



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

SCALPEL 100

Owner's Manual Supplement

120871.PDF

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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/>.

SAFETY INFORMATION

About This Supplement

Cannondale Owner’s Manual Supplements provide important model specific safety, maintenance, and technical information. They are not replacements for your *Cannondale Bicycle Owner’s Manual*.

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: <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.

 **WARNING**

This supplement may include procedures beyond the scope of general mechanical aptitude.

Special tools, skills, and knowledge may be required. Improper mechanical work increases the risk of an accident. Any bicycle accident has risk of serious injury, paralysis or death. To minimize risk we strongly recommend that owners always have mechanical work done by an authorized Cannondale retailer.

Important Composites Message

Your bike 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.

 **WARNING**

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

Intended Use

Scalpel 100 is intended for Condition 3 (Cross-Country, Marathon) riding. Condition 3 symbol shown in Figure 2.



Figure 2.

Condition 3 riding includes Conditions 1 and 2, plus rough trails, small obstacles, and smooth technical areas, including areas where momentary loss of tire contact with the ground may occur. NOT jumping. All mountain bikes without rear suspension are Condition 3, and so are some lightweight rear suspension models.

Riding in Condition 3 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 large “sick drop” or drop offs, jumps or launches (wooden structures, dirt embankments) requiring long suspension travel or heavy duty components. Cross-country and marathon equipment (tires, shocks, frames, drive trains) are light-weight, 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.

The Scalpel 100 is not intended for use in extreme forms of jumping/riding such as hard core mountain, Freeriding, Downhill, North Shore, Dirt Jumping, Hucking etc.



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.

Building Up A Frameset

Before building up a frameset, consult with your Cannondale Dealer and the component manufacturers, and discuss your riding style, ability, weight, and interest in and patience for maintenance.

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

Generally speaking, lighter weight components have shorter lives. In selecting lightweight components, you are making a trade-off, favoring the higher performance that comes with less weight over longevity. If you choose more lightweight components, you must inspect them more frequently. If you are a heavier rider or have a rough, abusive or "go for it" riding style, buy heavy duty components.

Read and follow the component manufacturers warnings and instructions.

Bike Stands

The clamping jaws of an ordinary bike stand can generate a crushing force strong enough to seriously damage and ruin your bike frame.

CAUTION

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.

Its a good idea to remove your current seat post and use an old one when mounting your bike in a stand.

Protect From Extreme Temperatures

- Protect your carbon bike from extreme temperatures when storing or transporting it.
- Allow your bike to cool off or warm up before you ride
- Do not store your bike in places where the temperature will exceed 66.5C° (150°F). For example, do not leave your bike lying flat in a black pickup truck bed in the desert sun, or, under the glass of a hatchback auto.

Inspection & Crash Damage of Carbon Frames



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.

Repainting Or Refinishing

You should not paint over the existing finish, refinish or repaint your bike. The carbon fiber composites making up the frame are held together by some extremely strong bonding chemicals. However, these bonds can be attacked or weakened by paint stripping or refinishing chemicals.



WARNING

Repainting, painting over, retouching, or refinishing your frame or fork can result in severe damage leading to an accident. You can be severely injured, paralyzed or killed.

Refinishing chemicals : Solvents, and strippers can attack, weaken, or destroy the important composite chemical bonds holding your frame together.

Using abrasives or sanding the frame/fork structure, original paint, decals, or coatings through the use of mechanical actions such as plastic or glass bead blasting or other abrasive methods such as sanding or scraping can remove frame material or weaken it.

Tire Size



OBSERVE THE “MAXIMUM TIRE 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.

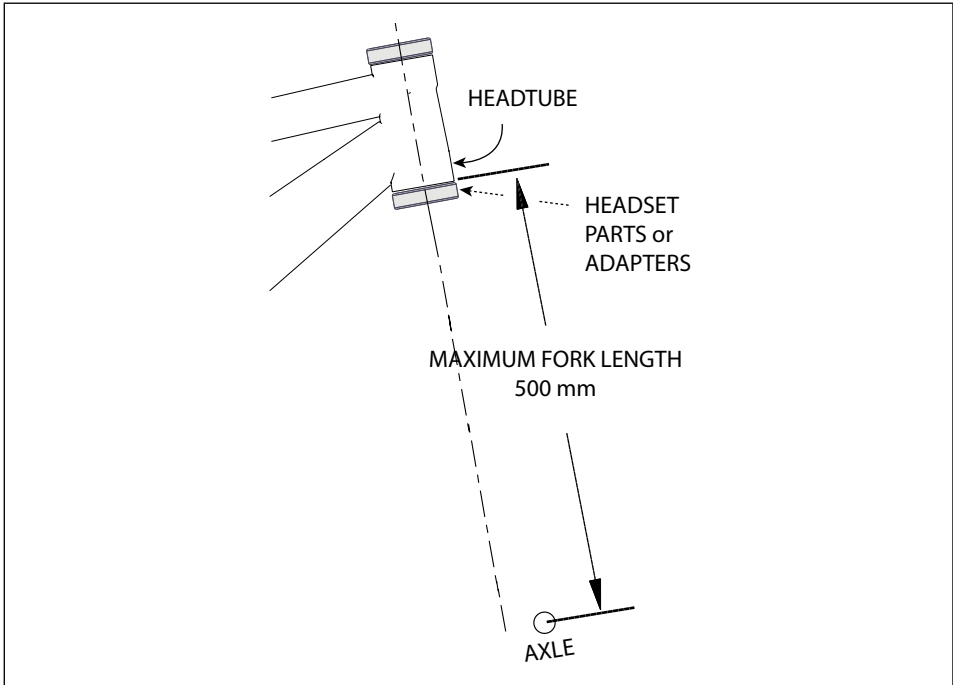
Take care that the tires you select are compatible with your bike’s fork or frame design. Also, be sure to follow the manufacturer’s recommendations of your front fork and rear shocks.

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 CANNONDALE 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.



Maximum Fork Length (500mm)

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 specifications section.

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!!

