



WARNING

READ THIS SUPPLEMENT AND YOUR CANNONDALE BICYCLE OWNER'S MANUAL.
Both contain important safety information. Keep both for future reference.




OWNER'S MANUAL SUPPLEMENT

2011 JEKYLL, SCARLET
126560.PDF

cannondale

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

 WARNING	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.
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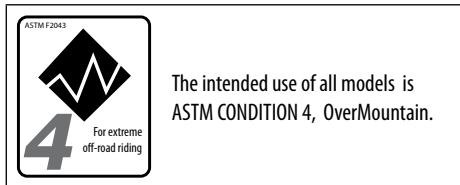
TIP	<i>A TIP provides helpful information.</i>
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This manual meets EN standards 14764, 14766, and 14781.

Vélo certifié conforme aux exigences du décret N 95-937 du 24 août 1995 norme NFR030

SAFETY INFORMATION

Intended Use



WARNINGS

UNDERSTAND YOUR BIKE AND ITS INTENDED USE. USING YOUR BIKE THE WRONG WAY IS DANGEROUS.

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

Important Composites Message

WARNINGS

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.

Inspection & Crash Damage Of Carbon Frames/Forks

WARNINGS

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.

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.

If you have an old unused seat post, use it instead of your regular post to mount your bike in a stand.

JEKYLL / SCARLET FRAMES

BallisTec Carbon Technology

Light, stiff and ultra-tough carbon fiber construction.

New, High-Strength, High-Impact Carbon construction. Ultra high-strength fibers developed by the Japanese Military for ballistic armor, and impact-resistant hot melt resins are used as the primary structural materials of the frame, while high modulus carbon fibers are used to strategically enhance stiffness. Lighter and stiffer than aluminum, stronger and more durable than steel, BallisTec carbon can shake off rock strikes and impacts that would cripple the competition and their carbon “shields”. In the illustration (above right), the darker (black) areas of the unpainted frame image indicate carbon materials. The lighter shaded areas indicate integration of alloy frame components.

SmartFormed Alloy

The alloy versions use SmartFormed, septuple-buttet, heat-treated 6000 series aluminum. The down tube alone has seven different wall thicknesses, created by butting the tube along its length, then mechanically shaping the tube, then hydro forming it into the final shape. Labor intensive and difficult, it shows Cannondale’s continued mastery of the aluminum arts. In the illustration (below right), the unpainted frame image indicates alloy carbon materials. The different shading represents the different alloy parts.

Identification

- | | | |
|------------------------|-----------------------------------|----------------------------------|
| 1. Top Tube | 9. DYAD RT2 Pull Shock | 17. Cable Housing Clamp |
| 2. Downtube (DT) | 10. Downtube Pivot | 18. Chain plate (carbon) |
| 3. Seat Tube | 11. Seat Stay Pivot | 19. Internal DT Routing (carbon) |
| 4. Integrated Headtube | 12. Main Pivot | 20. Bonded Bearing Cup (carbon) |
| 5. Seat Stay | 13. Front Derailleur Adapter (S3) | 21. Machined Bearing Cup (alloy) |
| 6. Chain Stay | 14. Rear Derailleur Hanger | 22. External DT Routing (alloy) |
| 7. Bottom Bracket | 15. Rear Brake Mounting Adapter | 23. X-12 Thru-Axle |
| 8. Shock Link | 16. Dropout Pivot | |

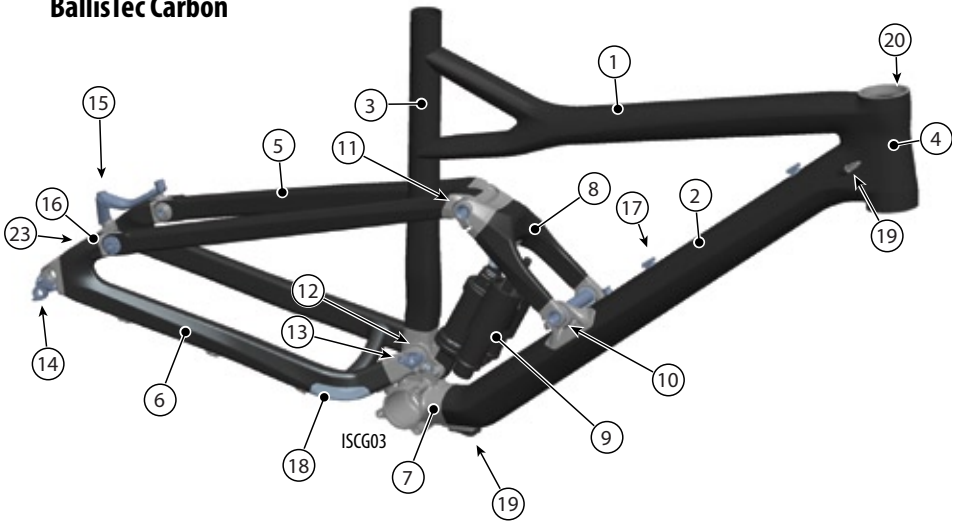
Integrated Headtube

Both frame types feature integrated Si bearing cups. In alloy frames, the cups are machined within the head tube. In carbon models, cups are bonded within the head tube. Cannondale Headshok System Integration bearings are accepted directly into both type. For 1.5” and 1 1/8” adapter headsets, see **Replacement Parts**.

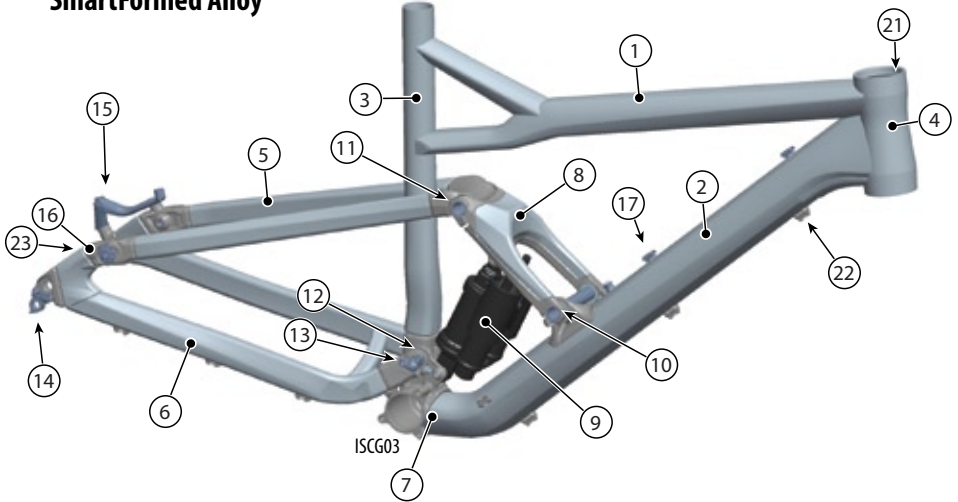
NOTICE

Do not face, surface, or cut the head tube bearing cups. When removing adapters, bearings, or cup from, extra care must be used so that the tool used to drive out the bearing is not located on any part a bonded cup.

