

SYNAPSE CARBON

Owner's Manual Supplement

118153.PDF

Revision 1

cannondale

feel it



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

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Please note that the specifications and information in this manual are subject to change for product improvement without notice. For the latest product information, go to <http://www.cannondale.com/bikes/tech/>.

GENERAL 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. Go to: <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.

** IMPORTANT **

This manual may include procedures beyond the scope of general mechanical aptitude. Special tools, skills, and knowledge may be required.

If you have any doubt about your ability to properly inspect, adjust, or service your bicycle, do not attempt to perform the work described; please take it to a Cannondale Dealer.

Special Manual Messages

In this manual, information which affects your safety is emphasized in the following ways:

The Safety Alert Symbol  means :
“ATTENTION...BECOME
ALERT, YOUR SAFETY IS INVOLVED.”



WARNING

A WARNING indicates a potentially hazardous situation which, if not avoided, can result in serious injury or death.

WARN000

CAUTION

A CAUTION Indicates a potentially hazardous situation which, if not avoided, can result in serious damage to the product. The matters described under CAUTION may, if not avoided, lead to personal injury depending on the situation and degree of damage. Important matters are described in CAUTION (as well as WARNING), so be sure to observe them.

CAUT000

NOTE:

A NOTE provides helpful information or tips intended to make the information presented clearer.

Intended Use of High-Performance Road Bikes

The Synapse is a road bike. It is designed to be ridden on paved roads only. It is not designed for touring with racks or panniers. It is not designed for cyclocross or off road.



WARNING

Using your bicycle improperly is hazardous.

WARN001

Inspecting for Crash or Ride Damage



WARNING

AFTER A CRASH OR IMPACT:

Inspect frame carefully for damage (See page 8.). Do not ride your bike if you see any sign of damage, such as broken, splintered, or delaminated carbon fiber. A delamination or break in the adhesive bonds between aluminum and carbon components may be present if the following are present: an unusual or strange feel to the frame such as carbon tubes which have 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.

WARN002

Protect From Extreme Temperatures

- Protect your 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 66.5°C (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.)

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.

CAUT000

Cleaning

When cleaning your bike, use only a mild soap and water solution. Wipe off road film with a clean soapy towel. Rinse with clean water and wipe dry. Never power wash your bike. Avoid spraying water directly at frame openings (bottom bracket, water bottle rivnuts, seat tube opening, head tube seals).

Drain Out Water

Water can enter into frame tubes through washing, condensation, wet rides, or rain. It penetrates or can be sprayed in through water bottle bosses, seat tube, head tube and seat post openings.

Water will not chemically harm your bike. If it freezes, the ice expansion can burst or crack the frame making it unsafe to ride. This damage is NOT covered under your warranty.

Building Up A Frameset

Before building up a frameset, consult with your Cannondale Dealer and the component manufacturers, and frankly 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.

About 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.

WARN003

Warning Label

The following warning label is located on the seat tube of your bike.



WARNING

To **REDUCE** the risk of **SERIOUS** or **FATAL INJURY**

- **ALWAYS WEAR** a helmet.
- **INSPECT** your bike for damage **BEFORE** each ride and **AFTER** any crash or impact.

See "Inspect For Safety" section in your owner's manual.

- **READ** and **FOLLOW** the owner's manual and supplements before riding.

For more information, see your Cannondale retailer, call us at **1-800-BIKE-USA**, or go to www.cannondale.com/tech/safety

Meets or exceeds applicable:
CPSC-1512, B56102:Part 1 1992
Conforme aux exigences de sécurité

206050

UNDERSTANDING COMPOSITE MATERIALS 101

Fundamental Reality of Carbon Composites

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.

WHAT ARE COMPOSITES?

The term “composites” refers to the fact that a part or parts are made up of different components or materials.

You’ve heard the term “carbon fiber bike” and now you own one. This really means you own a “composite bike” with carbon fibers being the primary material used to make it.

Carbon fiber composites are typically a strong, light fiber in a matrix of plastic, molded to form a shape.

The composites with the best strength-to-weight ratios are made of carbon fiber in a matrix of epoxy plastic. The epoxy matrix bonds the carbon fibers together, transfers load to other fibers, and provides a smooth outer surface. The carbon fibers are the “skeleton” that carries the load.