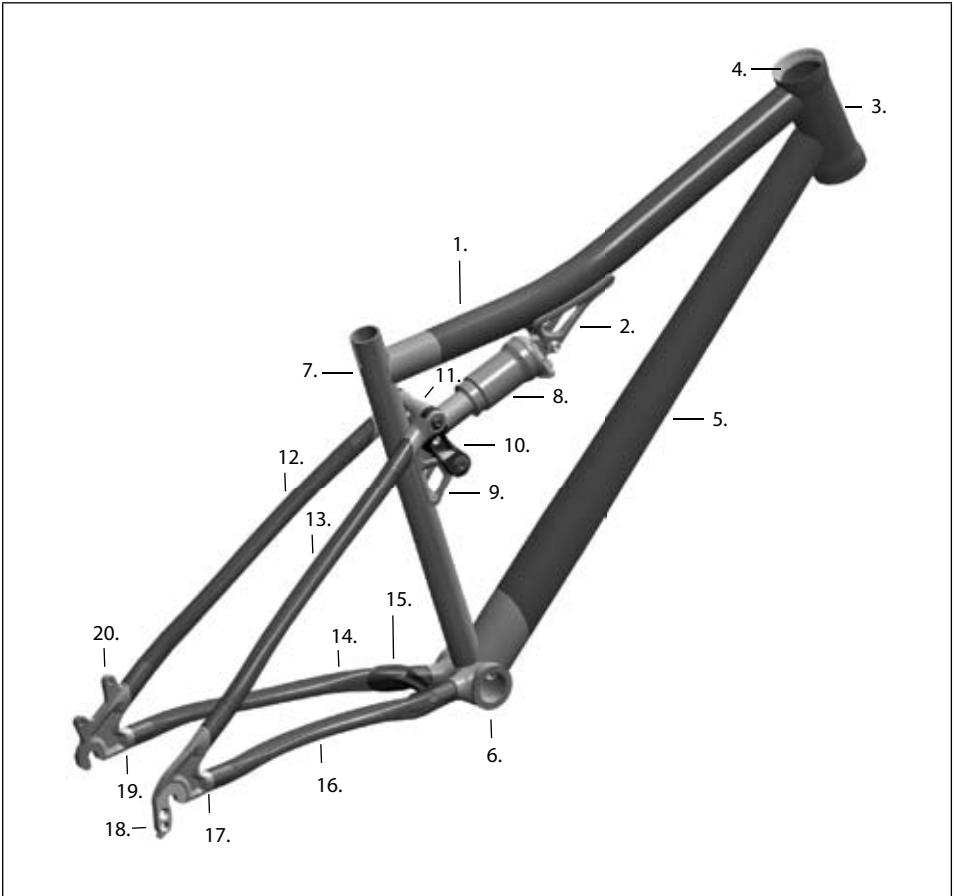
WARNING

DO NOT EXCEED MAXIMUM FORK LENGTH

Exceeding the MAXIMUM FORK LENGTH limit can overload the frame causing it to fail (break) while riding.

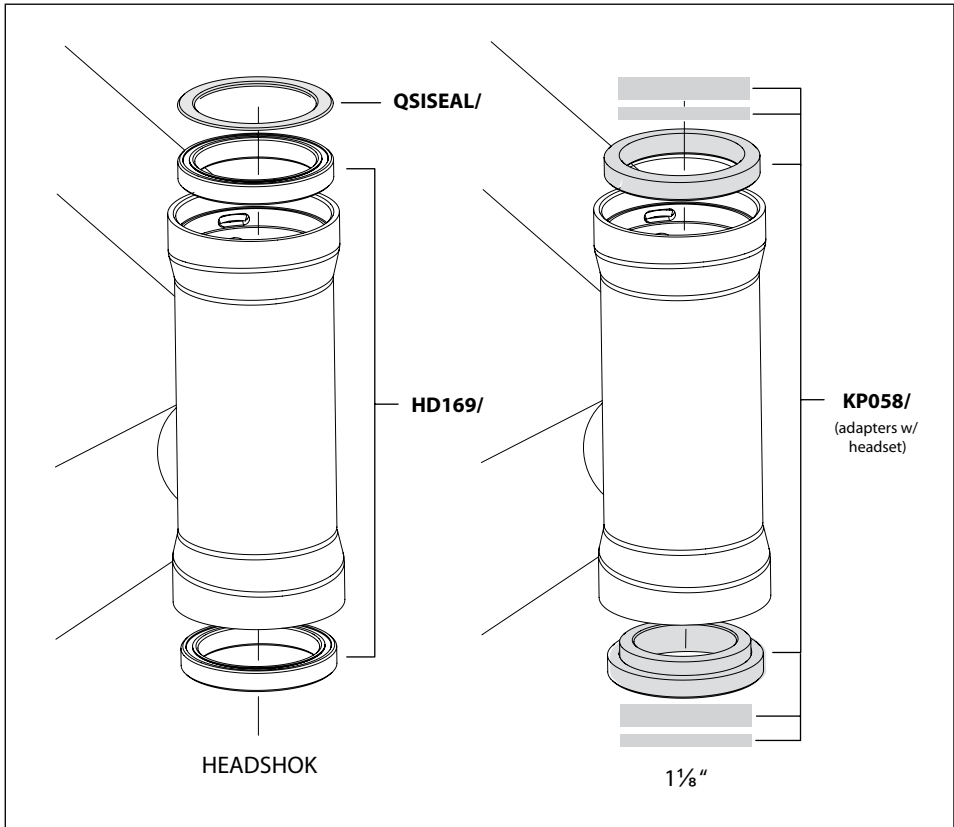
YOU CAN BE SEVERELY INJURED, PARALYZED OR KILLED IN AN ACCIDENT IF YOU IGNORE THIS WARNING.