BallisTec Carbon

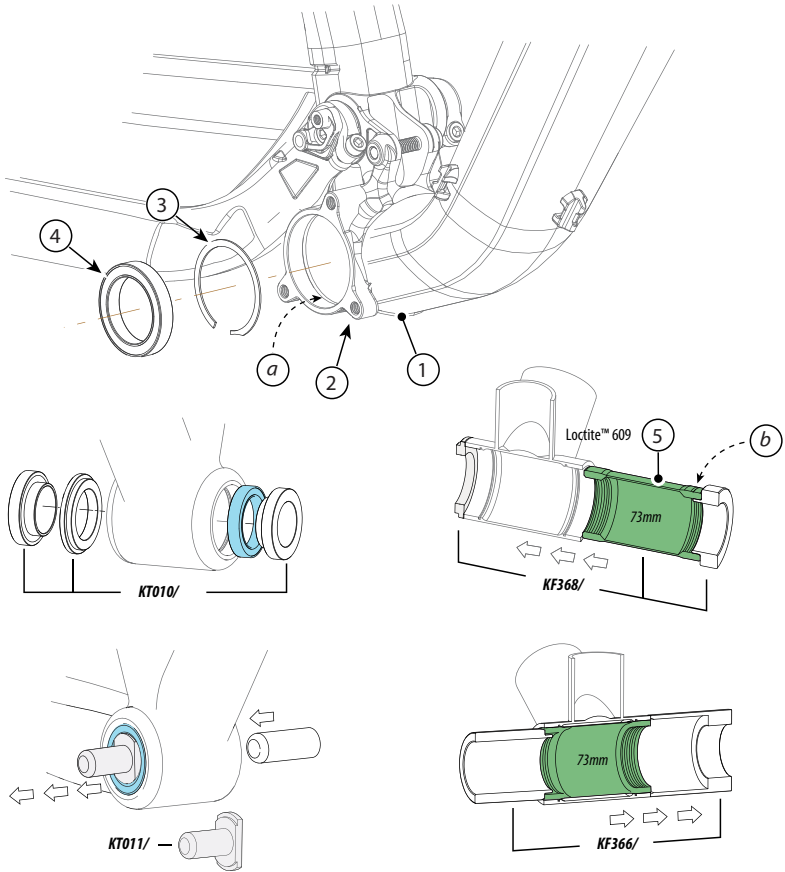


SmartFormed Alloy



BOTTOM BRACKET

The 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 cranksets.



Identification

- | | |
|-------------------------|------------------------------|
| 1. Bottom Bracket Shell | a. Bb Circlip Groove |
| 2. ISCG03 Mount | b. Adapter Drive-Side Groove |
| 3. Circlip | |
| 4. Bearing | |
| 5. 73mm Adapter | |

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

Bearing Removal/Installation (Professional Bike Mechanic Only)

Remove the old bearings with the bearing removal tool **KT011/**.

Reinstall bearings with a headset press and tool **KT010/**. Clean inside of shell apply a high-quality bicycle bearing grease to the inside surface. Press bearing one at a time. Press each bearing until seated against the circlip. Following installation, apply a light coating of a high-quality bicycle bearing grease to both sides of each bearing to help repel moisture.

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.*

Adapter Removal/Installation (Professional Bike Mechanic Only)

To install, first remove the bearings and circlips and clean the inside of the BB shell and adapter. Use a clean lint-free shop towel dampened with alcohol. Apply Loctite™ 609 carefully to the bearing seat positions to both shell and adapter. Install the adapter with a headset press and the installation tool **KF368/**. Adapter groove must be located on the BB drive side. Press until the groove side face is flush with the drive side face of 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>

To remove, use tool **KF366/** with a headset bearing press with tool arrangement as shown. 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. **For Loctite clean-up instructions:** <http://tds.loctite.com/>

NOTICE

BEARINGS - 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.

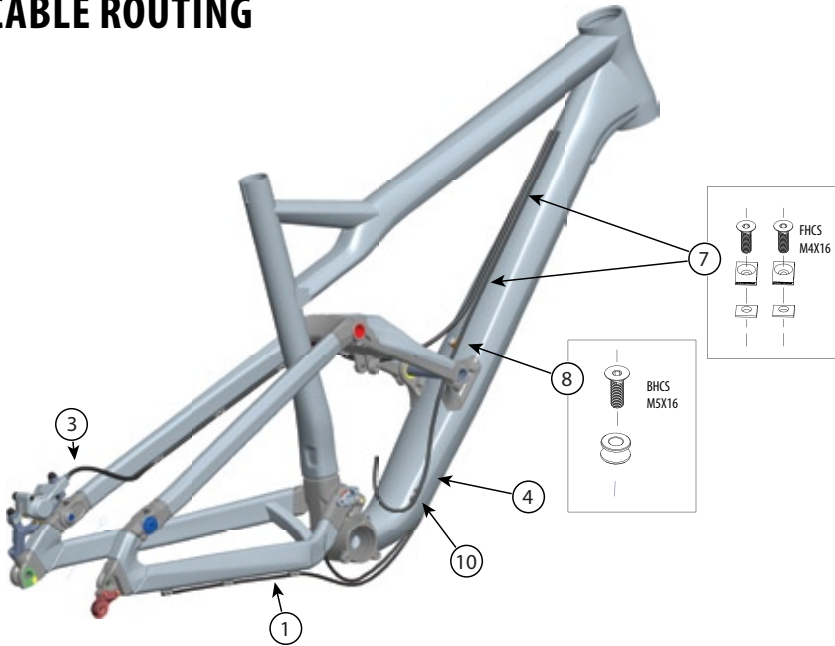
ADAPTERS - Use only adapters/tool recommended by Cannondale. Other available adapters /tools may cause damage. See Replacement Parts. An adapter isn't a "repair" part, so the BB shell must be in good condition. Repeated removal and reinstallation of an adapter, or improper tools can cause damage. Therefore it is not recommended.

Loctite 609 - 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.

Do not cut, face, or use abrasives to clean the inside if the BB shell.

