cannondale

SERVICE BULLETIN

127737.PDF **04/11**

ALL LEFTY 29'ERs - Tire-to-Crown Pre-Ride Clearance Check

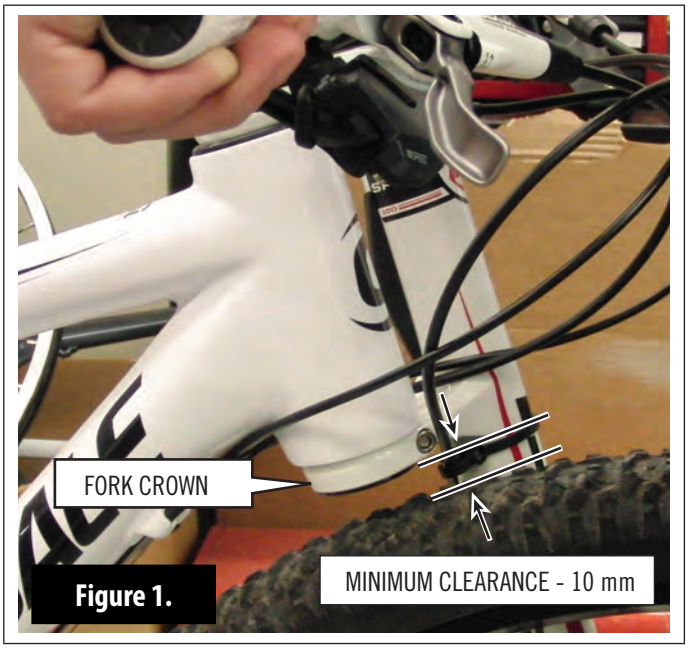


Figure 1.

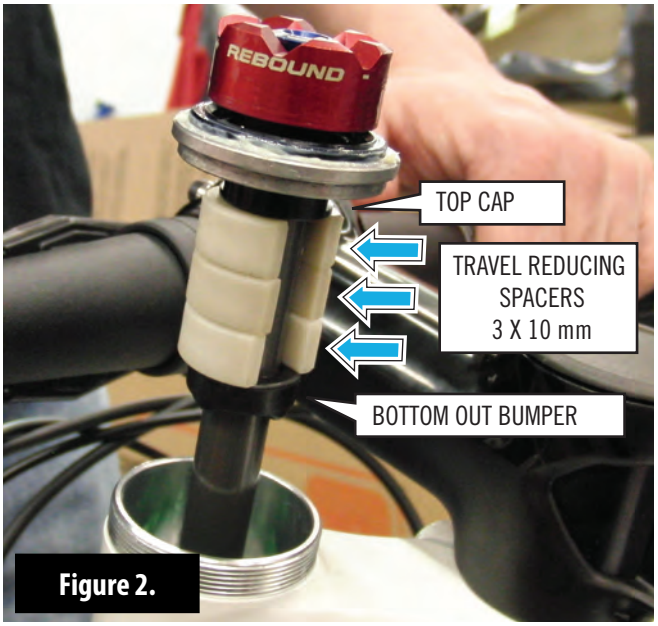


Figure 2.

Bulletin Information

We are asking Cannondale Dealers to perform a quick pre-ride check of any bicycle with a 29'ER Lefty for proper tire clearance between the tire and fork crown. The clearance check described on page 2 should be conducted anytime a 29'ER bicycle with a Lefty 29'ER comes in for service, or when building or setting-up a new bike.

The Cannondale Lefty 29'ER has become a very popular suspension system. Lefty 29'ERs are available in the aftermarket as well as the older models from online auctions. We have serviced some Lefty 29'ERs, both new and old, in our Factory Tech Room that have had an incorrect number of travel spacers or had the spacers completely missing. Some owners or mechanics have removed these spacers in a misguided effort to increase fork travel. Never do this! See Warning.

Travel reducing spacers are present to physically limit travel in order to maintain wheel-to-frame clearance for 29" inch diameter wheels. **See Figure 1.** Spacers should not be removed and additional spacers should not be added.

We want to stress that the three 10mm travel reducers installed in Lefty 29'ER forks on the upper damping cartridge shaft between the top cap and bottom out bumper are not optional. **See Figure 2.**

⚠ WARNING

DO NOT REMOVE 29'ER TRAVEL REDUCERS. If the three 10mm travel reducers (**See Figure 2.**) are not installed properly, and the air spring pressure is lost or too low, and the fork is loaded in a large compression event, a 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.