FRAME INFORMATION



Identification

- 1. Top Tube
- 2. Top Tube Shock Mount
- 3. Head Tube
- 4. Integrated Bearing Cup
- 5. Downtube
- 6. Bottom Bracket Shell
- 7. Seat Tube
- 8. Rear Shock
- 9. Seat tube Shock Mount
- 10. Shock Link Assembly
- 11. Seat Stay Bridge
- 12. Left Seat Stay
- 13. Right Seat Stay
- 14. Left Chainstay
- 15. Chainstay Bridge
- 16. Right Chainstay
- 17. Right Dropout
- 18. Rear Derailleur Hanger
- 19. Left Dropout
- 20. Rear Disc Brake Mounting



Integrated Head Tube

In both alloy and carbon frame models, the SI bearing cups are intergrated within the head tube. In alloy frames, the cups are machined in the head tube. In carbon models, cups are permanently bonded into the head tube. Cannondale Headshok System Integration bearings are accepted directly into both type.

An adapter cup kit (KP058/) for 1 1/8" steering tubes and headsets is available (above right) for either frame type.

CAUTION

1. Do not face, surface, or cut the head tube bearing cups.
2. Please note that when removing bearings from bonded cups, 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.

SI BB30 Crankset Compatibility

The BB shell is compatible with the BB30 Standard. See <http://www.bb30standard.com/> For information see *SI Cranksets Owner's Manual Supplement*. See <http://www.cannondale.com/tech/>.

Bearing Maintenance

Shell bearings (KB6180/) are sealed cartridge type and do not require lubrication. Inspect bearing condition annually (at a minimum) and anytime the crankset assembly is disassembled or serviced. The bearings are a press fit within the shell. Old bearings should not be reinstalled if removed. Replace both bearings at the same time.

Replacements circlips (QC616/) are available if the circlips become damaged. The circlips can be lifted from the BB groove (inset) by lifting the hooked end with a thin blade screwdriver.

CAUTION

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.

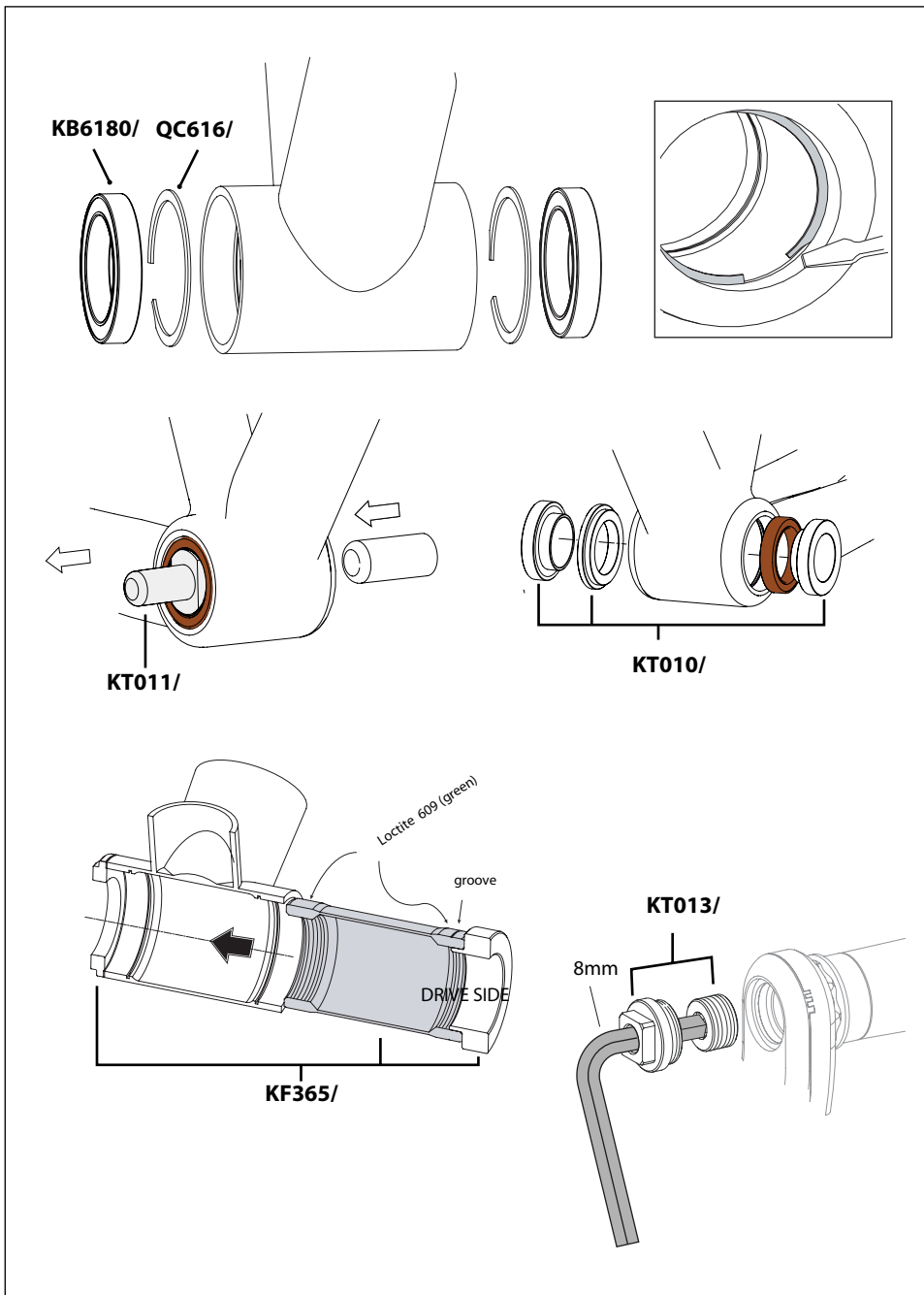
Cannondale SI BB30 Tools

KT011/ is a bearing removal tool. KT010/ is a set of bearing installation tools to be used with a standard headset press. KT013/ a two piece tool set required for removing SI Hollowgram alloy cranksets. For information see *SI Cranksets Owner's Manual Supplement*. See <http://www.cannondale.com/tech/>.