WHY ARE COMPOSITES USED?

Unlike metals, which have uniform properties in all directions (engineers call this isotropic), carbon fibers can be placed in specific orientations to optimize the structure for particular loads.

Engineers may also orient fibers to suit other goals such as comfort and vibration damping.

The choice of where to place the carbon fibers gives engineers a powerful tool to create strong, light bicycles.

Carbon fiber composites are very corrosion resistant, much more so than most metals. Think about fiberglass boats.

WHAT ARE THE LIMITS OF COMPOSITES?

Well designed “composite” or carbon fiber bicycles and components have long fatigue lives, usually better than their metal equivalents.

While fatigue life is an advantage of carbon fiber, Cannondale still urges you to regularly inspect your carbon fiber frame, fork, or components.

Carbon fiber composites are not ductile. Once a carbon structure is overloaded, it will not bend; it will break. At and near the break, there will be rough, sharp edges and may be delamination of carbon fiber or cloth layers. There will be no bending, buckling, or stretching.

IF YOU HIT SOMETHING OR HAVE A CRASH, WHAT CAN YOU EXPECT FROM YOU CARBON FIBER BIKE?

Let’s say you hit a curb, ditch, rock, car, fallen cyclist or other object. First, read the Important warnings at the beginning of PART II Section A. Bicycles Cannot Protect You in your *Cannondale Bicycle Owner’s Manual*.

At any speed above a fast walk, your body will continue to move forward, the momentum carrying you over the front of the bike. You cannot and will not stay on the bike and what happens to the frame and fork is irrelevant to what happens to your body.

What should you expect from your carbon frame? It depends on many complex factors, which is why we tell you that crash worthiness cannot be a design criteria. With that important note, we can tell you that if the impact is hard enough, the fork or frame may be completely broken. Note the significant difference in behavior between carbon and metal. Even if the carbon frame was twice as strong as a metal frame, once the carbon frame is overloaded it will not bend, it will break completely.

Cannondale carbon frames are designed for normal riding loads with a factor of safety. These carbon frames will not survive some crash or impact loads which may result in complete failure.

**SEE “INSPECTION OF COMPOSITE FRAME, FORK, AND COMPONENTS”
ON THE NEXT PAGE.**

INSPECTION OF COMPOSITE FRAME, FORK, COMPONENTS

Cracks:

Inspect for cracks, broken, or splintered areas. Any crack is serious. Do not ride any bicycle or component that has a crack of any size.

Delamination:

Composites are made from layers of fabric. Delamination means that the layers of fabric are no longer bonded together. Delamination is serious. Do not ride any bicycle or component that has any delamination.

Delamination clues:

- **A cloudy or white area.** This kind of area looks different from the ordinary undamaged areas. Undamaged areas will look glassy, shiny, or “deep,” as if one was looking into a clear liquid. Delaminated areas will look opaque and cloudy.
- **Bulging or deformed shape.** If delamination occurs, the surface shape may change. The surface may have a bump, a bulge, soft spot, or not be smooth and fair.
- **A difference in sound when tapping the surface.** If you gently tap the surface of an undamaged composite you will hear a consistent sound, usually a hard, sharp sound. If you then tap a delaminated area, you will hear a different sound, usually duller, less sharp.

Unusual Noises:

Either a crack or delamination can cause creaking noises while riding. Think about such a noise as a serious warning signal. A well maintained bicycle will be very quiet and free of creaks and squeaks. Investigate and find the source of any noise. It may not be a crack or delamination, but whatever is causing the noise must be fixed before riding.

