

130729



# **JEKYLL 27.5**

OWNER'S MANUAL SUPPLEMENT

**cannondale**

## 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.

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## 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.

### 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.

EN

GE

FR

IT

ES

NL

# SAFETY INFORMATION

## Important Composites Message

### 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.**

## Inspection & Crash Damage Of Carbon Frames/Forks

### 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.)

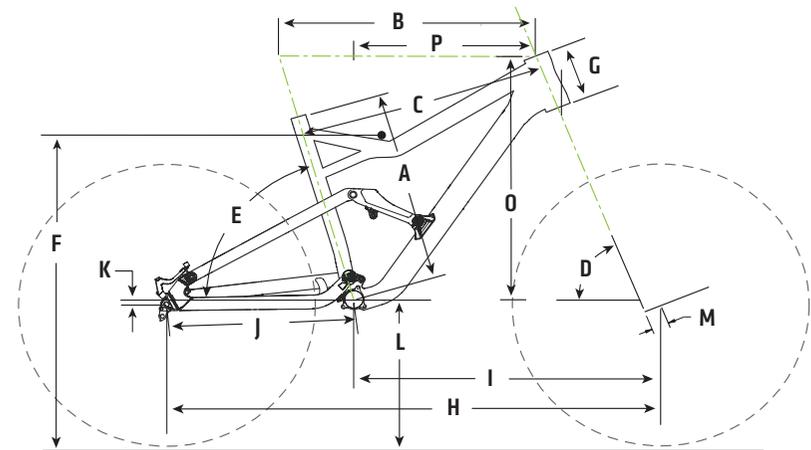
Do not ride your bike if you see any sign of damage, such as broken, splintered, or delaminated carbon fiber.

#### 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.**

# TECHNICAL INFORMATION



## Geometry

|    | Size                          | SM                       | MD         | L          | XL         |
|----|-------------------------------|--------------------------|------------|------------|------------|
| A  | Seat Tube Length (cm/in)      | ALLOY: 42.0/16.5         | 44.5/17.5  | 48.5/19.1  | 52.5/20.7  |
|    |                               | CARBON: 42.0/16.5        | 45.2/17.8  | 48.3/19.0  | 50.8/20.0  |
| B  | Top Tube Horizontal (cm/in)   | ALLOY: 56.8/22.4         | 59.3/23.3  | 61.7/24.3  | 64.1/25.2  |
|    |                               | CARBON: 56.2/22.1        | 59.2/23.3  | 62.0/24.4  | 65.0/25.6  |
| C  | Top Tube Actual (cm/in)       | ALLOY: 56.6/22.3         | 59.1/23.3  | 61.5/24.2  | 63.9/25.2  |
|    |                               | CARBON: 53.6/21.1        | 56.3/22.2  | 59.1/23.3  | 62.0/24.4  |
| D  | Head Tube Angle               | 67.0°                    | *          | *          | *          |
| E  | Seat Tube Angle Effective     | 75.1°                    | 74.9°      | 74.8°      | 74.7°      |
| E' | Seat Tube Angle Actual        | 73.0°                    | *          | *          | *          |
| F  | Standover (cm/in)             | 76.7/30.2                | 77/30.3    | 77.3/30.4  | 77.6/30.6  |
| G  | Head Tube Length (cm/in)      | 11.0/4.3                 | *          | 12.2/4.8   | 13.4/5.3   |
| H  | Wheelbase (cm/in)             | 115.2/45.4               | 118.0/46.4 | 120.8/47.6 | 123.9/48.8 |
| I  | Front Center (cm/in)          | 71.2/28.0                | 74.0/29.1  | 76.9/30.3  | 79.9/31.5  |
| J  | Chain Stay Length (cm/in)     | 44/17.3                  | *          | *          | *          |
| K  | Bottom Bracket Drop (cm/in)   | -0.7/-0.3                | *          | *          | *          |
| L  | Bottom Bracket Height (cm/in) | 36.4/14.3                | *          | *          | *          |
| M  | Fork Rake (cm/in)             | 5.0/2.0                  | *          | *          | *          |
| N  | Trail (cm/in)                 | 9.7/3.8                  | *          | *          | *          |
| O  | Stack (cm/in)                 | 58.5/23.0                | *          | 59.7/23.5  | 60.8/23.9  |
| P  | Reach (cm/in)                 | 40.6/16.0                | 43.4/17.1  | 45.8/18    | 48.4/19    |
|    |                               | Head Tube Height (cm/in) | 55.6/21.9  | *          | *          |
|    | Rear Travel (cm/in)           | 16/6.3                   | *          | *          | *          |
|    | Shock Eye-to-Eye (cm/in)      | 15.5/6.1                 | *          | *          | *          |
|    | Rear Stroke (cm/in)           | 5.0/2.0                  | *          | *          | *          |
|    | Recommended Sag %             | 0.35                     | *          | *          | *          |

## Specifications

|   |  |
|---|--|
| Rear Travel Modes (remote DYAD ever selectable) | FLOW - 95 mm, ELEVATE - 160 mm                                 |
| Headset   | Cannondale Si (see also Replacement Parts for conversion kits) |
| Chainline                                       | 50 mm  |
| BB Shell Width                                  | 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                          |