SI BB30-to-68mm Standard Adapter

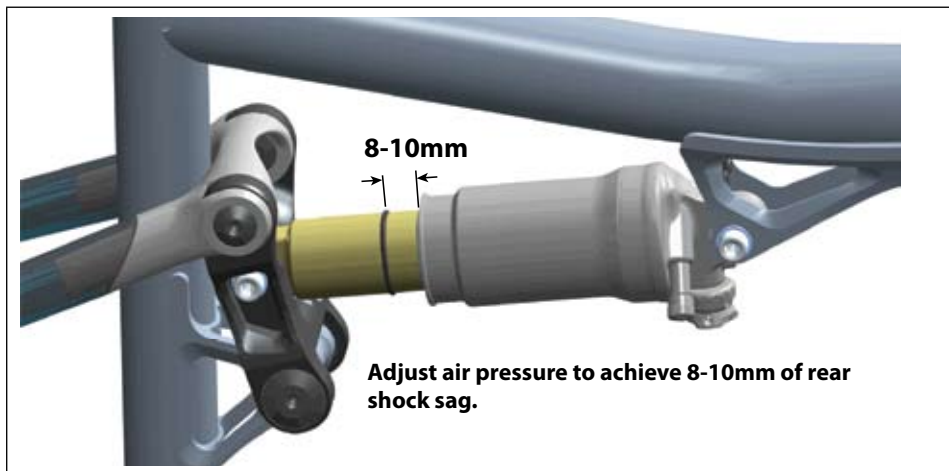
The adapter (Cannondale kit KF365/) converts the BB30 bottom bracket cranksets for use with 68mm bottom brackets.

The adapter IS NOT a repair part and will only work in undamaged frames in good condition. Improper installation or removal can result in damage and void applicable frame warranty.



Rear Shock

The Scalpel is a unique suspension design. The living hinge seat and chainstays work in conjunction with the rear shock and provide some of the spring rate. This integrated spring force results in riders requiring much less air pressure than normal. **The key is to set sag @ 8-10mm.** The effect of +/- 5 psi is much greater at these lower pressures. Percentage wise the difference between 50 and 55 on the new Scalpel is comparable to the difference between 150 and 160 on more traditional suspension designs. So, little changes mean a lot.