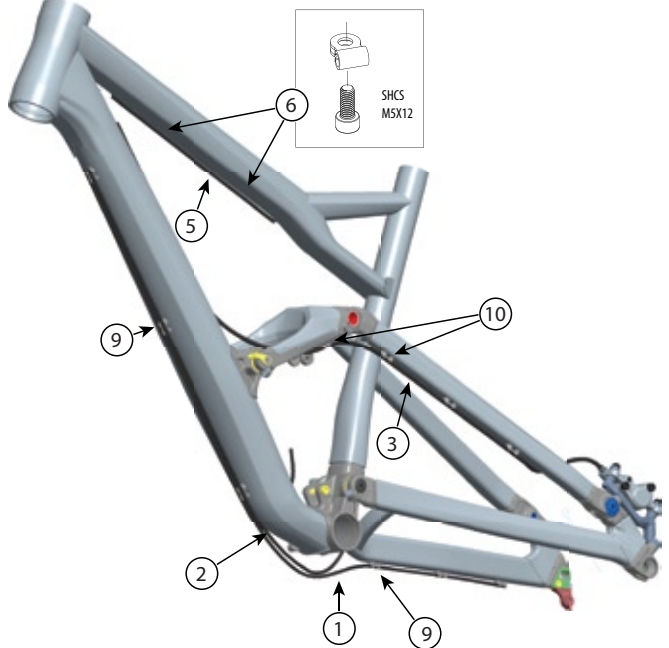
We strongly recommend that these procedures be performed by an Authorized Cannondale Dealer. Damage caused by improper installation/removal is not covered under your warranty.

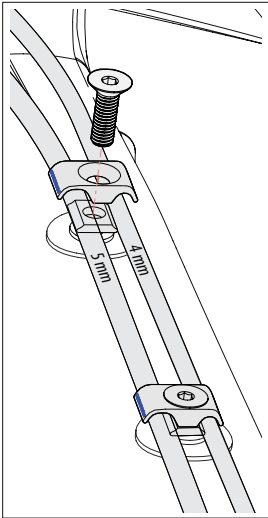
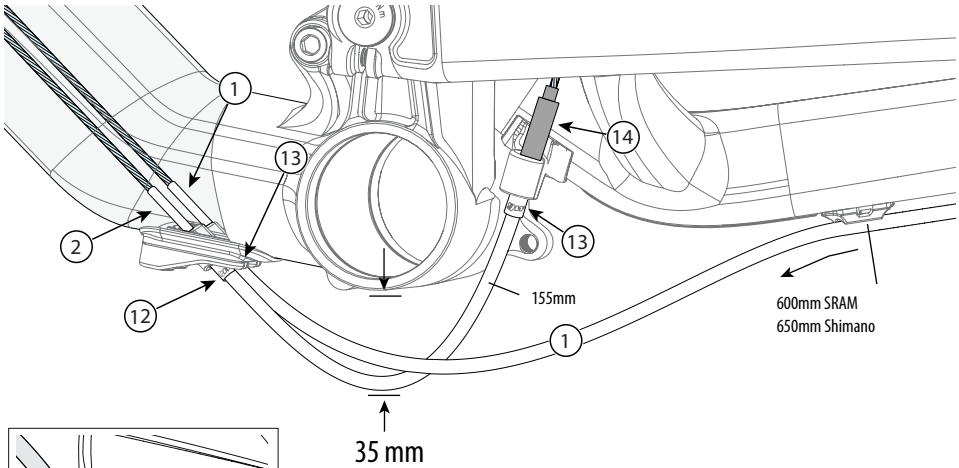
CABLE ROUTING



Identification

1. Rear Derailleur
2. Front Derailleur
3. Rear Brake
4. Shock Remote
5. Seat Post Remote
6. Top Tube Guide
7. DT Housing Clamp Guides
8. Water Bottle Washer
9. Dual Housing Guide (alloy)
10. Single Housing Guide
11. BB Cable Guides (carbon)
12. Nosed End Seal 5mm
13. Nosed End Seal 4 mm
14. Rubber End Seal





Note orientation of DT clamps.

Small plate should be positioned under the housing (parallel with lines) with the rounded sides up as shown. It is not side-specific, however.

NOTICE

Incorrect clamp placement can result in damage. Do not over-tighten the clamp bolts.



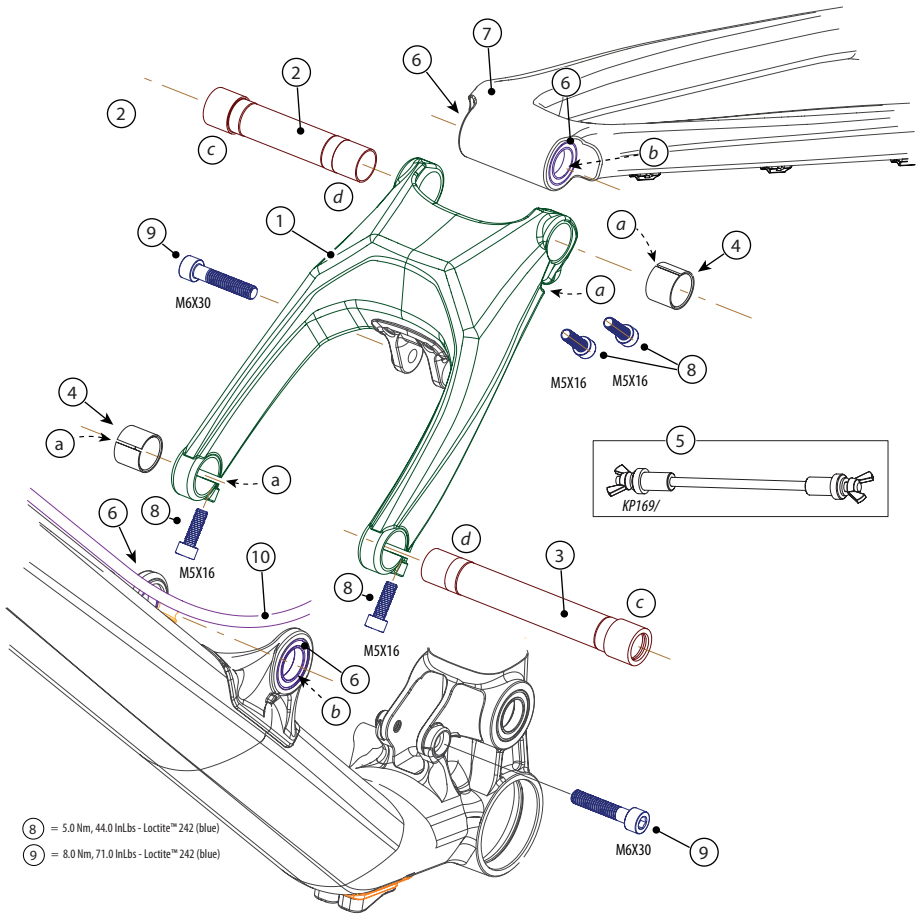
Check for sufficient housing cable loop. Its about 35mm as shown above. Inadequate loop can result in ghost shifting or housing ends pulling out of down tube when the bike is at full travel.

Its best to determine housing lengths with the shock out of the bike. That way you can move the swing arm through the travel and actually see what the cable housing is doing. It always looks like there is too much cable housing when set up properly.

Photo shows crossing housing to prevent the rear derailleur housing contacting the chainring. Or, a cable tie can be used.