CHECK FOR MINIMUM TIRE FORK/FRAME CLEARANCE (10 mm) WITH ALL AIR RELEASED FROM LEFTY AND FULLY COMPRESSED. Measure between the top of the properly inflated tire and the bottom of the fork crown. **See Figure 1.**

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

If you have any questions, please contact Cannondale Dealer Service at 1-800-THE-BIKE (1-800-843-2453).

To obtain travel reducers, order kit no:
HD010/ - KIT,CLIPS,TRAVEL REDUCERS

Lefty 29'ER Tire-to-Crown Pre-Ride Clearance Check

1. Inflate the front tire of the 29" wheel to the recommended pressure noted on tire sidewall.

2. At the bottom of the fork, remove the Schrader valve cap. Figure 3.

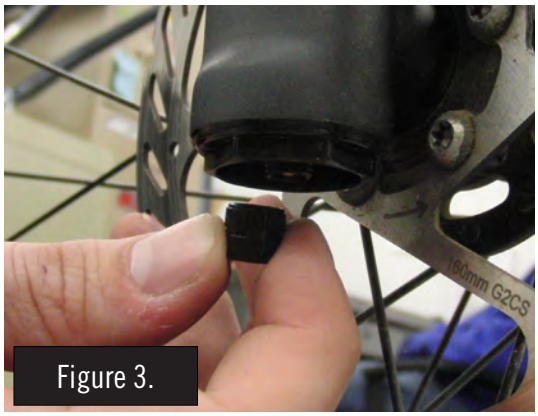


Figure 3.

3. Cover the brake disc with a shop towel to prevent the small amount of fork fluid that might be expelled from contaminating the brake disc. Press and hold the Schrader valve open to release all air pressure. Figure 4.

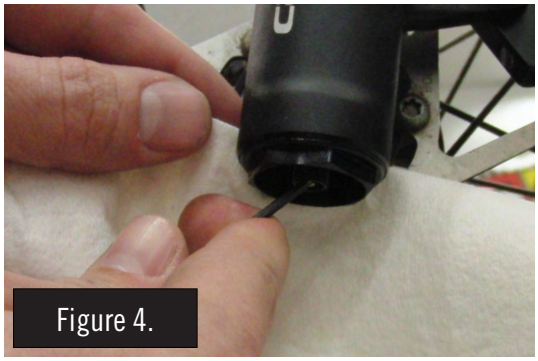


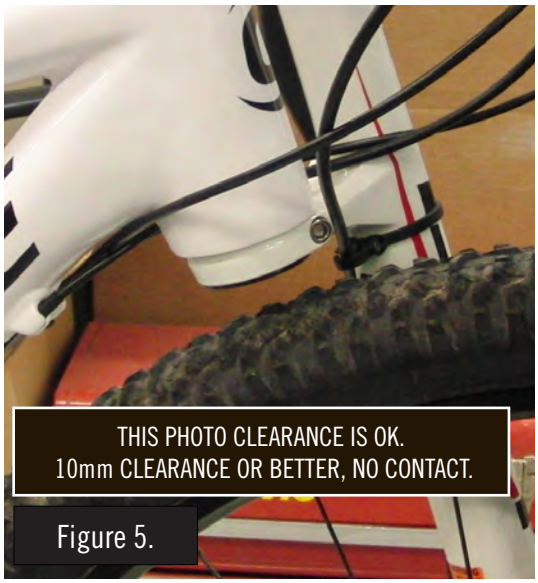
Figure 4.

4. Press down on the handlebars until the fork travel stops at its lowest point. The fork should not rebound when you remove your hands from the handlebar. Again, to make sure no residual air pressure is present inside the fork, press and hold open the Schrader valve.

