Warning! Read this supplement and your Cannondale bicycle owner’s manual. Both contain important safety information. Keep both for future reference.
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 inside cover of this supplement.

You can download Adobe Acrobat PDF versions of any Cannondale Owner’s Manuals or Supplements from our website: http://www.cannondale.com/

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/

EXPLICIT DEFINITIONS

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.

**NOTICE**

Unauthorized service, maintenance, or repair parts can result in serious damage and void your warranty.

The intended use of all models is ASTM CONDITION 4, OverMountain.

YOUR CANNONDALE DEALER

To make sure your bike is serviced and maintained correctly, and that you protect applicable warranties, please coordinate all service and maintenance through your authorized Cannondale Dealer.

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Contents
WARNING

Your bike (frame and components) is made from composite materials also known as "carbon fiber."

All riders must understand a fundamental reality of composites: Composite materials constructed of carbon fibers are strong and light, but when crashed or overloaded, carbon fibers do not bend, they break.

For your safety, as you own and use the bike, you must follow proper service, maintenance, and inspection of all the composites (frame, stem, fork, handlebar, seat post, etc.) Ask your Cannondale Dealer for help.

We urge you to read PART II, Section D. "Inspect For Safety" in your Cannondale Bicycle Owner’s Manual BEFORE you ride.

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

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.

---

TRIGGER 29 130MM GEOMETRY

<table>
<thead>
<tr>
<th>Size</th>
<th>SM</th>
<th>MD</th>
<th>L</th>
<th>XL</th>
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<tbody>
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</table>
**SPECIFICATIONS**

- **Rear Travel Modes**
  - TRIGGER 29 - FLOW - 80 mm, ELEVATE - 130 mm
  - TRIGGER 27.5 - FLOW - 85 mm, ELEVATE - 140 mm

- **Chainline**
  - 50 mm

- **BB Shell/Width**
  - CARB - PF30/73mm | ALLOY - BB30 73 mm

- **Seat Post Diameter**
  - 31.6mm

- **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**
  - TRIGGER 29 29 X 2.35 in
  - TRIGGER 27.5 - 27.5 X 2.5 In

- **Maximum Fork Length**
  - TRIGGER 29 - 575mm | TRIGGER 27.5 - 545 mm

- **Minimum Seat Post Insert**
  - 100 mm

- **Maximum Weight Limit (Lbs/Kg)**
  - RIDER | LUGGAGE* | TOTAL
  - 300 / 136 | 5 / 2.3 | 305 / 138

**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.
TIGHTENING TORQUES

- **Cable Clamps**:
  - 4mm: Loctite 242 (blue), 3 Nm (26.5 inLbs)

- **PIVOT AXLE**:
  - 5mm: Loctite 242 (blue), 7 Nm (62 inLbs)

- **PIVOT CAP**:
  - 4mm: Loctite 242 (blue), 8 Nm (71 inLbs)

- **SHOCK BOLTS**:
  - 5mm: Loctite 242 (blue), 5 Nm (44 inLbs)

- **PIVOT AXLE PINCH BOLTS**:
  - 4mm: Loctite 242 (blue), 3 Nm (26.5 inLbs)

- **RD HANGER**:
  - 25mm: Loctite 242 (blue), 4 Nm (35 inLbs)

- **BRACE ADAPTER**:
  - 2.5mm: Loctite 242 (blue), 2.5 Nm (22.0 inLbs)

- **BEARINGS**:
  - Loctite 242 (blue), 5 Nm, (44 inLbs)

- **PRELOAD SCREW**:
  - Loctite 242 (blue), 3 Nm, (26.5 inLbs)

**CAGE MOUNTING BOLTS**

- Grease: 3 Nm (26.5 inLbs)

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!

MAIN PIVOT

**ASSEMBLY STEPS**

Follow these steps to properly install the main pivot axle:

1. On drive side: tap axle in until in contact with the frame bearing.
2. Install the shim on non-drive side of the pivot axle.
3. Position swingarm flush to drive end of axle.
4. Temporarily tighten non-drive pivot clamp bolt.
5. Install the FD adapter and mounting bolt and tighten it. This will cause the pivot assembly to align properly.
7. Use preload screw to preload the bearings.
8. Tighten right pivot clamp, 5Nm, (44 inLbs).
9. Tighten left pivot clamp, 5Nm, (44 inLbs).
10. Tighten preload screw, 3 Nm, (26.5 inLbs).

**REMOVAL**

1. Remove the FD adapter from the pivot axle.
2. Remove the preload screw and loosen both swingarm clamp bolts.
3. Insert KP169/ driver tool into the shim side of the pivot axle. Carefully drive the pivot out of both bearings using a rubber mallet.
**MAINTENANCE**

The condition of the bearings, pivot axles, and spacers should be inspected periodically. These are normal wear parts so plan to have them renewed as they wear-out.

Inspection frequency should be based upon how and where you ride. Evidence of damage would be excessive play, visible wear, or perhaps corrosion of bearings.

If you find any damage to the parts, discontinue riding until all the parts (bearings, pivot axles, spacers) can be renewed. This will help prevent damage elsewhere.

See the kits list in the back of this supplement for renewal kits.

**KEY INFORMATION**

A special service tool KP169/ contains parts necessary to service the assembly. The parts of this tool are shown shaded above.