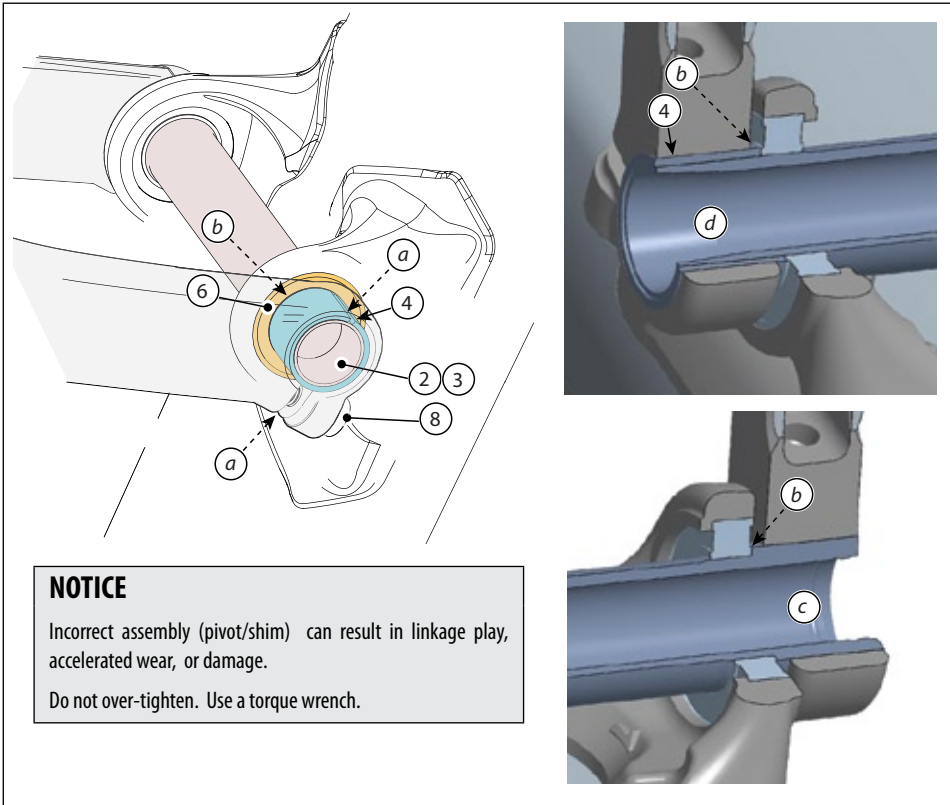
Be sure to install nose end seals and rubber seal at the housing ends as shown.

SHOCK LINK



Identification

- | | |
|---------------------------------|------------------------|
| 1. Shock Link | 8. Pinch bolts |
| 2. SS Lever Axle | 9. Shock Mounting Bolt |
| 3. DT Link Axle | 10. Rear Brake Line |
| 4. Main Shim | a. gap |
| 5. Link Tool (inc. KP169/) | b. bearing inner race |
| 6. Bearing (61802-2RS, 15X24X5) | c. large end |
| 7. Seat Stay | d. small end |



NOTICE

Incorrect assembly (pivot/shim) can result in linkage play, accelerated wear, or damage.

Do not over-tighten. Use a torque wrench.

Be sure to loosen the pinch bolts of link before assembly.

Before assembly, inspect all bearings for good condition. Replace if necessary.

Clean and apply Loctite 242 (blue) to the pinch bolt threads. Tighten to 5 Nm, 44 InLbs.

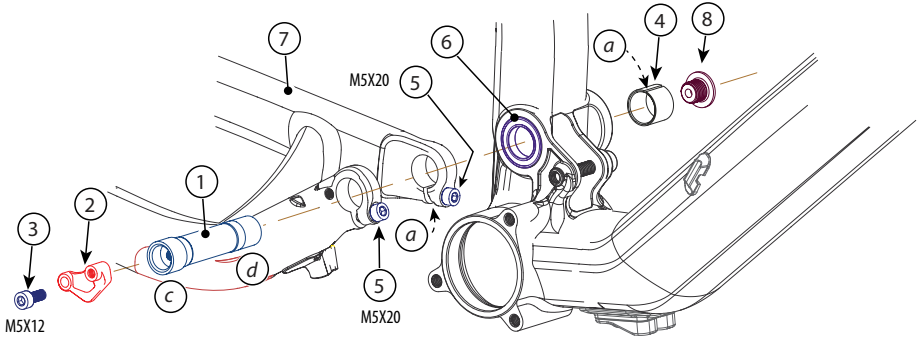
Clean and apply light grease to pivot axles and main shims.

Insert DT Link Axle and SS Lever axles from opposites side of the link as shown.

Use KP169/ tool to install pivot and main shim together. Make sure both are seated against bearing inner race before tightening pinch bolts. Adjust the pivots with the tool so the gap between bearing and link is the same on each side.

Route cables correctly around pivot. See **Cable Routing**.

MAIN PIVOT



Identification

- | | |
|---------------------------------|-----------------------|
| 1. Main Pivot Axle | 8. Pinch bolts |
| 2. FD Adapter (S3) | 9. Main Pivot Screw |
| 3. FD mount bolt | a. gap |
| 4. Main Shim | b. bearing inner race |
| 5. Pinch bolts | c. large end |
| 6. Bearing (61802-2RS, 15X24X5) | d. small end |
| 7. Chainstay | |

Always loosen the pinch bolts first.

Before assembly, inspect all bearings for good condition. Replace if necessary.

Always clean and apply Loctite 242 (blue) to the pinch bolt threads.

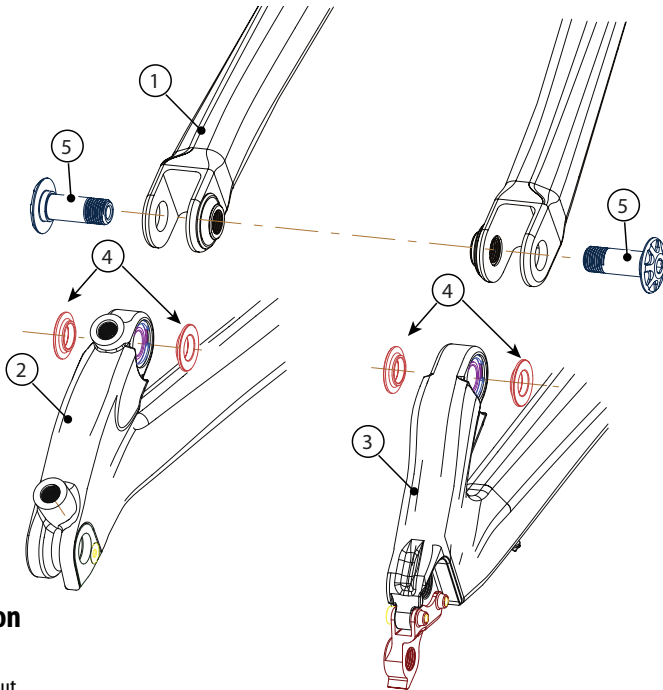
Always tighten with a torque wrench to 5 Nm, 44 InLbs.