TECHNICAL INFORMATION

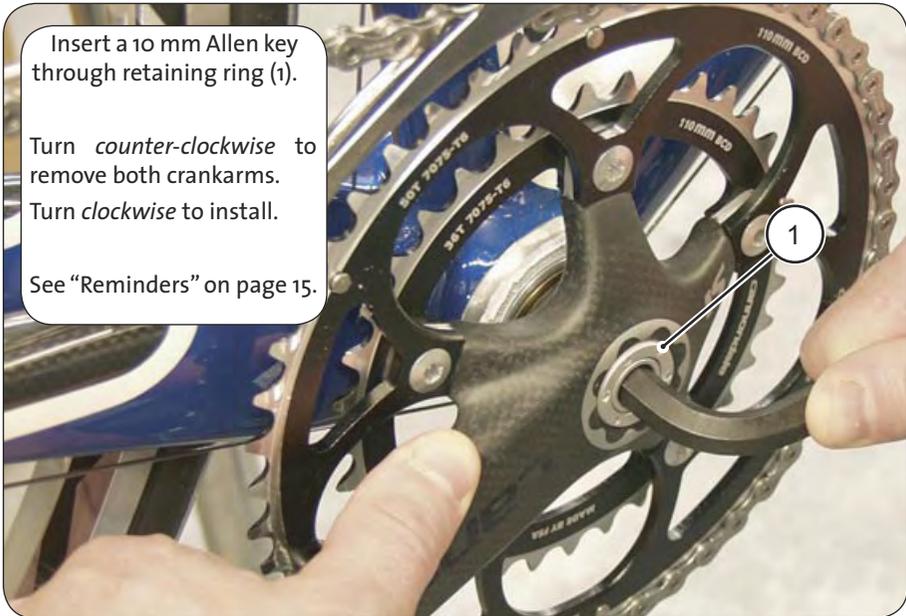


Figure 1

System Integration SI Carbon Crankset

Removal

The crankarms are removed by turning the self extracting fixing bolt counter-clockwise. To remove, insert a 10 mm Allen key through the retaining ring (1) into the fixing bolt, hold the arm, and turn the bolt counter-clockwise until the crankarm can be removed. It is not necessary to remove the retaining ring when removing or installing the crankarms.

Installation

1. Consult the exploded view parts drawing for parts arrangement for the drive and non-drive sides.
2. Prior to installation, always be sure to thoroughly clean and grease the spindle splines and threads and the arm sockets with a high-quality bicycle bearing grease. Insufficient grease coverage can result in “creaking” of the crankarm assembly when riding.
3. Tighten the fixing bolt to 34-41 N•m (25-30 Ft•Lbs).

Bearing Installation

The two circlips must be installed before the bearings are pressed into the bottom bracket shell using a special 3-piece bearing driver tool KT010/. The tool parts are designed for use with a headset cup bearing press with 1" adapters, such as Park Tool HHP-2. Consult the graphic below for the arrangement of the tool parts. The headset press needed is not shown.

1. Drive one bearing at a time and apply a high-quality bicycle bearing grease to the BB shell inside surfaces prior to installing the bearings.