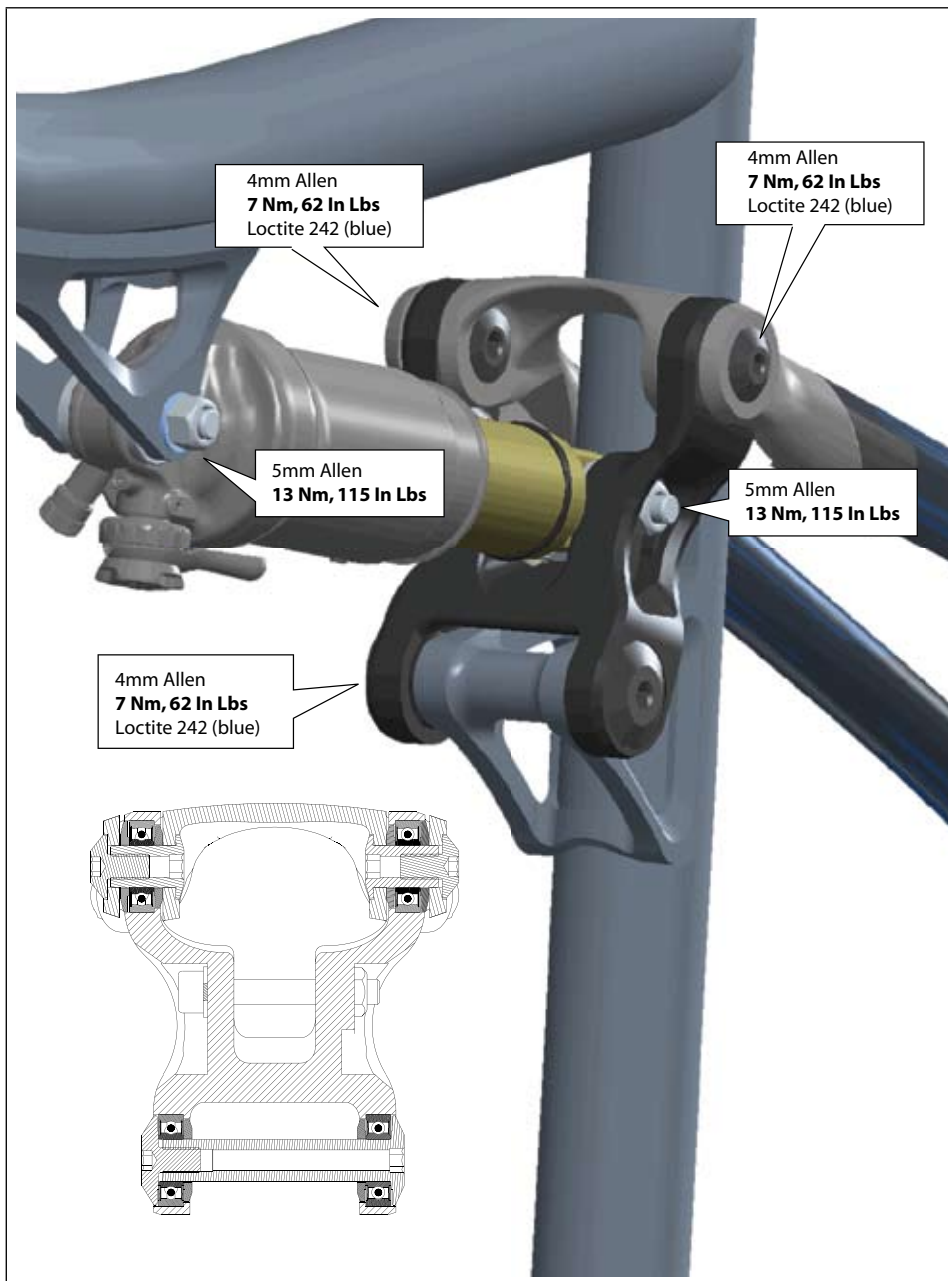


WARNING

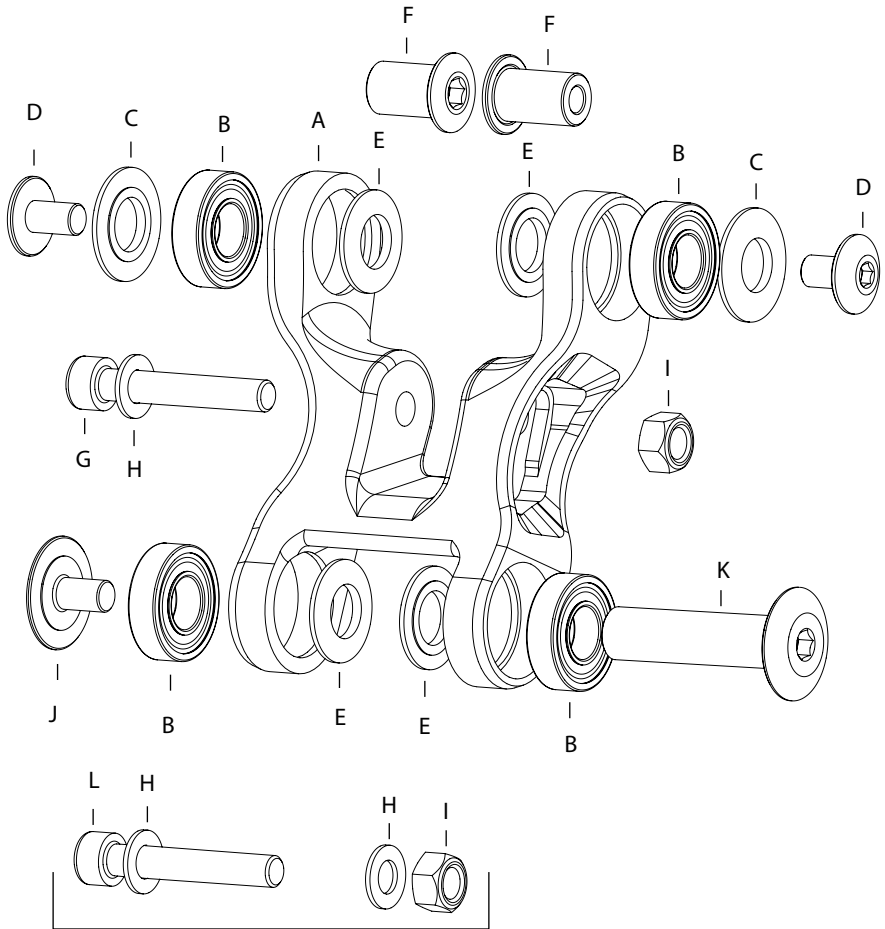
SELECT ONLY COMPATIBLE SHOCKS AND FORKS FOR YOUR BIKE. DO NOT MODIFY YOUR BIKE IN ANY WAY TO MOUNT ONE. HAVE YOUR SHOCK OR FORK INSTALLED BY A PROFESSIONAL BIKE MECHANIC

- 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.

Shock Link Tightening Torques

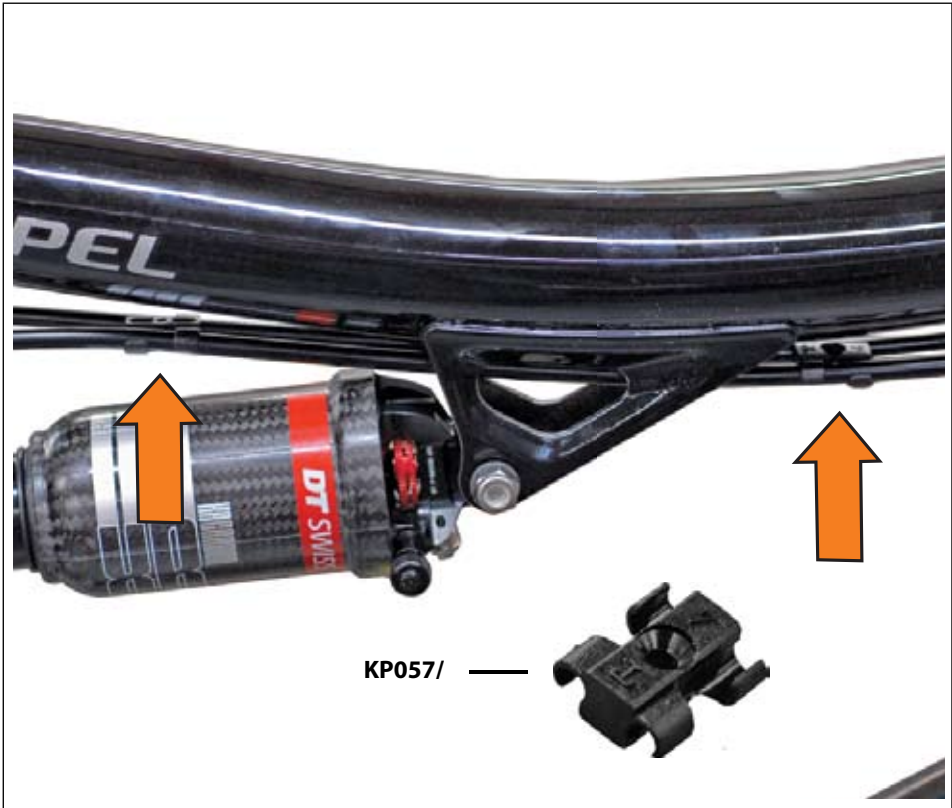


Shock Link Parts



FRONT SHOCK MOUNTING HARDWARE

ORDER	KIT	ITEM (QTY)
KP050/	SHOCK MOUNTING HARDWARE	G (1), L (1), I (2), H (3)
KP051/	SHOCK LINK ASSY W/O LINK	E (4), C (2), F (2), D (2), K (1), L (1), G (1), J (3), I (2), B (4)
KP052/	COMPLETE SHOCK LINK ASSY	A (1), E (4), C (2), F (2), D (2), K (1), J (1), L (1), G (1), H (3), I (2), B (4)



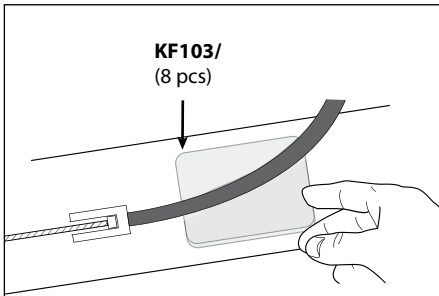
Cable Routing

Route rear brake line and rear derailleurs cable above the rear shock between the top tube mount as shown.