NOTICE

Incorrect installation shims can result in play in the linkage and accelerate wear or damage.

Do not over-tighten the pinch bolts.

DROPOUT



Identification

1. Seat Stay
2. Left Dropout
3. Right Dropout
4. Pivot Spacers
5. Pivot Axle Bolts

Before attachment, inspect the bearings to make sure they are in good condition.

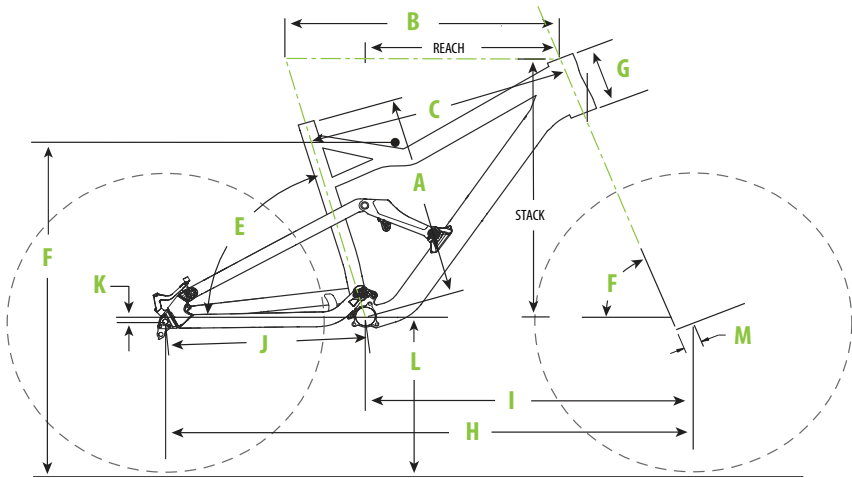
Check the seat stay. If the bearings are damaged, remove them and replace them with new ones.

Always insert small end of pivot spacers into the bearings. The flat side of the spacers face out.

Always insert a 5mm hex key completely into the axle bolts to prevent damage when turning the bolt.

Always tighten with a torque wrench to the specified torque.

GEOMETRY / SPECIFICATION



Geometry	JEKYLL				SCARLETT		
	SMALL	MEDIUM	LARGE	X-LARGE	PETITE	SMALL	MEDIUM
A Seat Tube Length (cm/in)	43.2/17.0	45.7/18.0	48.3/19.0	50.8/20.0	40.7/16.0	43.2/17.0	45.7/18.0
B Top Tube Horizontal (cm/in)	55.6/21.9	58.8/23.1	61.4/24.2	64.2/25.3	54.0/21.3	55.6/21.9	57.2/22.5
C Top Tube Actual (cm/in)	53.4/21.0	56.4/22.2	59.1/23.3	61.8/24.3	52.1/20.5	53.4/21.0	54.9/21.6
D Head Tube Angle	67.7°	67.8°	67.9°	68.0°	67.6°	67.7°	67.8°
E Seat Tube Angle Effective	73.6°	*	*	73.5°	73.7°	73.6°	*
F Standover (cm/in)	75.2/29.6	75.3/29.6	76.4/30.1	77.7/30.6	71.8/28.3	72.4/28.5	73.0/28.7
G Head Tube Length - (cm/in)	13.4/5.3	*	*	16.0/6.3	13.4/5.3	*	*
H Wheelbase (cm/in)	110.0/43.3	113.1/44.5	115.5/45.5	118.4/46.6	108.6/42.8	110.0/43.3	113.1/44.5
I Front Center (cm/in)	67.2/26.5	70.3/27.7	72.7/28.6	75.6/29.8	65.8/25.9	67.2/26.5	70.3/27.7
J Chain Stay Length (cm/in)	42.8/16.9	*	*	*	42.8/16.9	*	*
K Bottom Bracket Drop (cm/in)	1.2/0.5	*	*	*	1.2/0.5	*	*
L Bottom Bracket Height (cm/in)	35.0/13.8	*	*	*	35.0/13.8	*	*
M Fork Rake (cm/in)	4.0/1.6	*	*	*	4.0/1.6	*	*
N Trail (cm/in)	9.5/3.8	9.5/3.8	9.4/3.7	9.3/3.7	9.6/3.8	9.5/3.8	9.5/3.8
STACK (cm)	584.755	585.257	585.757	609.806	584.252	584.755	585.257
REACH (cm)	384.365	415.788	441.268	461.837	369.014	384.365	415.788

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/

Specifications

Frame Types	BallisTec Carbon or SmartFormed Alloy
Headtube	Integrated Si
Chainline	50 mm
BB Shell Width	BB30 73 mm
Rear Travel Modes (remote lever selectable)	FLOW - 90 mm ELEVATE - 150 mm
Rear Shock	FOX DYAD RT2 Pull Shock
Seat Post Diameter	Use a seat post with a 31.6 mm diameter only. Do not use other size seatposts. Do not use a seat post with a shim or adapter. Use carbon gel KF115 /when installing a seat post.
Front Derailleur	S3 Direct Mount, Bottom pull
Dropout Spacing	142mm (convertible to 135mm)
Rear Brake	Post Mount Adapters - 160/180/185/203



WARNING

Please read your *Cannondale Bicycle Owner's Manual* for more information on the following specifications:

Intended Use	ASTM Condition 4, All-Mountain OverMountain
Maximum Tire Width	2.5"
Maximum Fork Length	545 mm
Minimum Seat Post Insert	100 mm

Tightening Torques

Correct tightening torque for the fasteners (bolts, screws, nuts) on your bicycle is very important to your safety, 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!

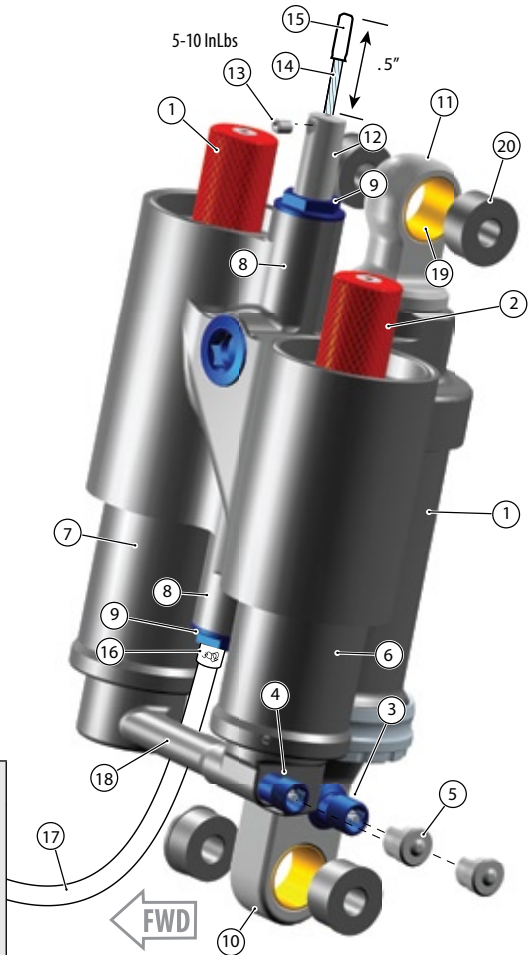
DESCRIPTION	Nm	In Lbs	Loctite™
Rear Brake Adapter (Maximum)	10.0	88.5	242 (blue)
Shock Mounting Bolts	8.0	71.0	
Dropout Pivot Axle Bolts	7.0	62.0	
Shock Link Pinch Bolts	5.0	44.0	
Main Pivot Pinch Bolts			
BB Cable Exit Guide Screws	2.5	22.0	
Rear Derailleur Hangar Screws			
Housing Guides (Maximum)	3.0	26.5	