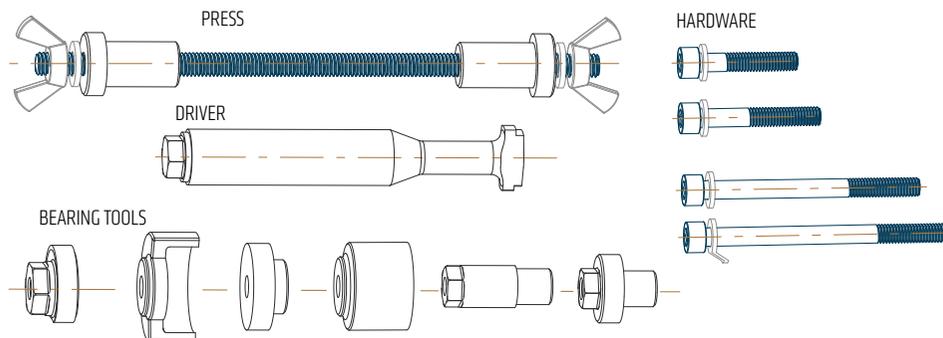
### WARNING

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

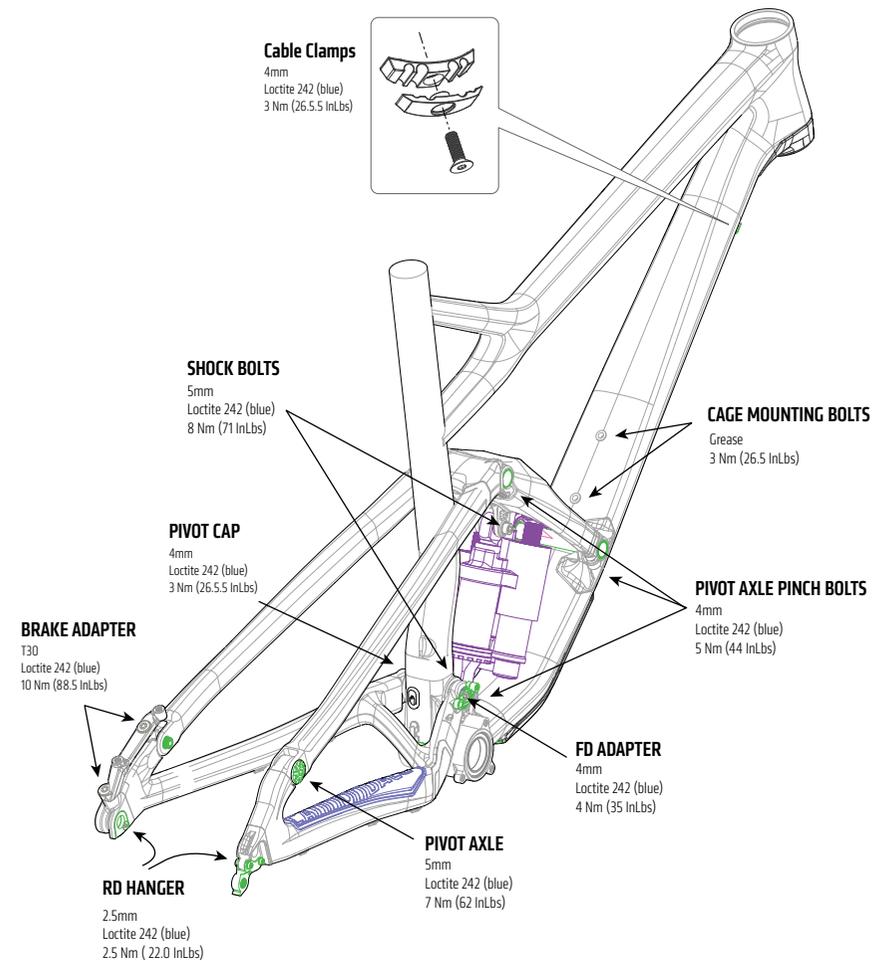
|                               |  |                 |              |
|-------------------------------|--|-----------------|--------------|
| Intended Use                  | ASTM Condition 4, All-Mountain, OverMountain |                 |              |
| Maximum Tire Width            | 27.5 X 2.5 In                                |                 |              |
| Maximum Fork Length           | 545 mm                                       |                 |              |
| Minimum Seat Post Insert      | 100 mm                                       |                 |              |
| Maximum Weight Limit (Lbs/Kg) | <b>RIDER</b>                                 | <b>LUGGAGE*</b> | <b>TOTAL</b> |
| *(Seat Bag Only)              | 300 / 136                                    | 5 / 2.3         | 305 / 138    |

## Service Tool - KP169/

The service tool **KP169/** (shown below) is available to properly service the various links, bearings, and pivot axles. The tool is available through your Cannondale Dealer. The kit is supplied with instructions and an overview of its use is shown in this supplement.



## 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!

## JEKYLL 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".

### SmartFormed Alloy

The alloy versions use SmartFormed, septuple-butted, 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.

### Identification

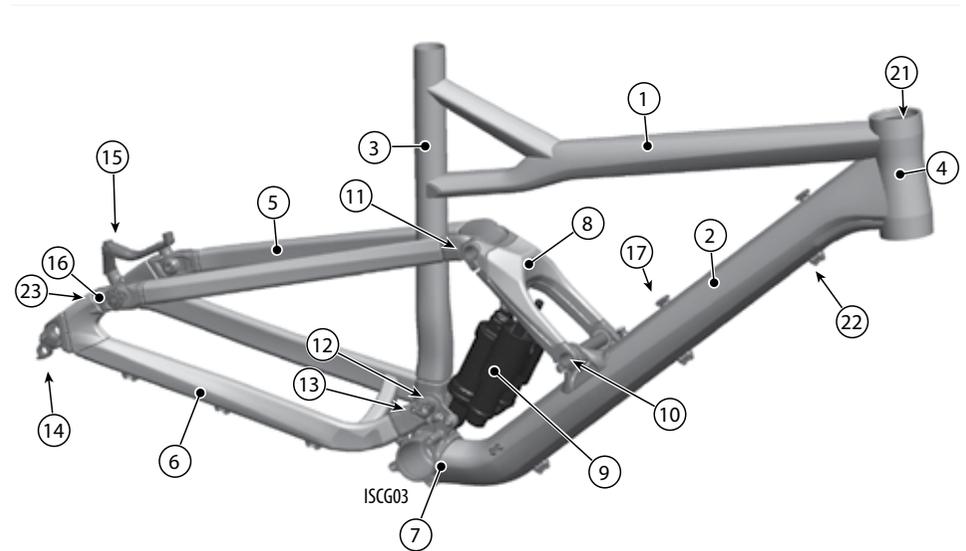
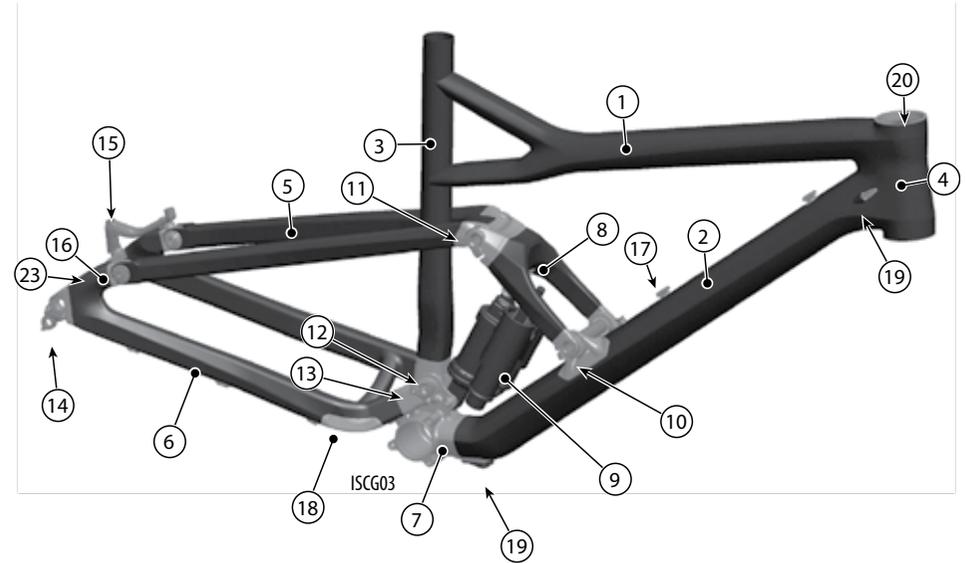
- |                        |                                   |                                  |
|------------------------|-----------------------------------|----------------------------------|
| 1. Top Tube            | 9. DYAD RT2 Pull Shock            | 17. Cable Housing Clamp          |
| 2. 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