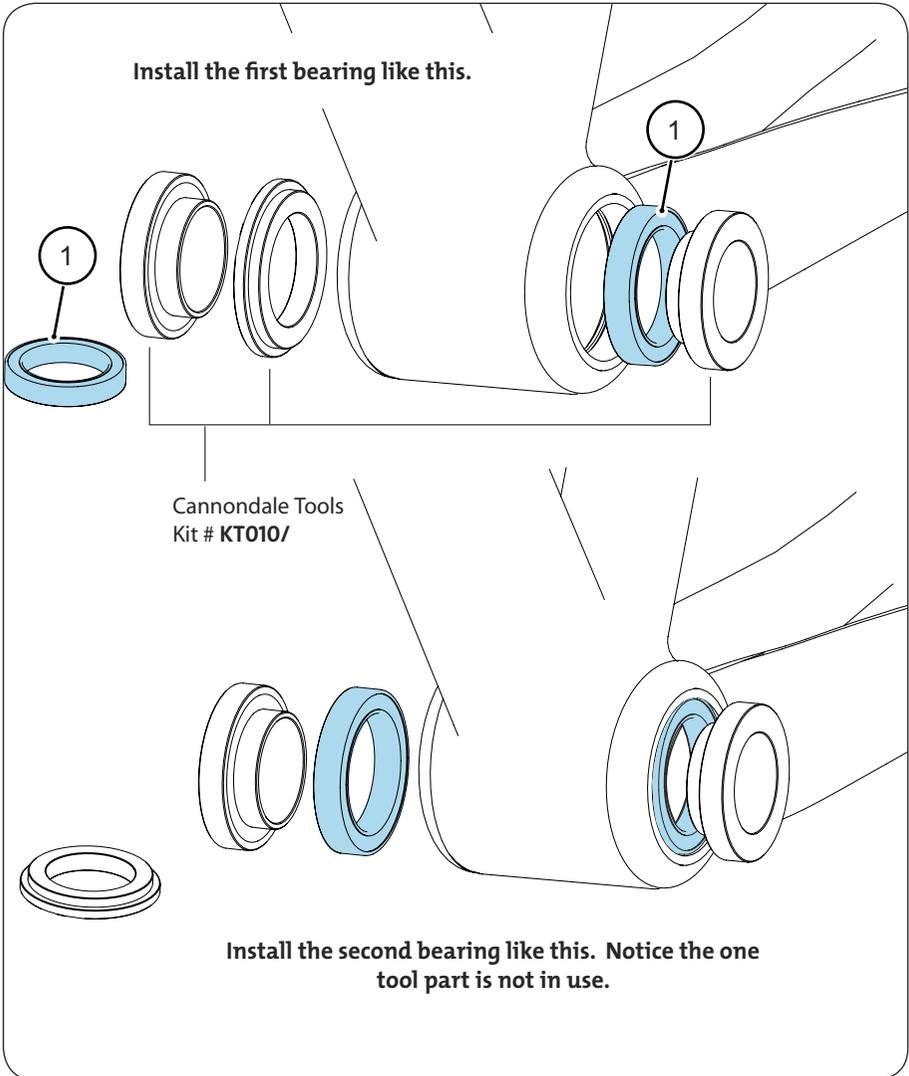


Figure 2

Spindle Insertion

Once the bearings have been installed, the spindle may be inserted into the non-drive side.

1. Apply a light coat of a high-quality bicycle bearing grease to the spindle (1). Be sure to grease the bearing seats (c), raised ridge (b), and spindle splines (d).
2. Install the bearing shield (2) onto the spindle (1) with the flat side (a) facing the non-drive side spindle splines (d).
3. Apply a light coat of grease to the bearing seal and inner races of both bearings. Insert the spindle assembly into the bearing, and tap lightly with a non-marring plastic mallet until the spindle is seated in the bearings; the bearing shield (2) is seated against the bearing.
4. Clean and apply a coating of grease to the threads (e).

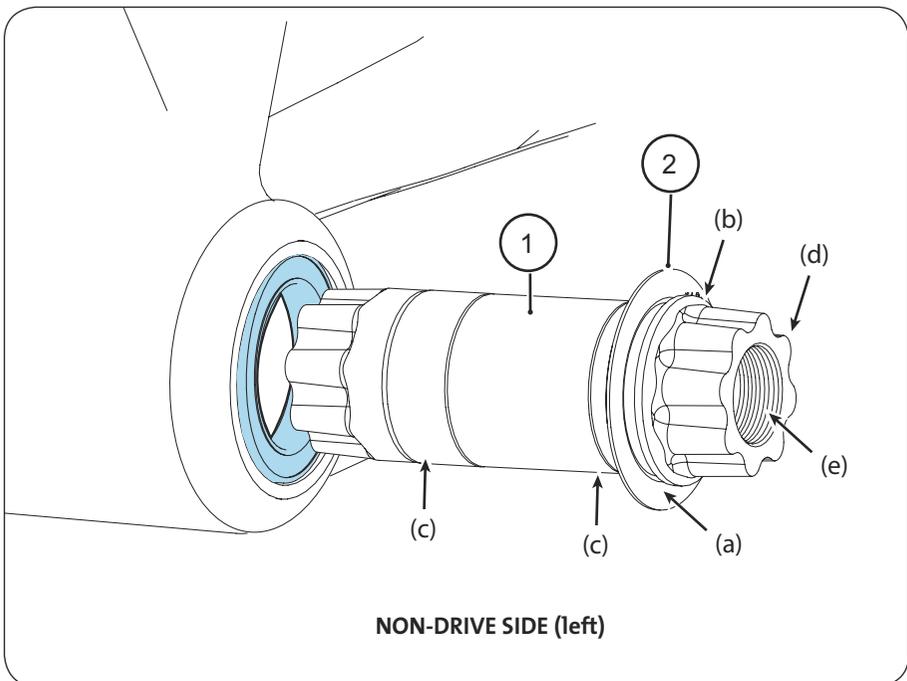


Figure 3

Bearing Removal

Remove the crankarm spindle. Position Cannondale special tool **KT011/** behind bearing (1). Install the tool as shown. Insert a driver from the opposite side. Locate it on the back of the tool and use light tapping to drive the bearing from the shell. Repeat for other side. Do not reinstall the removed bearings. Replace with a new set.