FOX DYAD RT2 PULL SHOCK

The DYAD RT2 rear shock was engineered and manufactured by Fox Racing Shocks in collaboration with Cannondale. This supplement includes safety information, and instructions on how to set-up and operate the shock in the frame. For the manufacturer's specific maintenance and service instructions, you must go to the Fox Racing Shox original equipment (OE) custom products website. Go to http://www.foxracingshox.com/fox_tech_center/owners_manuals/09/custprod/index.html

Identification

1. ELEVATE - 150 mm Rebound
2. FLOW - 90 mm Rebound
3. Negative Air Valve
4. Positive Air Valve
5. Valve Cap
6. Long Travel Chamber
7. Short Travel Chamber
8. Spool Chamber
9. Spool Chamber End Caps
10. Fixed Eyelet
11. Shaft Eyelet
12. Cable Anchor
13. Cable Set Screw
14. Remote Lever Cable
15. Cable End Cap
16. Ferrule
17. Remote Lever Cable Housing
18. Bridge
19. Bushing
20. Reducer



NOTICE

Wash with soap and water only. Never use a high pressure washer to clean.

Mount shock as shown in photo, next page. Do not mount shock in a different position. Severe damage to the frame, link, or shock can result.

Maintenance & Service Information

WARNINGS

HIGH-PRESSURE HAZARD - Do not open, disassemble, modify, or attempt to perform internal service to the shock. The DYAD RT2 shock is not user serviceable. Never attempt to remove the spool chamber end caps for any reason! Attempting to perform any mechanical service procedure on this shock can potentially result in serious injury or death. Remote lever cable installation must be performed by a professional bike mechanic.

All service and repair must only be performed by FOX Racing Shox or an FOX Authorized Service Center.

For more information contact: <http://www.foxracingshox.com/fox/contact>

Frame Installation

Please note that the DYAD RT2 is to be mounted only in the frame in the position shown below.

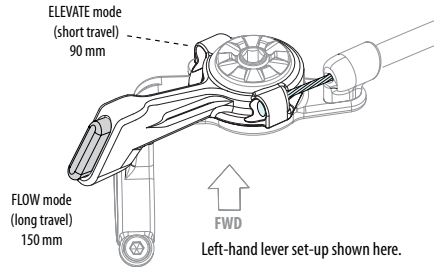


Pre-Ride Checks

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag. Inspect the entire exterior of the shock. **DO NOT RIDE THE SHOCK IF YOU FIND DAMAGE.** Please contact FOX Racing Shox for further inspection and repair.
2. Set Sag. See **Setting Sag**.
3. Set Rebound. See **Setting Rebound**.

Setting Sag:


1. **Set shock to the FLOW - 150 mm (long travel) mode with the remote lever.** In this mode, the sag you set will be 100%. When the DYAD RT2 is switched to the ELEVATE - 90mm mode, the sag is automatically reduced to 60%.




2. **Remove  negative air valve cap.**

Connect the pump (Cannondale 1MP01/SLV) to the negative air pressure valve, press and hold the release button to release all air pressure.
Replace the valve cap.



4. **Remove  positive air valve cap. Attach the pump to positive air valve.**
Set positive air pressure for your weight according to the **DYAD RT2 Recommended Air Pressure** table.
Replace the valve cap.



5. **Again, attach pump to  negative air chamber valve and set negative air pressure for same weight.** Replace the valve cap.

After setting sag, you find that you want more or less sag, choose the next lighter or heavier rider weight range from the table. Repeat steps 1-5 again.



Recommended Air Pressure

DYAD RT2 shock sag best performance range is 33%-40% of total travel. The table below contains values for this target range. After setting sag, you find that you want more or less sag, choose the next lighter or heavier rider weight range from the table. Repeat Sag Setting steps 1-5 again.

TOTAL RIDER WEIGHT		AIR PRESSURE			
		⊕ POSITIVE AIR VALVE		⊖ NEGATIVE AIR VALVE	
<i>lbs</i>	<i>kg</i>	<i>psi</i>	<i>bar</i>	<i>psi</i>	<i>bar</i>
100 - 109	45 - 49	188	13.0	159.0	11.0
110 - 119	50 - 54	207	14.3	175	12.0
120 - 129	54 - 59	226	15.6	191	13.1
130 - 139	59 - 63	245	16.9	206	14.2
140 - 149	64 - 68	264	18.2	222	15.3
150 - 159	68 - 72	282	19.5	238	16.4
160 - 169	73 - 77	301	20.8	254	17.5
170 - 179	77 - 81	320	22.1	270	18.6
180 - 189	82 - 86	339	23.4	286	19.7
190 - 199	86 - 90	358	24.7	302	20.8
200 - 209	91 - 95	376	26.0	318	21.9
210 - 219	95 - 99	395	27.3	334	23.0
220 - 229	100 - 104	414	28.6	349	24.1
230 - 239	104 - 108	433	29.8	365	25.2
240 - 249	109 - 113	450	31.1	381	26.3
LOW PRESSURE LIMITS:		100	6.9	0	0
HIGH PRESSURE LIMITS:		450	31.1	400	27.6

NOTICE

TO PREVENT DAMAGE TO THE SHOCK: 1. Follow the setting sag step in order. 2. Follow/maintain high and low pressure limits. 3. Make sure the suspension pump and DYAD RT2 valves are clean before attachment.



WARNINGS

USE ONLY HIGH-PRESSURE AIR PUMP - CANNONDALE - 1MP01/SLV TO SET OR READ PRESSURE Use of an incompatible pump (one not designed for the high pressure range of the shock), can result serious personal injury or result in an improper pressure setting or reading which can contribute to a loss of rider control and accident.

Disconnecting the pump results in very small pressure loss. To determine actual loss for your pump, set pressure, disconnect and reconnect. You can compensate by adding the loss to the table values.

Setting Rebound

Rebound controls the rate at which your rear wheel returns after it has been compressed. The proper rebound setting is of personal preference, and varies with rider weight, riding style and conditions. A basic rule of thumb is to set rebound to be as quick as possible, without kicking back and pushing you off the saddle.