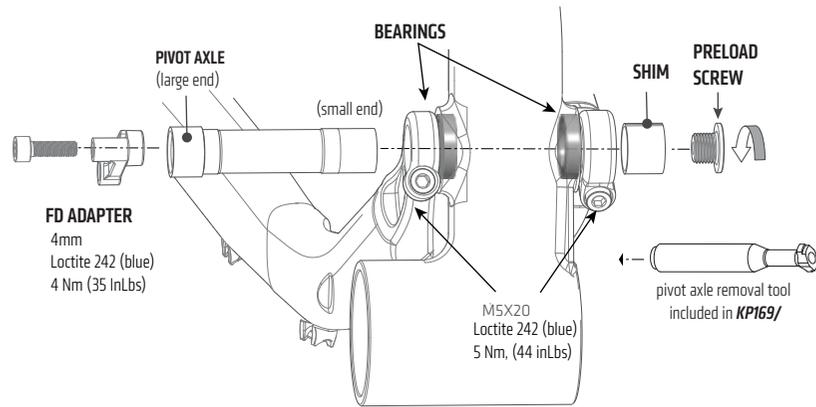
Both frame types feature integrated SI bearing cups. In alloy frames, the cups are machined within the head tube. In carbon models, cups are bonded within the head tube. Cannondale Headshok System Integration bearings are accepted directly into both type. For 1.5" and 1 1/8" adapter headsets, see Replacement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



## Main Pivot



### ASSEMBLY STEPS

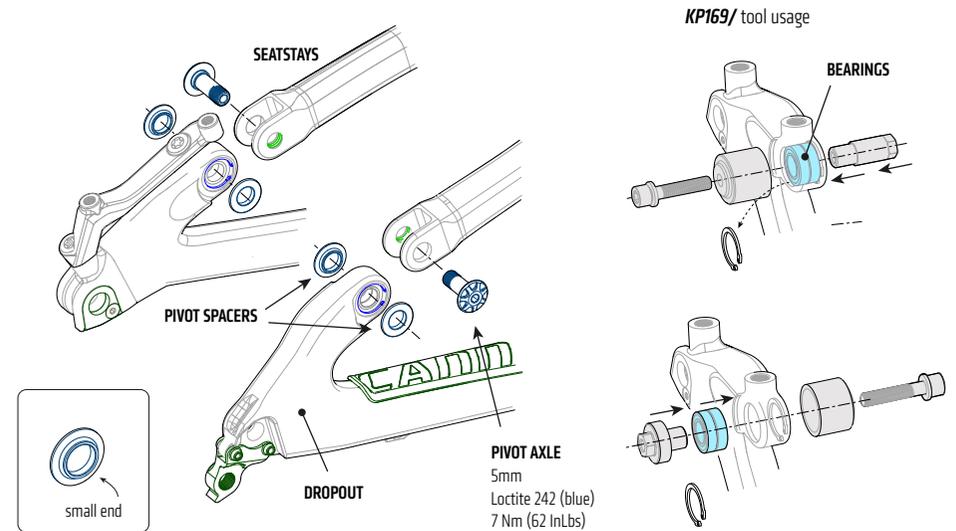
Follow these steps to properly install the main pivot axle:

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.
6. Loosen left pivot clamp.
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.