Locate guides KP057/ in the positions indicated as rear brake line and rear derailleurs cable pass through the through the shock mount.

Frame Guards

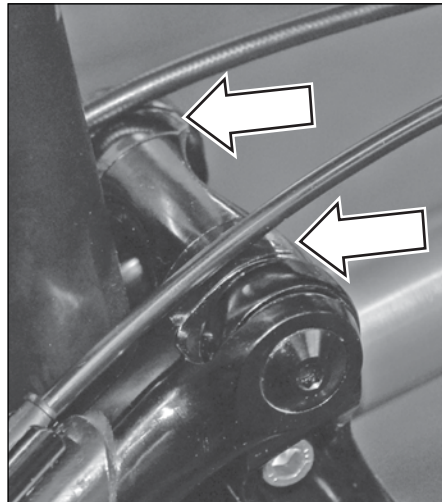
Normal line and cable movement against the frame can wear away painted finishes and decals. Overtime, cable rubbing can wear into the frame itself causing very serious frame damage.



To apply the guard material :

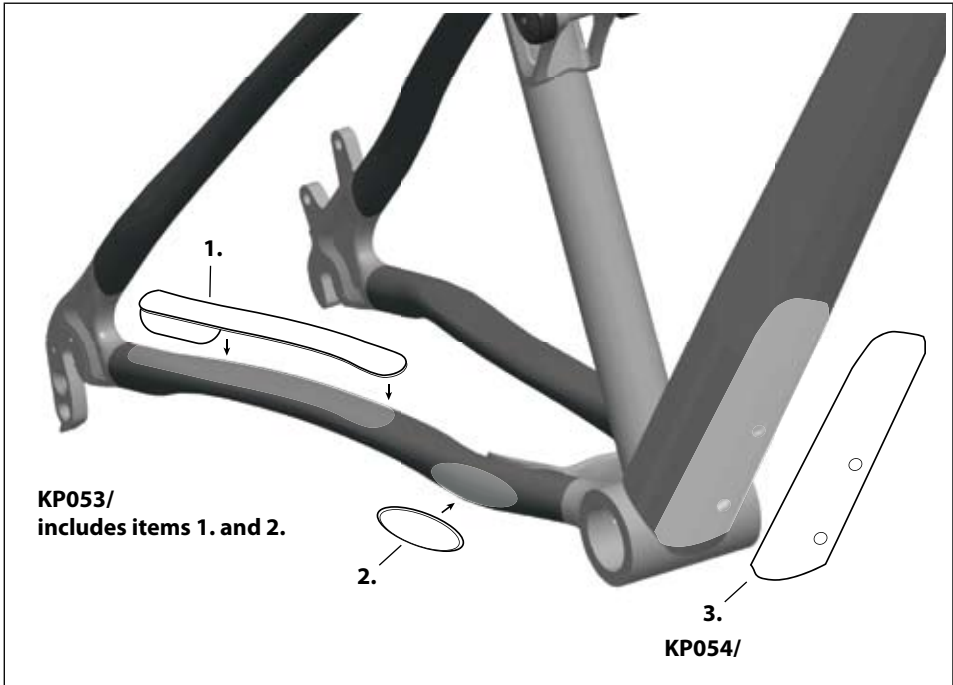
1. Clean the frame with a mild detergent and wipe dry with a clean towel. Do not use solvents or harsh chemicals to clean the frame. OPTIONAL: Trim the adhesive guard material to the shape required.
2. Remove the backing and position the guard under the cable/ line.
3. Rub the guard firmly against the 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.

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.



THIS PHOTO SHOWS A TYPICAL USE OF GUARD MATERIAL AT A CONTACT POINT.

Check over your bike after your first few rides. Apply the guard material where rubbing is found. When applied correctly, the guards material is good protection for your bike.



Right Chainstay Protector

The clear film adhesive chainstay protector (1) protects the right chainstay from contact with the chain. The protector is replaceable. Check the condition of the chainstay protector before each ride. Replace it if it is missing or damaged. You can order Cannondale kit KP053/ through your Cannondale Dealer.

Right Chainstay Plate

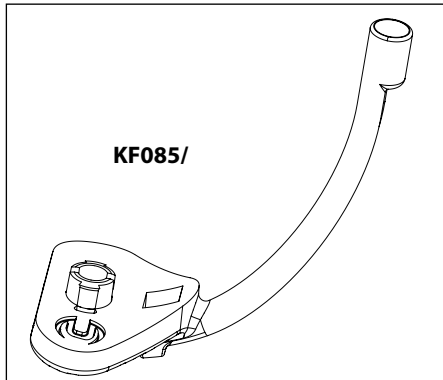
The chainstay plate (2) located on the right chainstay just behind the chainrings, protects the chainstay from damage in the event the chain is dropped from the chainring. The protector is replaceable. Contact your Cannondale Dealer for a replacement if it becomes missing or damaged.

Downtube Protector (Carbon Scalpel 100)

The clear film adhesive downtube protector (3) protects the downtube. It is replaceable. Replace it if it is missing or damaged. You can order Cannondale kit KP054/ through your Cannondale Dealer.

Front Derailleur Cable Guide

This snap in front derailleur cable guide is mounted under the bottom bracket shell.

