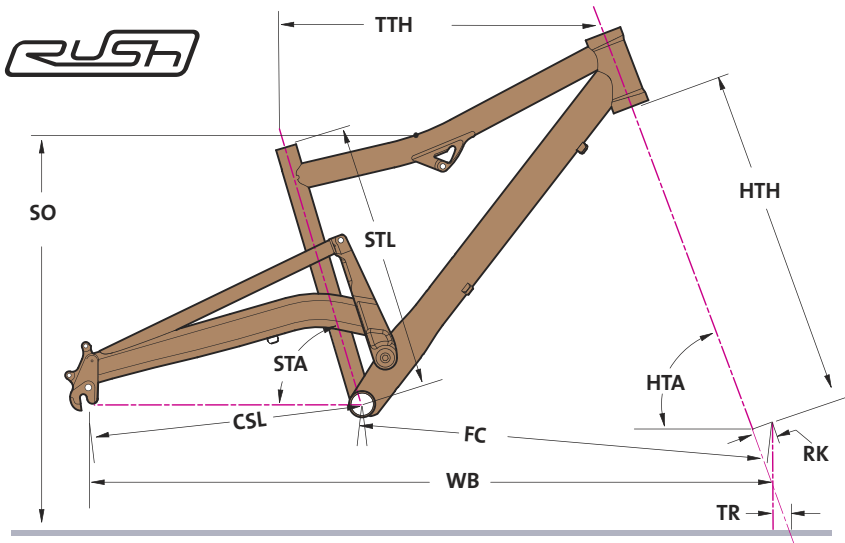


Figure 12

RUSH

Rush Team Replica, Rush 3000, Rush 2000, Rush 1000, Rush 800, Rush 600, Rush 400

RUSH FÉMININE

Rush Féminine

	SIZE	PETITE	SMALL	MEDIUM	LARGE	X-LARGE	PETITE	SMALL	MEDIUM
STA	Seat Tube Angle (degree)	73.5	★	★	★	★	★	★	★
HTA	Head Tube Angle (degree)	69	★	★	★	★	★	★	★
TTH	Top Tube Horizontal (cm/in)	21.5/54.5	22.6/57.5	23.6/60	24.6/62.5	25.6/65.0	21.5/54.5	22.6/57.5	23.1/58.7
STL	Seat Tube Length (cm/in)	15.9/40.5	★	16.9/43.0	18.9/48.0	19.7/50.0	15.9/40.5	15.9/40.5	16.3/41.5
CSL	Chainstay Length (cm/in)	16.6/42.2	16.6/42.15	★	★	★	16.6/42.2	16.6/42.15	★
RK	Fork Rake (cm/in)	1.8/4.6	★	★	★	★	★	★	★
BBH	Bottom Bracket Height (cm/in)	12.6/32.0	★	★	★	★	★	★	★
WB	Wheel Base (cm/in)	41.1/104.5	42.3/107.5	43.4/110.2	44.5/113.1	45.6/115.8	41.1/104.5	42.3/107.5	42.8/108.8
TR	Trail (cm/in)	2.3/5.8	★	★	★	★	★	★	★
SO	Standover at Top Tube Midpoint (cm/in)	29.4/74.6	29.7/75.4	29.6/75.2	29.3/74.5	29.3/74.5	29.4/74.6	29.7/75.4	29.7/75.4
	Bottom Bracket Drop (cm/in)	0.39/1.0	★	★	★	★	★	★	★
FC	Front Center Distance (cm/in)	25/63.5	★	26.4/67.1	27.7/70.4	28.6/72.6	25/63.5	25/63.5	26.2/66.6
	Rear Travel (cm/in)	4.7/12.0	★	★	★	★	★	★	★
	Shock Eye-to-Eye (cm/in)	7.5/19.0	★	★	★	★	★	★	★
	Shock Stroke (cm/in)	1.75/4.45	★	★	★	★	★	★	★
	Recommended Sag 25%	.25	★	★	★	★	★	★	★

All dimensions are given with suspension fully extended.

★ = same spec

SPECIFICATIONS

ITEM	SPECIFICATION
FRAME MATERIAL	6061-T6, TIG WELDED, ALUMINUM ALLOY
MAXIMUM TIRE WIDTH	2.3"
HEAD TUBE	HEADSHOK, ONEPOINTFIVE
MAXIMUM FORK LENGTH	500MM
SEAT POST DIAMETER	27.2 ±0.1 MM
REAR SHOCK BUSHING WIDTH (FRAME MOUNT)	32.4 ±0.1 MM
REAR SHOCK BUSHING WIDTH (SWINGARM)	37.4 ±0.1 MM
	BOLT DIAMETER 8.1 ±0.5 MM
REAR SHOCK EYELET-TO-EYELET LENGTH	190 MM (7.5")
REAR WHEEL TRAVEL	110 MM
REAR SHOCK STROKE LENGTH	45MM
REAR SHOCK LEVERAGE RATIO	3:1 REGRESSIVE
FRONT DERAILLEUR	BOTTOM PULL TOP SWING 31.8MM
BOTTOM BRACKET SHELL (WIDTH, THREAD TYPE)	68MM, ENGLISH /SI HOLLOWGRAM
CHAIN LINE	47.5 MM
DROPOUT SPACING	135 MM
REAR HUB SPACING	135 MM
REAR AXLE	QUICK RELEASE
REAR BRAKE MOUNT	INTERNATIONAL STANDARD, 6"

Recommended Sag
25-30%

REPLACEMENT PARTS (KITS)

CANNONDALE KIT NO.	DESCRIPTION
KF100/	KIT,PIVOT SWINGARM, PRPHT/RUSH
KF110/	KIT,HWARE,SHOCK MOUNTING,RUSH
KF102/	KIT,GUIDE,GROMMET,-10 PACK
KF103/	KIT, GUARD, SCUFFGUARD-8PK
KF051/	KIT, DER HANGER;SINGLE SIDED 2
KB61902/	KIT, BEARING-LEFTYOUT, GEMINI --NEED 2 PER BIKE
QHDST/EBO	KIT, HEADSET, 2 CUPS + 1 BEARING
KF014/	KIT, CABLE STOP INSERTS-2
KF086/	KIT, GUIDES, HYDR.BRAKE.,10PCS
KF085/	KIT, GUIDES, BB CABLE,SINGLE
KF078/	KIT, GUARD, CHAINSTAY,CLEAR PROTECTIVE
KF012/	KIT, RIVNUTS, BAG OF 5

For an up to date list of kits available for your bike, please visit our Tech Center at : <http://www.cannondale.com/bikes/tech/>

OWNER NOTES

You can use a table like this to record maintenance history, service, or set up information about your bike.

Date	Work Performed