## Dropout



### 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.

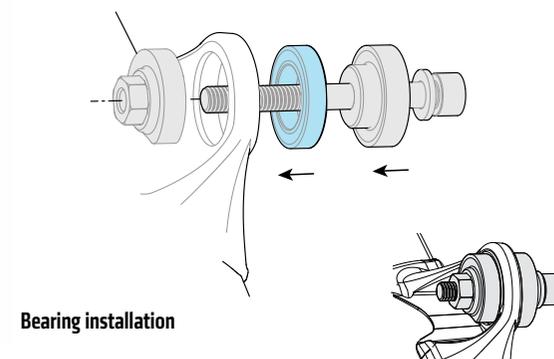
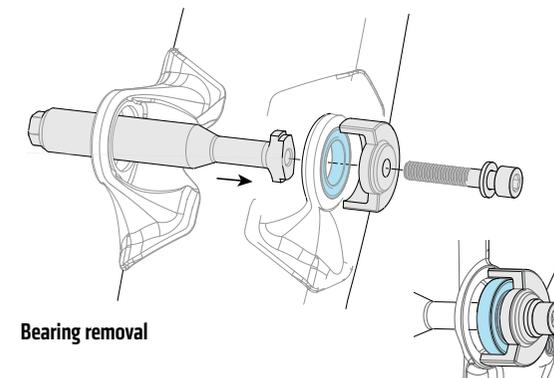
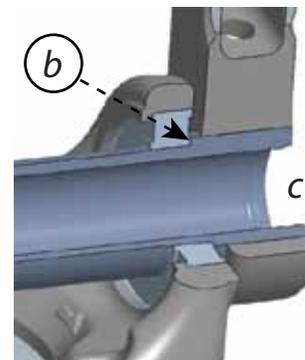
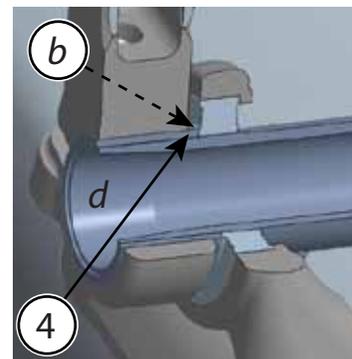
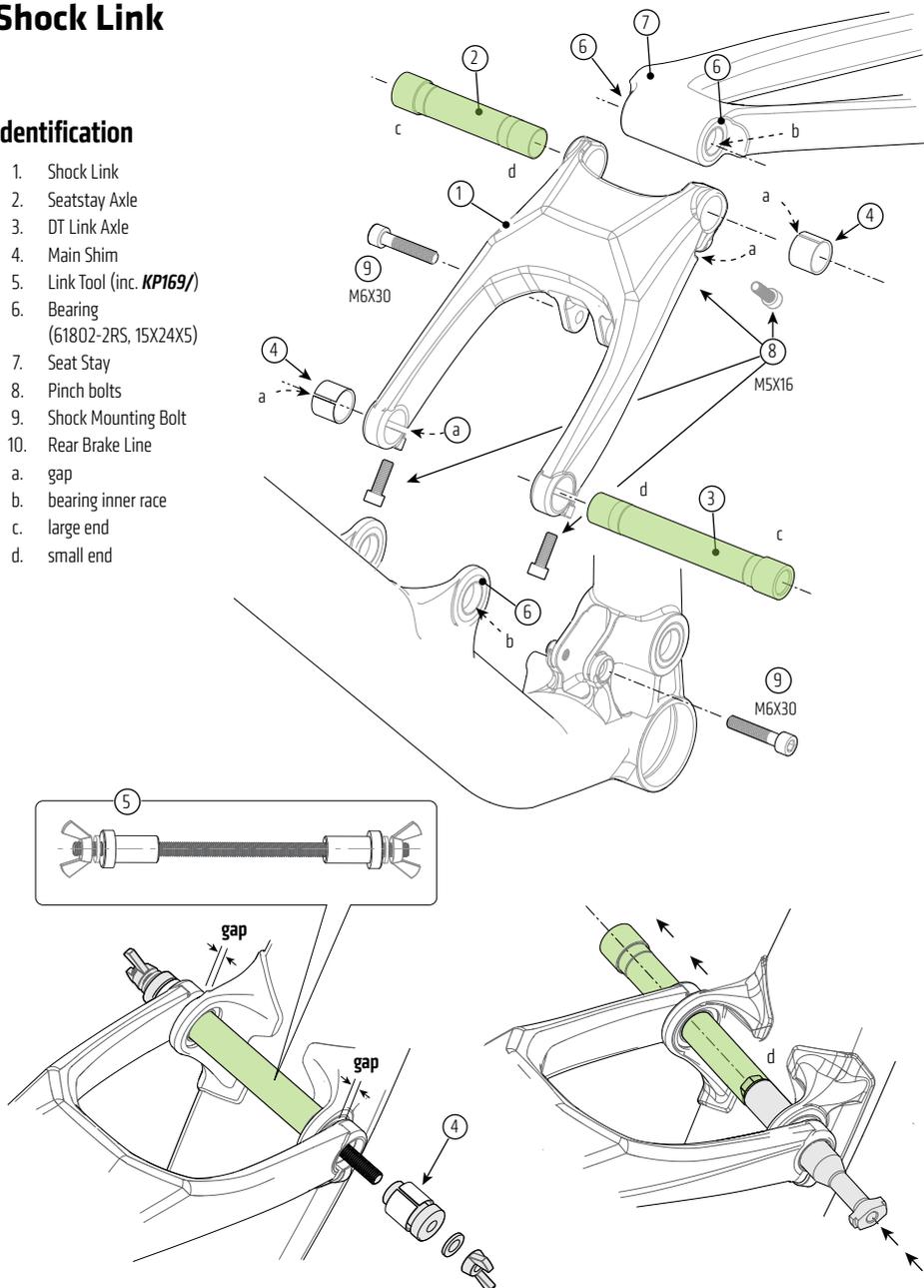
When connecting the seatstays to the dropouts, always insert the small end of pivot spacers into the dropout bearings. The flat side of the spacers should face out, as shown.

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.

## Shock Link

### Identification

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



### KEY INFORMATION:

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.