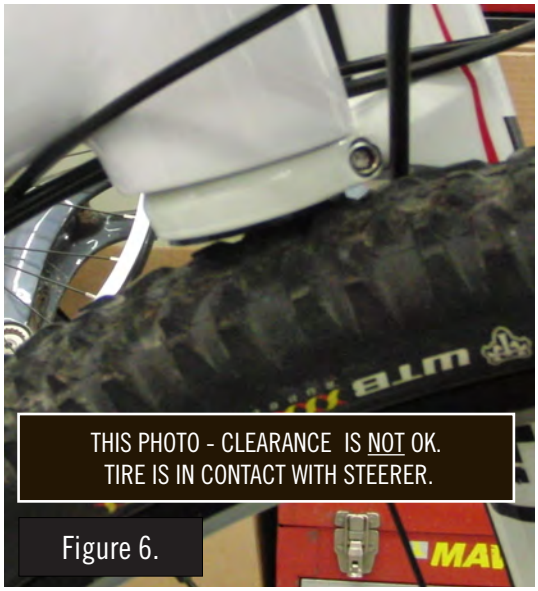
   Hold the fork in the lowest position and measure the distance between the top of the tire and the bottom of the fork steerer.

   This measurement must be 10 mm or greater. Figure 5.

   If it is, the fork clearance is OK.


THIS PHOTO CLEARANCE IS OK.
10mm CLEARANCE OR BETTER, NO CONTACT.
Figure 5.

If the tire clearance between the fork steerer/or any part of the bike frame and tire is less than 10mm or touches, (Figure 6.) the clearance is NOT OK. The fork must be checked for spacers. See next page.


THIS PHOTO - CLEARANCE IS NOT OK.
TIRE IS IN CONTACT WITH STEERER.
Figure 6.

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To check /install Lefty 29'ER travel reducers:

1. Remove the Lefty outer collar with a Shimano Bottom bracket tool - TL-FC32. Turn the wrench counter-clockwise to loosen the outer collar. Figure 7.

   When loose, unscrew the collar with your fingers.

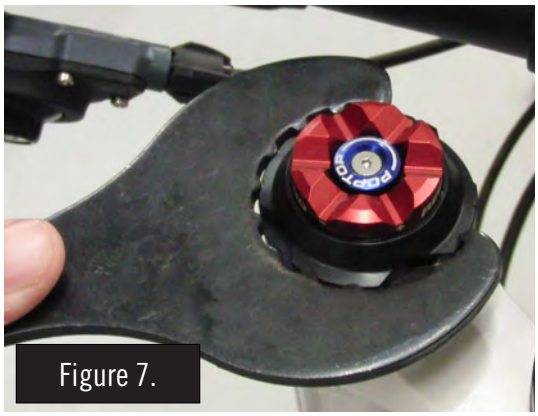


Figure 7.

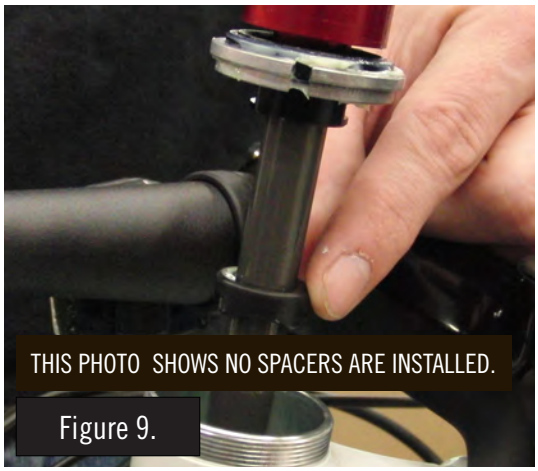
2. When the outer collar is removed, compress the fork causing the upper damping cartridge shaft to be exposed. Be sure to note the two split rings in the top cap groove. Figure 8.

Figure 8.

3. You should see the three 10mm spacers located on the upper damping cartridge shaft, located between the top cap and the bottom out bumper.

   If spacers are missing or less than three are installed, you can install the required spacers easily at this point.

   To obtain travel reducers, order kit no:
   HD010/ - KIT,CLIPS,TRAVEL REDUCERS


THIS PHOTO SHOWS NO SPACERS ARE INSTALLED.
Figure 9.

   Simply snap the opening of a spacer onto the upper shaft between the bottom out bumper and the shaft top cap. Install only three spacers. Figure 10. You will need to apply some force to snap them on. But use only your fingers, do not use tools as this may damage the damping cartridge shaft.

4. When you are finished slide the bottom out bumper up against the spacers. Apply some fresh grease to the split rings and lower the top cap and split rings back into the outer tube. Reinstall the outer collar and tighten it securely with the bottom bracket tool.

   Repeat the test from page 2.

Figure 10.

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