When connecting the seatstays to the dropouts, always insert the small end of pivot spacers into the dropout bearings. The flat side of the spacers should face out, as shown.

When tightening the axles, insert the 5mm hex key completely into the axle to prevent damage when turning the bolt. Always tighten with a torque wrench to the specified torque.

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 chaining. Or a cable tie can be used. Be sure to install nose end seals and rubber seal at the housing ends as shown.
The bottom bracket shell is compatible with the BB30 Standard. See [http://www.bb30standard.com/](http://www.bb30standard.com/).

**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 and quiet. Excessive play, roughness or corrosion indicates a damaged bearing.

**Bearing Removal**

Remove the old bearings with the bearing removal tool KT011.

**Bearing Installation**

To install bearings, use a headset press and Cannondale 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. Following installation, apply a light coating of a high-quality bicycle bearing grease to both sides of each bearing to help repel moisture.

Do not re-use removed bearings. Install both bearings as a new set.

**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.

Do not cut, face, or use abrasives to clean the inside of 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.

**NOTICE**

Consult with your Cannondale Dealer on the quality and compatibility of any proposed replacement component.

Make sure the PRESSFIT BB30 30 system is intended for use with a 46 mm I.D. BB shell.

Confirm actual part dimensions with a micrometer.

Do not use chemical solvents to clean. Do not remove frame material or use surfacing tools on bottom bracket shell.

Frame damage caused by improper components, component installation or removal is not covered by your warranty.
REAR SHOCK

SETTING PRESSURE

1. Set the shock in full travel mode.
2. Release negative air pressure.
3. Set positive pressure based on chart.
4. Set negative pressure based on chart.
5. Set FLOW and ELEVATE rebound adjusters based on chart.
6. Check sag. If you want more sag (softer), drop one weight range on the chart. If you want more sag (firmer), go up one weight range on the chart. and repeat steps 1-5.

SETTING SAG

1. Slide the small O-ring up against the stop.
2. Sit on the bike in a riding position.
3. Dismount and inspect the O-ring position on the sag indicator. The center marking between is the 35% sag area.

35% Sag - Trail
40% Sag - Enduro

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<tr>
<th>RIDER WEIGHT</th>
<th>TRIGGER 275</th>
<th>TRIGGER 29</th>
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<td>NEGATIVE AIR</td>
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<tr>
<td>Kg</td>
<td>CRB</td>
<td>ALLOY</td>
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<tr>
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<td>240-249</td>
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Air pressure listed is (psi).

REBOUND (counter-clockwise clicks out from closed).

WARNING

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 in serious personal injury or result in an improper pressure setting or reading which can contribute to a loss of rider control and accident.

NOTICE

Observe limits. Clean suspension pump and valves before attachment.

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.

TRIGGER 29 ELEVATE = 80mm
TRIGGER 29 FLOW = 130mm
TRIGGER 27.5 ELEVATE = 85mm
TRIGGER 27.5 FLOW = 140mm

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 DVAD 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 position.

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

TRIGGER 29 ELEVATE = 80mm
TRIGGER 27.5 ELEVATE = 85mm
TRIGGER 29 FLOW = 130mm
TRIGGER 27.5 FLOW = 140mm

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: Steeper
Sag: cut to 60%
BB: higher / Steep Geometry

DYAD RT2’s L.A.S. (linear air spring 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: softer
Sag: 100%
BB: lower / Stable Geometry
REMOTE CABLE INSTALLATION

Attach remote cable with shock unmoutned 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 - 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.

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 160mm and 95mm travel modes.

A frame guard should be placed so that the cable does not rub the frame.

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.

LEFT HANDLEBAR

RIGHT HANDLEBAR
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.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>FREQUENCY</th>
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<tbody>
<tr>
<td><strong>HOUSING AND CABLES</strong> - Your bike has been supplied with small adhesive frame protectors - KF103/. Place this material on the frame between where cables and housing rub due to movement. Overtime, cable rubbing can wear into the frame itself causing very serious frame damage. <strong>NOTE:</strong> 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.</td>
<td>BEFORE FIRST RIDE</td>
</tr>
<tr>
<td><strong>DAMAGE INSPECTION</strong> - 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.</td>
<td>BEFORE AND AFTER EACH RIDE</td>
</tr>
<tr>
<td><strong>CHECK TIGHTENING TORQUES</strong> - In addition to other component specific tightening torques for your bike. Tighten according to the TIGHTENING TORQUES information listed in this supplement.</td>
<td>EVERY FEW RIDES</td>
</tr>
<tr>
<td><strong>INSPECT BEARINGS, REPLACE WORN OR DAMAGED PARTS :</strong></td>
<td>IN WET, MUDDY, SANDY CONDITIONS EVERY 25 HRS. IN DRY, CONDITIONS EVERY 50 HRS.</td>
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<tr>
<td>• SHOCK LINK</td>
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<td>• MAIN PIVOT</td>
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<td>• SEAT STAY</td>
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<tr>
<td><strong>FORK &amp; SHOCK</strong> - Please consult the manufacturer’s owner’s manual for maintenance information for your fork.</td>
<td></td>
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</tbody>
</table>

**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.
Warning! Read this supplement and your Cannondale bicycle owner's manual. Both contain important safety information. Keep both for future reference.