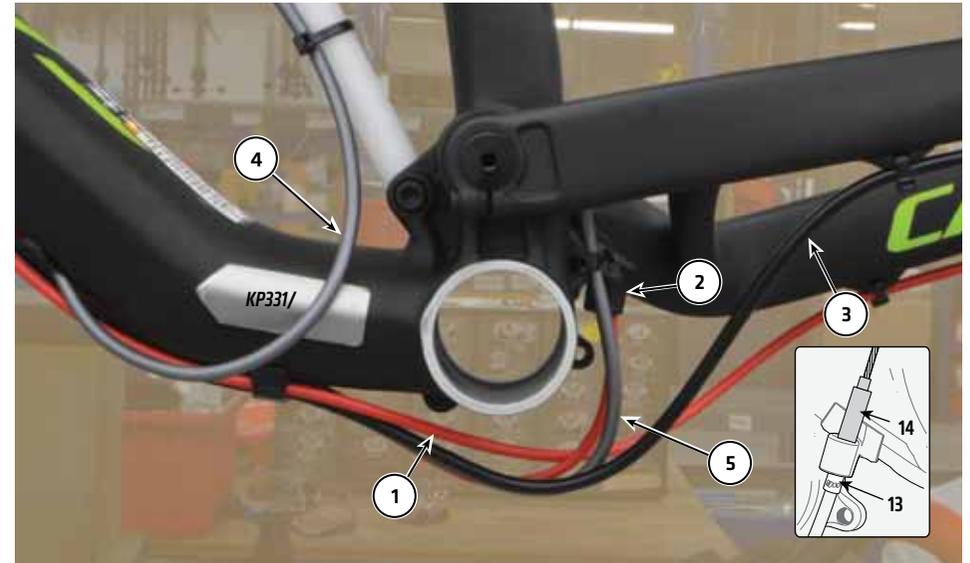
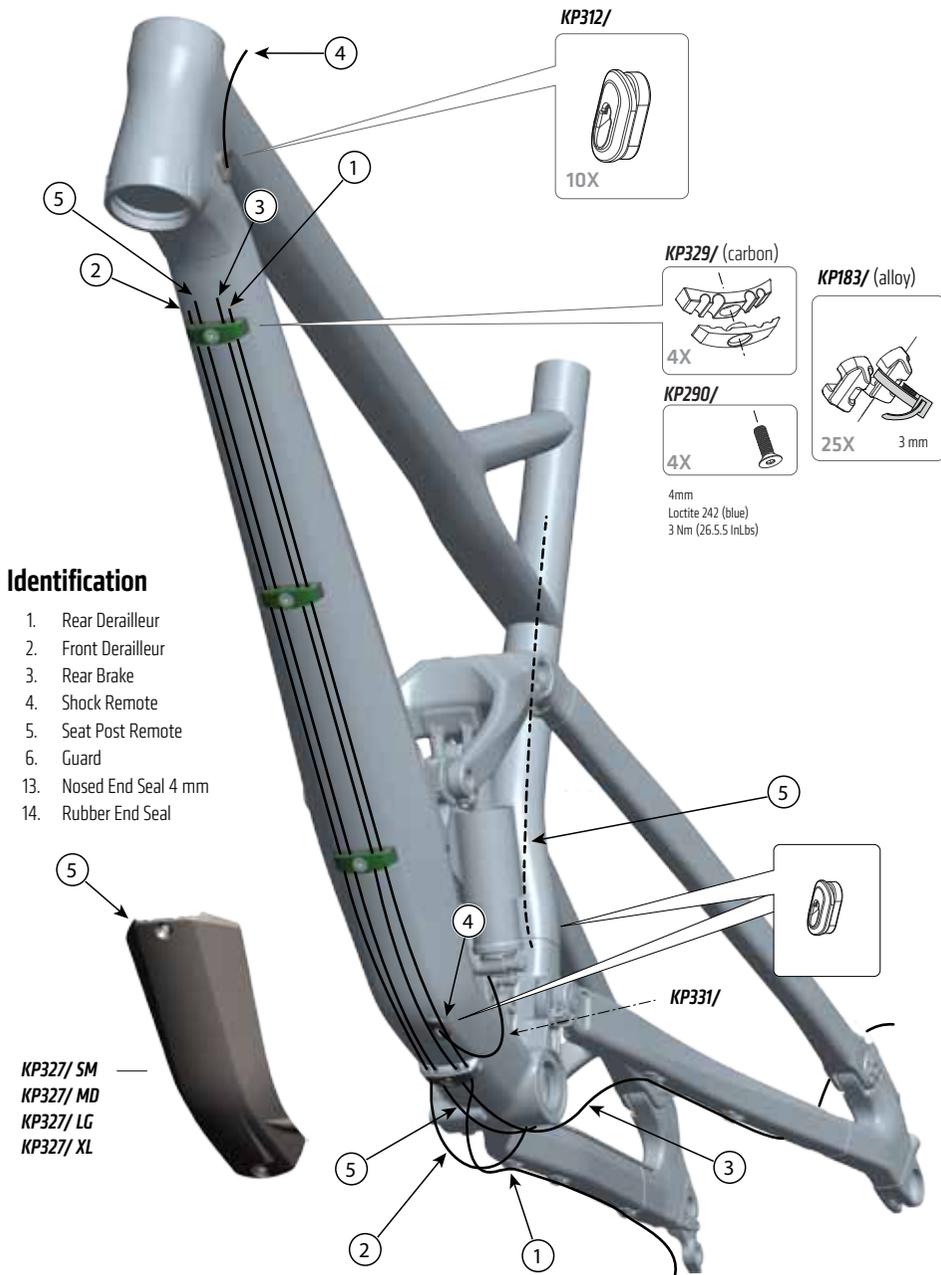
Use **KP169/** tool to install pivot and main shim together. Make sure both are seated against bearing inner race before tightening pinch bolts. Adjust the pivots with the tool so the gap between bearing and link is the same on each side.

### NOTICE

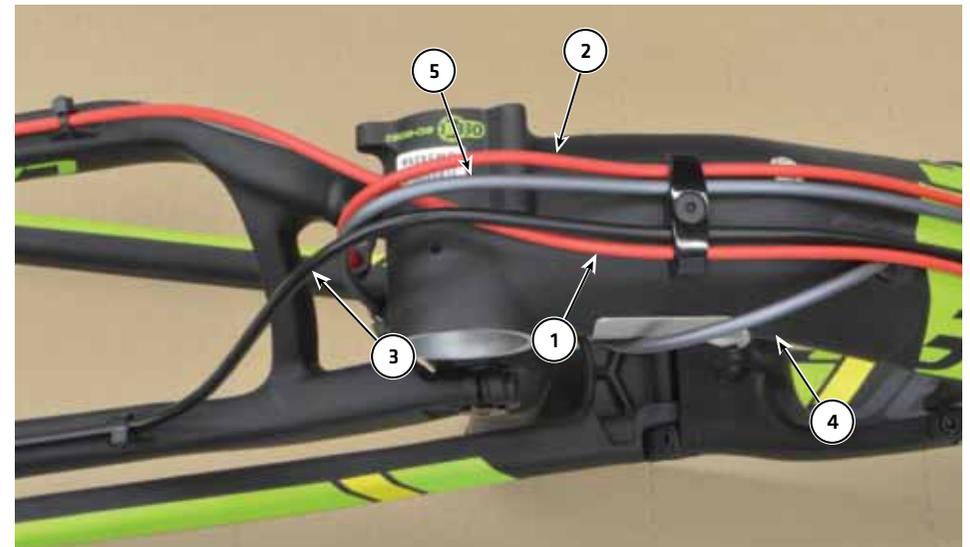
Incorrect assembly (pivot/shim) can result in linkage play, accelerated wear, or damage.

Do not over-tighten. Use a torque wrench.