To set rebound :

1. The rebound circuits work independently. Make sure the remote travel lever is set to the travel mode you're setting. See Setting Travel..
2. Turn the selected rebound knob clockwise until it stops. Turn it counter-clockwise; counting each click. A good starting point to begin adjustments is 7 clicks out from closed. Each rebound dial has about 13 clicks of adjustment range.

ELEVATE 90 mm



FLOW 150 mm



NOTICE

Do not force rebound dial past stop point.



WARNING

KEEP HANDS AND FINGERS AWAY FROM MOVING LINKAGE. Make adjustments when you are off the saddle, not riding or sitting on bike. Attempting to adjust rebound while sitting or riding in motion on your bicycle can lead to a serious hand/finger injury or a loss of rider control, which can result in serious injury or death.

Setting Travel

The DYAD RT2 has two travel modes, activated by the remote handlebar-mounted lever. Switching between the modes changes the bike's sag and BB height, offering a higher BB and steeper angles for climbing, or a lower BB and slacker angles for descending, keeping the rider in the proper position for the terrain. It is fundamentally like having two different bikes available to you at the flick of a switch.

To operate remote lever :

Push the lever forward until it clicks into place in the ELEVATE 90 mm position.

Press the lever button to release the lever and allow cable tension to return the lever to the FLOW 150 mm position.

ELEVATE 90 mm



A (short travel) mode with low volume air shock for providing a firm, progressive spring rate, XC type damping circuits for trail riding, rolling terrain, and climbing performance.

Spring Rate is Steeper

Sag is cut to 60%

BB is higher / Steep Geometry

FLOW 150 mm



DYAD RT2's L.A.S. (linear airspring technology) provides a spring rate that is virtually identical to a coil spring and mates it with speed sensitive DH style damping circuits tuned for maximum descending performance.

Spring rate is softer.

Sag is 100%


BB is lower / Stable Geometry

Remote Cable Installation

Attach remote cable with shock unmounted from frame.

1. Place bike in a work stand with the rear wheel supported so the linkage does not move and the shock can be positioned and reconnected.
2. Determine cable housing length. Allow sufficient slack for proper shock operation and full handlebar steering rotation. Too much housing can interfere with moving frame parts.
3. Install ferrules at both ends of the cable housing.
4. Set lever to FLOW - 150mm mode. Insert a new derailleur cable (1.2 mm) into lever, housing end through to the shock end.
5. Feed housing/cable under shock bridge, and into the bottom of the shock spool chamber, and out the shock cable anchor. Make sure that you have a new or cleanly snipped cable, or the anchor set screw is backed out far enough. Otherwise, you may have difficulty feeding the cable through the spool chamber and past the anchor set screw.



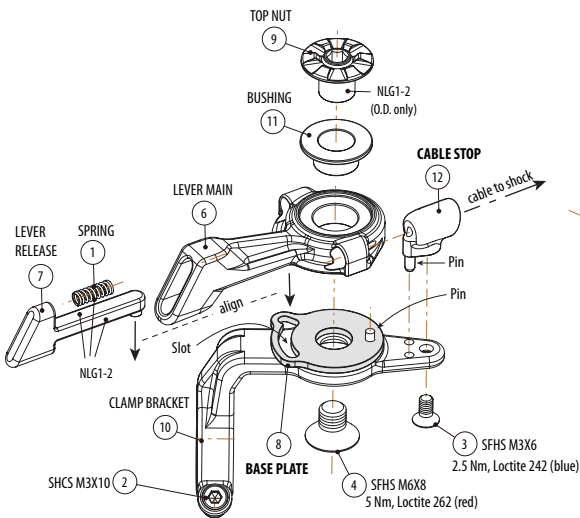
 **WARNING**

HIGH PRESSURE HAZARD - Do not remove the spool chamber end caps for any reason! Very high-pressure can propel the end caps with extreme force and velocity, potentially resulting in serious injury or death.

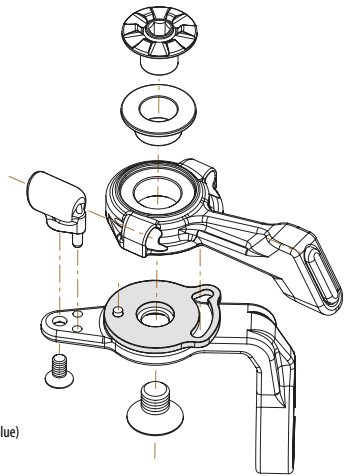
6. Pulling the cable taut, tighten the cable anchor 1.5mm set screw firmly (5-10 in-lb torque).
7. Snip the cable 0.5" above the cable anchor, and cap it.



8. Install the Dyad RT2 back into the bicycle frame.
Clean the mounting bolt threads, apply Loctite 242 (blue) and tighten to 8.0 Nm, 71 InLbs.
9. Secure the housing to the DT frame guide.
10. Test the lever for normal operation between the 150mm and 90mm travel modes.