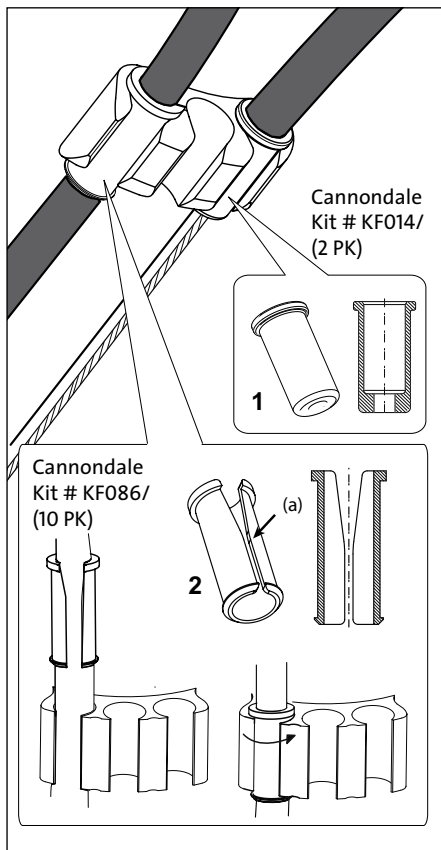


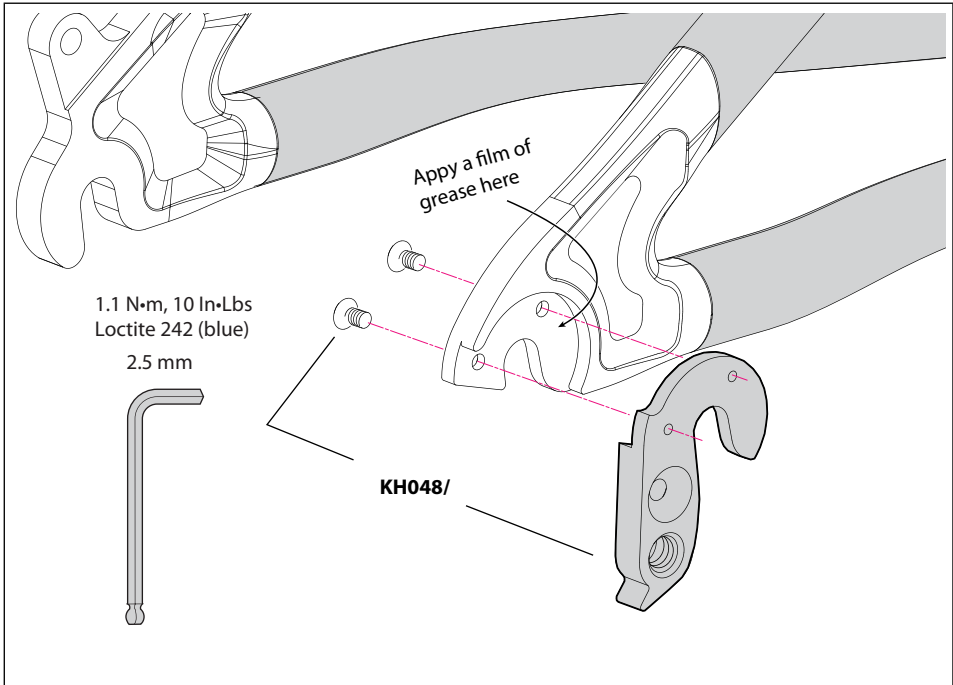
Guides And Cable Stops

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.





Rear Derailleur Hanger

Before re-installing (same or new): Clean dropout and inspect carefully for any cracks or damage. Clean surfaces and apply a light film of bike grease to the 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 grease and Loctite carefully. Do not contaminate the male or female bolt threads with grease which would cause the Loctite to be ineffective.

Check derailleur adjustment after replacement. Readjust wheel quick release so it is very tight. See PART I Section 4. A in your Cannondale Bicycle Owner’s Manual.

CAUTION

Do not use a derailleur hanger alignment tool to straighten.

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.

Schedule

WHAT TO DO	HOW OFTEN
CHECK FOR CABLE RUB, INSTALL PROTECTIVE GUARDS	AFTER FIRST RIDE
FRAME INSPECTION - 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> .	BEFORE AND AFTER EACH RIDE
CHECK TIGHTENING TORQUES - In addition to other component specific tightening torques for your bike, check items listed in tightening torques in this manual.	BEFORE EVERY RIDE
DISASSEMBLE, CLEAN, INSPECT, RE-GREASE, REPLACE WORN OR DAMAGED PARTS IN THE FOLLOWING ASSEMBLIES: • SHOCK LINK ASSY	IN WET, MUDDY, SANDY CONDITIONS EVERY 25 HRS. IN DRY, CONDITIONS EVERY 50 HRS.
FORK AND SHOCK - Please consult the manufacturer’s owner’s manual for maintenance information for your fork or rear shock.	



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.

Cleaning

USE ONLY A MILD SOAP AND WATER SOLUTION. Clean water and a common dish washing liquid will work best.

COVER SENSITIVE AREAS WITH A CLEAN PLASTIC BAG. Secured temporarily with a rubber band or masking tape, a bag can prevent water damage to various bike components (bearings, seals, fork / shock adjustment features).

SPRAY OFF BEFORE WIPING. To preserve the appearance of paint, finish, and decals, use an low pressure water hose to first 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.

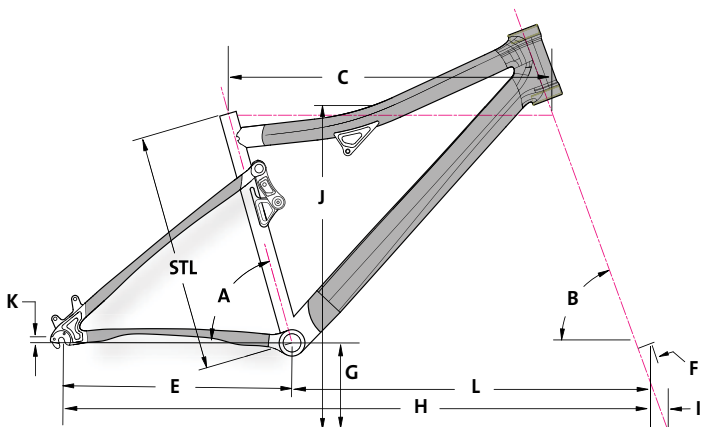
DO NOT use abrasive or harsh chemical cleaner/solvents which can damage the finish or attack and destroy both the outside and internal parts.