## Cable Routing

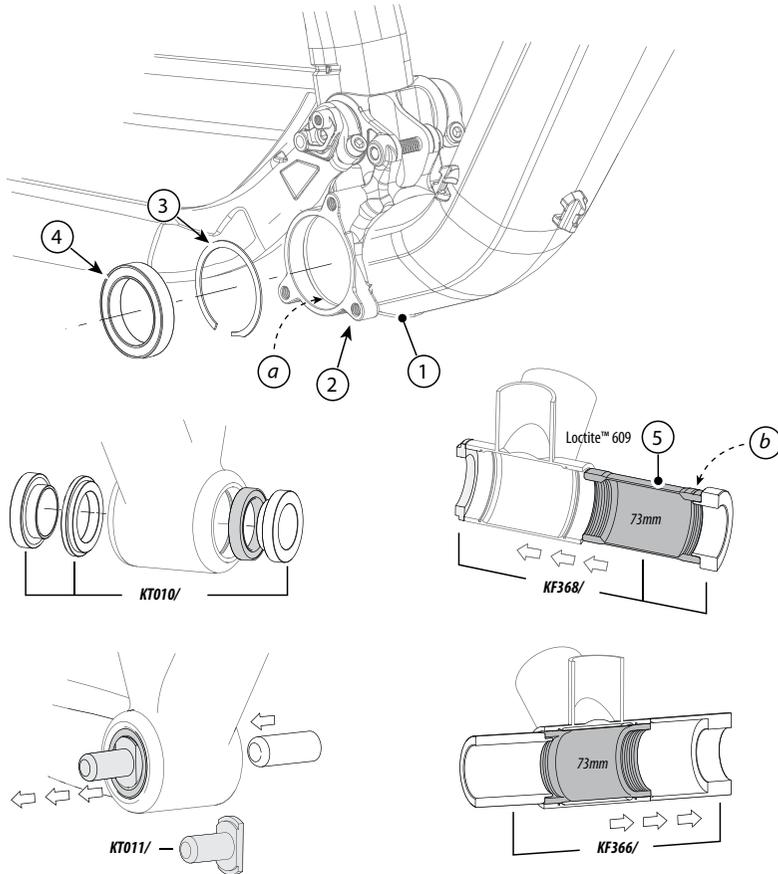


Check for sufficient housing cable loop. Its about 35mm as shown above. Inadequate loop can result in ghost shifting or housing ends pulling out of down tube when the bike is at full travel. Its best to determine housing lengths with the shock out of the bike. That way you can move the swing arm through 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.



## 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.

## 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.

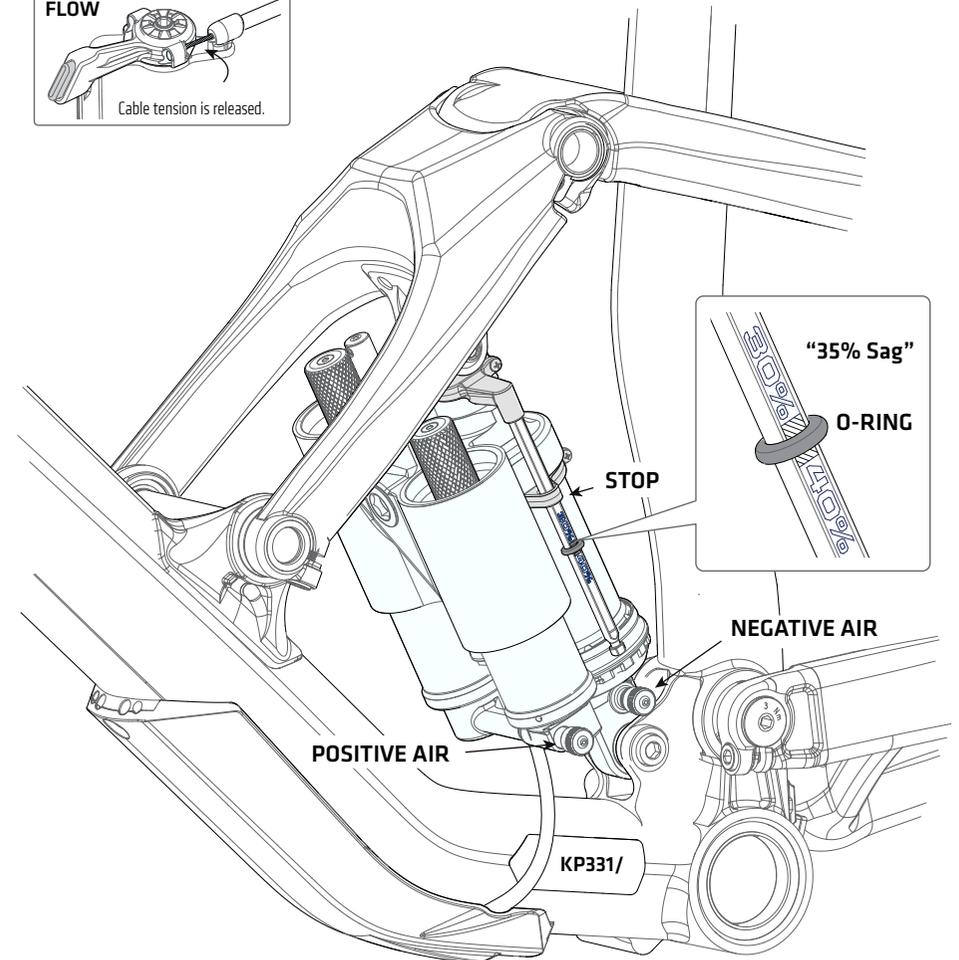
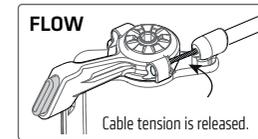
**35% Sag - Trail**

**40% Sag - Enduro**

| RIDER WEIGHT |         | POSITIVE AIR | NEGATIVE AIR | REBOUND                            |
|--------------|---------|--------------|--------------|------------------------------------|
| Lbs          | Kg      | psi          | psi          | Counter-clockwise from Full Closed |
| 100-109      | 45-49   | 200          | 180          | 12                                 |
| 110-119      | 50-54   | 220          | 200          | 12                                 |
| 120-129      | 54-59   | 240          | 215          | 11                                 |
| 130-139      | 59-63   | 260          | 230          | 10                                 |
| 140-149      | 64-68   | 280          | 245          | 9                                  |
| 150-159      | 68-72   | 300          | 265          | 8                                  |
| 160-169      | 73-77   | 320          | 280          | 7                                  |
| 170-179      | 77-81   | 340          | 300          | 6                                  |
| 180-189      | 82-86   | 360          | 315          | 5                                  |
| 190-199      | 86-90   | 380          | 330          | 4                                  |
| 200-209      | 91-95   | 400          | 350          | 3                                  |
| 210-219      | 95-99   | 420          | 365          | 2                                  |
| 220-229      | 100-104 | 445          | 385          | 1                                  |
| 230-239      | 104-108 | 460          | 400          | 0                                  |
| 240-249      | 109-113 | 480          | 415          | 0                                  |

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



|            | POSITIVE AIR | NEGATIVE AIR |
|------------|--------------|--------------|
| LOW LIMIT  | 100 psi      | 0 psi        |
| HIGH LIMIT | 450 psi      | 400 psi      |

### 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.

ELEVATE 95 mm



FLOW 160 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 95 mm position.