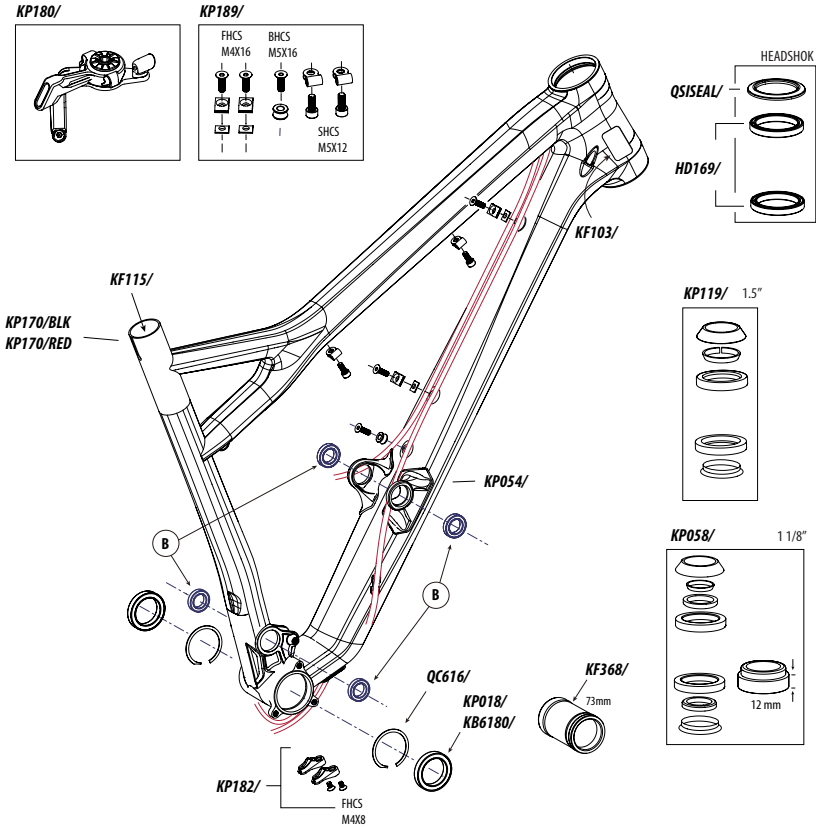
LEFT HANDLEBAR



RIGHT HANDLEBAR

REPLACEMENT PARTS

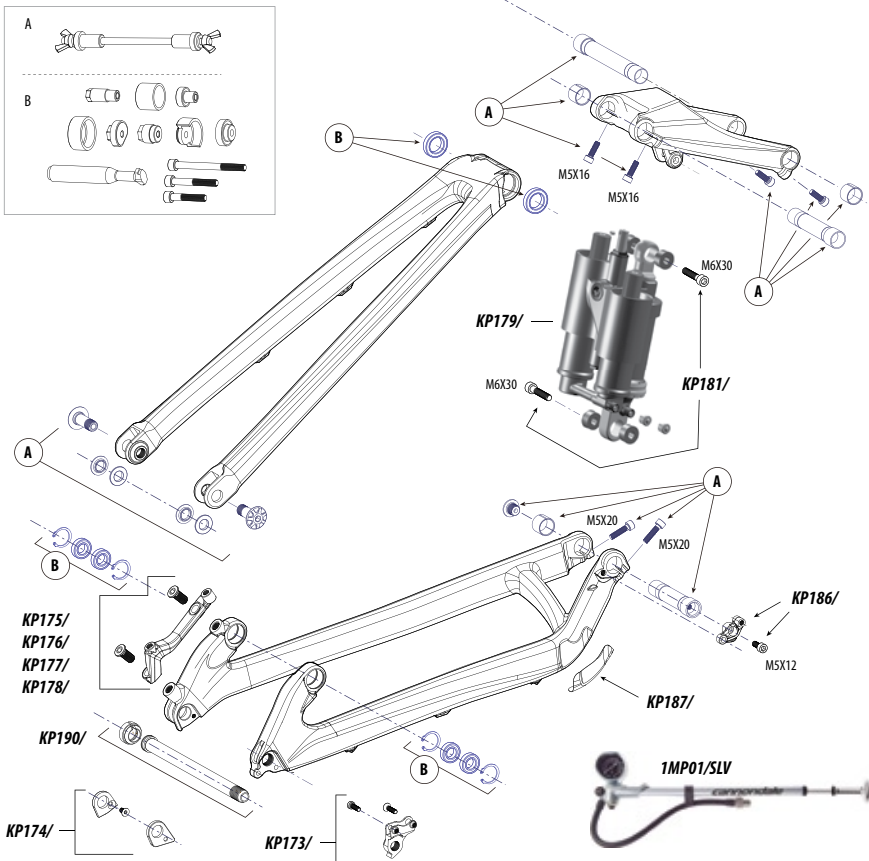
The following replacement part kits are available through a Cannondale Dealer:



NO. (QTY)	KIT	DESCRIPTION
	KF115/	KIT,GEL,DYNAMIC,CARBN
	KP170/BLK	KIT,SEATBINDER,MTN QR,34.9,BLK
	KP170/RED	KIT,SEATBINDER,MTN QR,34.9,RED
	KP182/	KIT,BB CABLEGUIDE,F+R,JEKYLL
	KP183/	KIT,ZIP TIES, CABLEGUIDE /25
	KP189/	KIT,GUIDE,HOUSING,BOLT-ON 3
	KP054/	KIT,GUARD,SCUFFGUARD, DWN TBE
	KF103/	KIT,GUARD,SCUFFGUARD-8PK
	KP180/	KIT,LEVER,TRAVEL ADJUST

NO. (QTY)	KIT	DESCRIPTION
	QSISEAL/	KIT,SEAL,UPPER BEARING,58MM OD
	HD169/	KIT,BEARINGS, HEADSET- 2, HSHOK
	KP058/	KIT,HEADSET,INT HSHOK TO 1 1/8"
	KP119/	KIT,HEADSET,INT HSHOK TO 1.5
	KP018/	KIT,BEARING,BB-SI,CERAMIC,2PCS
	KB6180/	KIT,BEARING,BB-SI,2PCS
	QC616/	KIT,CIRCLIPS (2) BB-SI
	KP010/	KIT,ADAPTER,SIBB TO 73MM TAP
	KF368/	KIT,TOOL,SIBB/73 ADP.INSTALL
	KF366/	KIT,TOOL,SIBB ADPAPTER EXTRACT

KP169/



NO. (QTY)	KIT	DESCRIPTION
	KP173/	KIT,DER.HANGER,SI12
	KP174/	KIT,SPACER,SI12,142 TO 135MM
	KP175	KIT,ADAPTER,SI12 PM/160
	KP176	KIT,ADAPTER,SI12 PM/180
	KP177	KIT,ADAPTER,SI12 PM/185
	KP178/	KIT,ADAPTER,SI12 PM/203
	KP179/	KIT,SHOCK,JEKYLL DYAD RT2
	1MP01/SLV	KIT,PUMP,HP DYAD RT2

NO. (QTY)	KIT	DESCRIPTION
A	KP184/BLK	KIT,LINK,HWARE,JEKYLL
	KP184/RED	
B	KP185/	KIT,BEARINGS,PIVOT,JEKYLL
	KP186/	KIT,SPACER,F.DER,JEKYLL
	KP187/	KIT,CH.STAY PROTECT-JEKYLL
	KP190/	KIT,AXLE,SYNTACE,X12,142X12MM
	KP169/	KIT,TOOL,JEKYLL PIVOT
	KP181/	KIT,SHOCK MOUNT WARE,JEKYLL

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.

ITEM	FREQUENCY
<p>HOUSING AND CABLES - Your bike has been supplied with small adhesive frame protectors. Place this material on the 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.</p> <p>NOTE: <i>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>BEFORE FIRST RIDE</p>
<p>DAMAGE INSPECTION Clean and visually inspect entire bike frame/swingarm/linkage assembly for cracks or damage. See "Inspect For Safety" in your Cannondale Bicycle Owner's Manual.</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>CHAIN PLATE - Replace this protector if it becomes damaged. See Replacement Parts, KP187/.</p>	
<p>INSPECT BEARINGS, REPLACE WORN OR DAMAGED PARTS :</p> <ul style="list-style-type: none"> • SHOCK LINK ASSEMBLY • SEAT STAY • DROPOUT PIVOT • CHAIN STAY • FRAME 	<p>IN WET, MUDDY, SANDY CONDITIONS EVERY 25 HRS.</p> <p>IN DRY, CONDITIONS EVERY 50 HRS.</p>
<p>FORK - Please consult the manufacturer's owner's manual for maintenance information for your fork .</p>	
<p>DYAD RT2 Rear Pull Shock - See page 14.</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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