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

Tightening Torques

ITEM	N•m	In•Lbs	Loctite™
Rear Derailleur Hanger Bolt	1.1	10	242 (blue)
Rear Shock Mounting Bolts	13	115	
Shock Link Pivot Bolts	7	62	242 (blue)

GEOMETRY/SPECIFICATION



GEOMETRY		SCALPEL 100				SCALPEL 100 FÉMININE		
(cm / in)	SIZE	SMALL	MEDIUM	LARGE	X-LARGE	PETITE	SMALL	MEDIUM
SEAT TUBE LENGTH	STL	40.5/15.9	43.0/16.9	48.0/18.9	50.0/19.7	40.5/15.9	40.5/15.9	41.5/16.3
TOP TUBE HORIZONTAL	C	57.5/22.6	60.0/23.6	62.5/24.6	65.0/25.6	54.4/21.4	57.5/22.6	58.7/23.1
HEAD TUBE ANGLE	B	69.5°	69.5°	69.5°	69.5°	69.5°	69.5°	69.5°
SEAT TUBE ANGLE	A	74.0°	74.0°	74.0°	74.0°	74.0°	74.0°	74.0°
WHEEL BASE	H	107.9/42.5	110.6/43.5	113.5/44.7	116.2/45.7	104.8/41.3	107.9/42.5	109.2/43.0
FRONT CENTER DISTANCE	L	65.5/25.8	68.2/26.9	71.1/28.0	73.8/29.1	62.4/24.6	65.5/25.8	66.8/26.3
BOTTOM BRACKET DROP	K	0.5/0.2	0.5/0.2	0.5/0.2	0.5/0.2	0.5/0.2	0.5/0.2	0.5/0.2
FORK RAKE	F	4.5/1.8	4.5/1.8	4.5/1.8	4.5/1.8	4.5/1.8	4.5/1.8	4.5/1.8
CHAINSTAY LENGTH	E	42.4/16.7	42.4/16.7	42.4/16.7	42.4/16.7	42.4/16.7	42.4/16.7	42.4/16.7
FORK TRAIL	I	7.5/3.0	7.5/3.0	7.5/3.0	7.5/3.0	7.5/3.0	7.5/3.0	7.5/3.0
BOTTOM BRACKET HEIGHT	G	32.5/12.8	32.5/12.8	32.5/12.8	32.5/12.8	32.5/12.8	32.5/12.8	32.5/12.8
STANDOVER TOP TUBE MIDPOINT	J	75.6/29.8	75.5/29.7	74.2/29.2	74.2/29.2	75.1/29.6	75.6/29.8	75.5/29.7
REAR WHEEL TRAVEL		100mm	100mm	100mm	100mm	100mm	100mm	100mm

FRAME SPECIFICATION	
BOTTOM BRACKET SHELL WIDTH	BB30, 68mm
MAXIMUM FORK LENGTH	500mm
MAXIMUM TIRE WIDTH	2.1 in
SEAT POST DIAMETER	27.2mm
FRONT DERAILLUER	31.8mm
CHAINLINE	50mm
DROPOUT SPACING	135mm
REAR HUB SPACING	135mm
REAR HUB AXLE	QR
REAR BRAKE MOUNT	INTERNATIONAL STANDARD 6" ONLY
LEVERAGE RATIO	2.6:1, PROGRESSIVE

SHOCK SPECIFICATION	
SAG	8-10mm
STROKE	1.5 in, 3.8cm
EYE-TO EYE	6.5 in, 16.5cm
FRONT BUSHING WIDTH	19.05mm ± 0.15
REAR BUSHING WIDTH	19.05mm ± 0.15
MOUNTING BOLT DIAMETER	6mm

REPLACEMENT PARTS

ORDER	FRAME	
KP048/	KIT,DER.HANGER;SINGLE SIDED 3	
KP051/	KIT,LINK,HWARE,SCALPEL 100	
KP052/	KIT,LINK ASSY,SCALPEL 100	
KP053/	KIT,CH.STAY PROTECT-SCALPEL 100	
KP054/	KIT,GUARD,SCUFFGUARD,DOWNTUBE	
KF103/	KIT, GUARD,SCUFFGUARD-8PK	
KF014/	KIT,CABLE STOP INSERTS-2	
KF086/	KIT,GUIDES,HYDR.BRAK., 10PCS	
KF085/	KIT,GUIDES,BB CABLE,SINGLE	
QC841/BBQ	KIT,SEATBINDER,MTN,31.8,BLK	
KF012/	KIT,RIVNUTS,BAG OF 5	
KP002/	KIT,BADGE,HEADSHOK	
ORDER	HEADSET	
QSISEAL/	KIT,SEAL,UPPER BEARING,58MM OD	
HD169/	KIT,BEARINGS, HEADSET- 2	
KP058/	KIT,HEADSET,INT HEADSHOK TO 1 1/8"	
ORDER	SI BB30	
BOTTOM BRACKET		
QC616/	SI CIRCLIPS (QTY 2)	
KB6810/	SI BEARINGS (QTY 2)	
KP018/	SI CERAMIC BEARINGS (QTY 2)	
QC615/	SI BEARING SHIELD (QTY 2)	
KP023/	SI BEARING SHIELD SL (QTY 2)	
QC617/	SI SHIMS (QTY 5)	
QC618/	SI WAVE WASHER	
TOOLS		
KT010/	SI BEARING PRESS TOOL(USED WITH HEADSET PRESS)	
KT011/	SI BEARING REMOVAL TOOL	
KT012/	SI HOLLOWGRAM LOCKRING TOOL	
KT013/	SI HOLLOWGRAM CRANKARM EXTRACTION TOOL	
KF365/	SIBB/68 ADP.INSTALL	
QC787/	EXTRACT CAP TOOL FOR SI CARBON CRANKSETS	
KP009/	ADAPTER,SIBB TO 68MM TAP	

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

Record maintenance history, service, or set up information .

DATE	WORK PERFORMED