Press the lever button to release the lever and allow cable tension to return the lever to the FLOW 160 mm position.

ELEVATE 95 mm



FLOW 160 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

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.

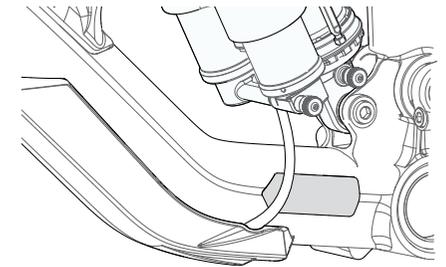
1. Place bike in a work stand with the rear wheel supported so the linkage does not move and the shock can be positioned and reconnected.
2. Determine cable housing length. Allow sufficient slack for proper shock operation and full handlebar steering rotation. Too much housing can interfere with moving frame parts.
3. Install ferrules at both ends of the cable housing.
4. Set lever to FLOW - 160mm 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.



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.



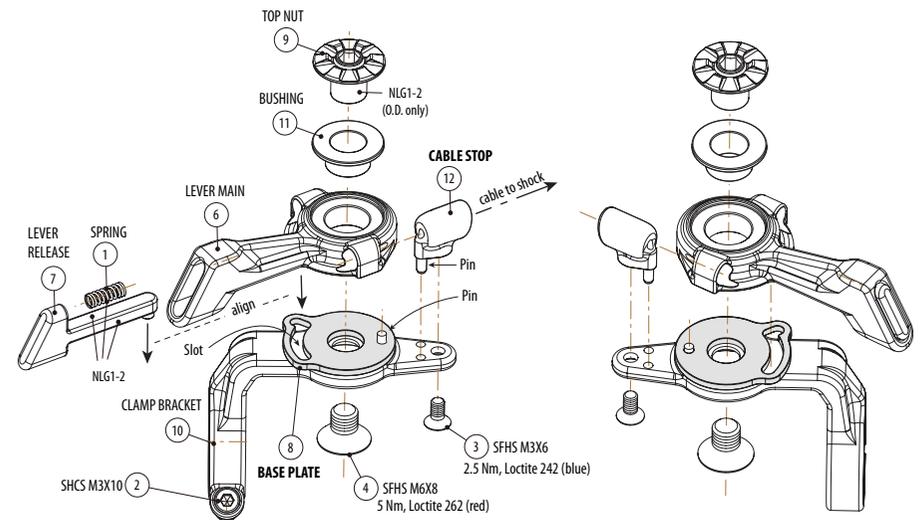
A frame guard should be placed so that the cable does not rub the frame.



### 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.

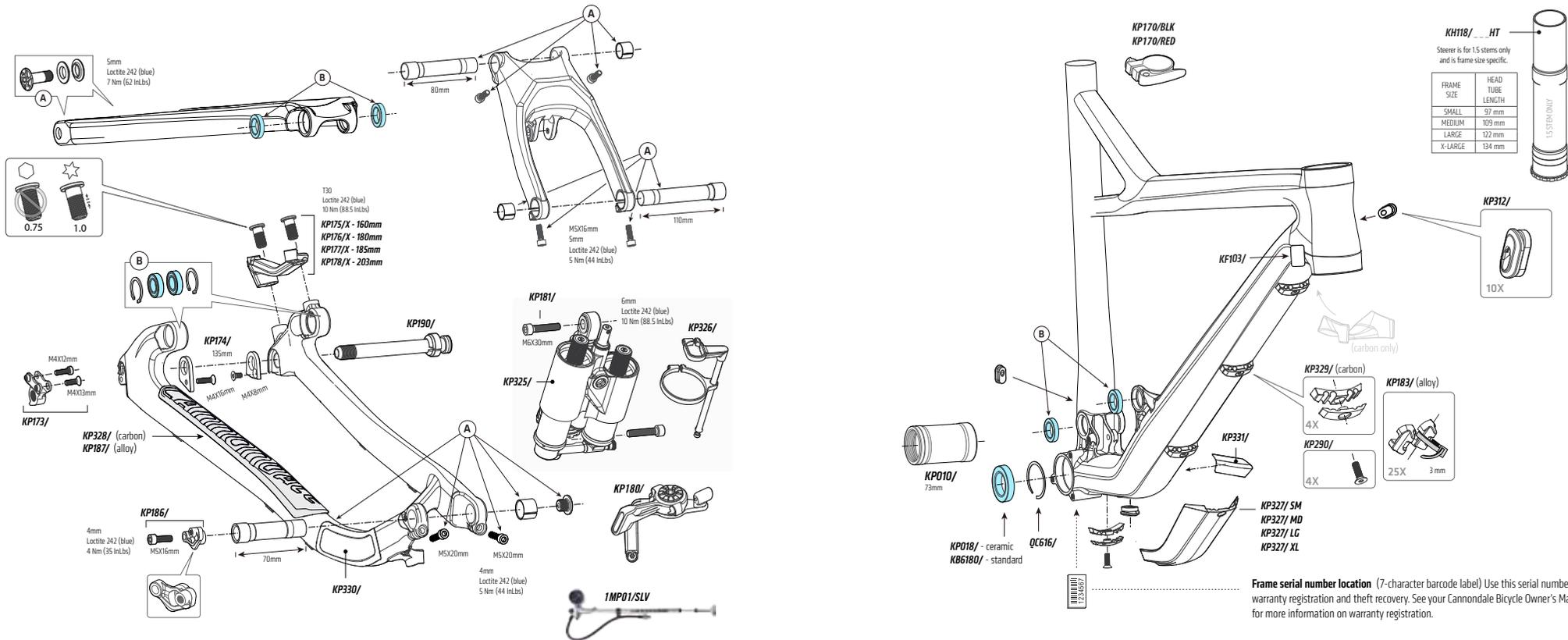
6. Pulling the cable taut, tighten the cable anchor 1.5mm set screw firmly (5-10 in-lb torque).
7. Snip the cable 0.5" above the cable anchor, and cap it.



LEFT HANDLEBAR

RIGHT HANDLEBAR

## REPLACEMENT PARTS



| CODE     | DESCRIPTION   | CRB | ALLOY |
|----------|---|-----|-------|
| KP173/   | KIT, DER. HANGER, S12   | X   | X     |
| KP174/   | KIT, SPACER, S12, 142 TO 135MM  | X   | X     |
| KP175/X  | KIT, ADAPTER, S12 PM/160 Thread Pitch                                       | X   | X     |
| KP176/X  | KIT, ADAPTER, S12 PM/180 Thread Pitch                                       | X   | X     |
| KP177/X  | KIT, ADAPTER, S12 PM/185 Thread Pitch                                       | X   | X     |
| KP178/X  | KIT, ADAPTER, S12 PM/203 Thread Pitch                                       | X   | X     |
| KP190/   | KIT, AXLE, SYNTACE, X12, 142X12MM   | X   | X     |
| <b>A</b> | KP184/BLK<br>KP184/RED<br>KIT, LINK, HWARE, JEKYLL BEARINGS SOLD SEPERATELY | X   | X     |
| <b>B</b> | KP185/<br>KIT, BEARINGS, PIVOT, JEKYLL/TRIGGER W/ CIR-CLIPS                 | X   | X     |

| CODE      | DESCRIPTION                           | CRB | ALLOY |
|-----------|---------------------------------------|-----|-------|
| KP187/    | KIT, CH.STAY PROTECT-JEKYLL           |     | X     |
| KP328/    | KIT, GUARD, C-STAY JEKYLL CARBON      | X   |       |
| KP330/    | KIT, CHAIN SUCK PROTECT JEKYLL 27.5   |     |       |
| KP181/    | KIT, SHOCK MOUNT HWARE, JEKYLL        | X   | X     |
| KP325/    | KIT, SHOCK, JEKYLL DYAD RT2 650B      | X   | X     |
| KP326/    | KIT, SAG INDICATOR, JEKYLL VS2        | X   | X     |
| KP180/    | KIT, LEVER, TRAVEL ADJUST             | X   | X     |
| 1MP01/SLV | KIT, PUMP, HP DYAD RT2                | X   | X     |
| KP331/    | KIT, DYAD HOUSING PROTECT JEKYLL 27.5 |     |       |
| KP186/    | KIT, SPACER, F, DER, JEKYLL           | X   | X     |

| CODE      | DESCRIPTION                                | CRB | ALLOY |
|-----------|--|-----|-------|
| KP170/BLK | KIT, SEATBINDER, MTN QR, 34.9, BLK         |     | X     |
| KP170/RED | KIT, SEATBINDER, MTN QR, 34.9, RED         | X   | X     |
| KP170/GRN | KIT, SEATBINDER, MTN QR, 34.9, GRN         |     |       |
| KF115/    | KIT, GEL, DYNAMIC, CARBN                   | X   | X     |
| KP329/    | KIT, BB CABLEGUIDE, F+R, JEKYLL (CRB ONLY) | X   |       |
| KP290/    | KIT, GUIDE HOUSING BOLT (4x)               | X   |       |
| KP312/    | KIT, GROMMETS (10x)                        | X   |       |
| KP054/    | KIT, GUARD, SCUFFGUARD, DOWNTUBE           | X   | X     |
| KF103/    | KIT, GUARD, SCUFFGUARD, 8PK                | X   | X     |
| KP327/SM  | KIT, GUARD, D-TUBE, JEKYLL CARBON S        | X   |       |
| KP327/MD  | KIT, GUARD, D-TUBE, JEKYLL CARBON M        | X   |       |
| KP327/LG  | KIT, GUARD, D-TUBE, JEKYLL CARBON L        | X   |       |
| KP327/XL  | KIT, GUARD, D-TUBE, JEKYLL CARBON XL       | X   |       |

| CODE     | DESCRIPTION                          | CRB | ALLOY |
|----------|--------------------------------------|-----|-------|
| QSISEAL/ | KIT, SEAL, UPPER BEARING, 58MM OD    | X   | X     |
| HD169/   | KIT, BEARINGS, HEADSET- 2            | X   | X     |
| KP058/   | KIT, HEADSET, INT HEADSHOK TO 1 1/8" | X   | X     |
| KP119/   | KIT, HEADSET, INT H-SHOK TO 1.5      | X   | X     |
| KP205/   | KIT, HEADSET, INT H-SHOK TO TAPERED  | X   | X     |
| KP018/   | KIT, BEARING, BB-SI, CERAMIC, 2PCS   | X   | X     |
| KB6180/  | KIT, BEARING, BB-SI, 2PCS            | X   | X     |
| QC616/   | KIT, CIRCLIPS (2) BB-SI              | X   | X     |
| KP010/   | KIT, ADAPTER, S18B TO 73MM TAP       | X   | X     |
| KF368/   | KIT, TOOL, S18B/73 ADP, INSTALL      | X   | X     |
| KF366/   | KIT, TOOL, S18B ADAPTER EXTRACT      | X   | X     |
| KP169/   | KIT, TOOL, JEKYLL PIVOT              | X   | X     |

## 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><b>HOUSING AND CABLES</b> - Your bike has been supplied with small adhesive frame protectors - <i>KF103/</i>. 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.</p> <p><i>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.</i></p> | <p><b>BEFORE FIRST RIDE</b></p>  |
| <p><b>DAMAGE INSPECTION</b> - 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><b>BEFORE AND AFTER EACH RIDE</b></p>   |
| <p><b>CHECK TIGHTENING TORQUES</b> - In addition to other component specific tightening torques for your bike. Tighten according to the TIGHTENING TORQUES information listed in this supplement.</p>  | <p><b>EVERY FEW RIDES</b></p>  |
| <p><b>INSPECT BEARINGS, REPLACE WORN OR DAMAGED PARTS :</b></p> <ul style="list-style-type: none"> <li>• SHOCK LINK</li> <li>• SEAT STAY</li> <li>• MAIN PIVOT</li> </ul>  | <p><b>IN WET, MUDDY, SANDY CONDITIONS EVERY 25 HRS.</b></p> <p><b>IN DRY, CONDITIONS EVERY 50 HRS.</b></p> |
| <p><b>FORK &amp; SHOCK</b> - Please consult the manufacturer's owner's manual for maintenance information for your fork .</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.



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

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