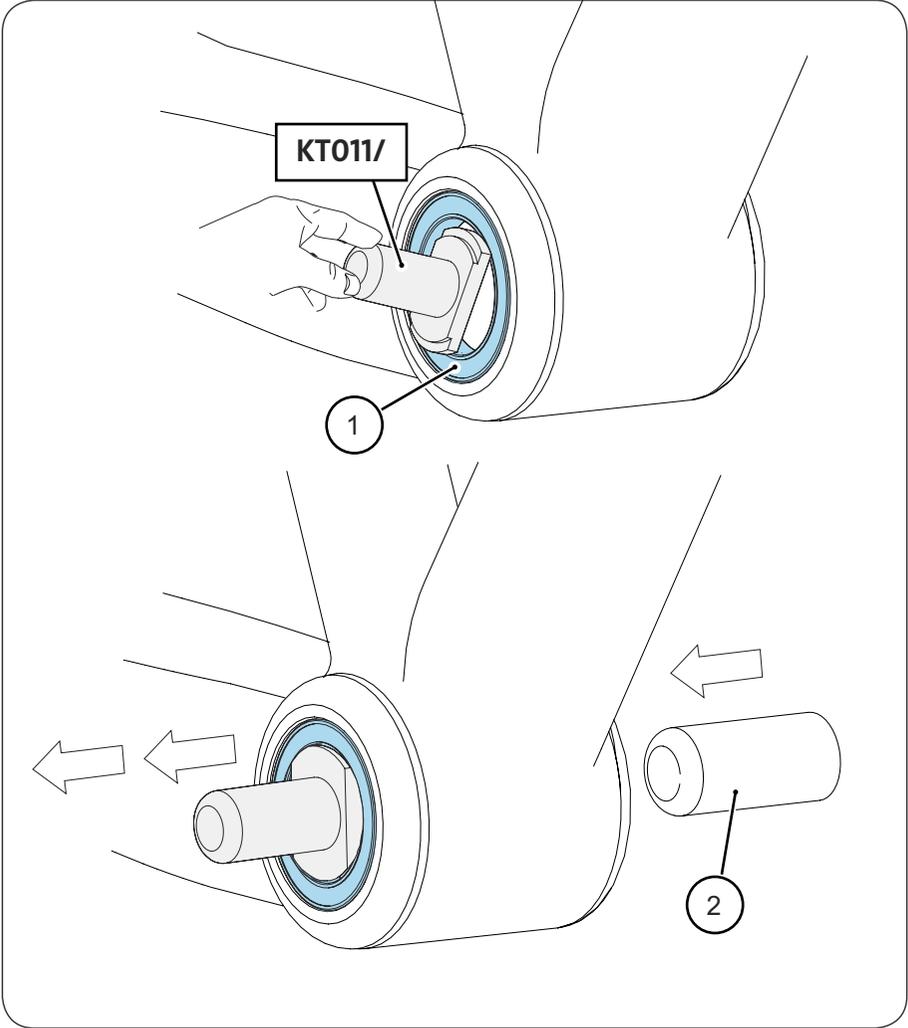


Figure 4

Circlip Removal

Once the bearings have been removed, position a small thin blade screw driver (3) under the curved end (b) of the circlip (4) and lift it out of the bottom bracket groove (c).

Circlip Reinstallation

Thoroughly clean the inside of the shell with a dry shop towel. Clean out the groove (c). Position and hold the flat end (a) of the circlip in the groove. Slowly work the circlip into the groove by sliding it inward toward the groove until completely seated. When finished, thoroughly coat the entire inner surface of the bottom bracket shell with a high-quality bicycle bearing grease.

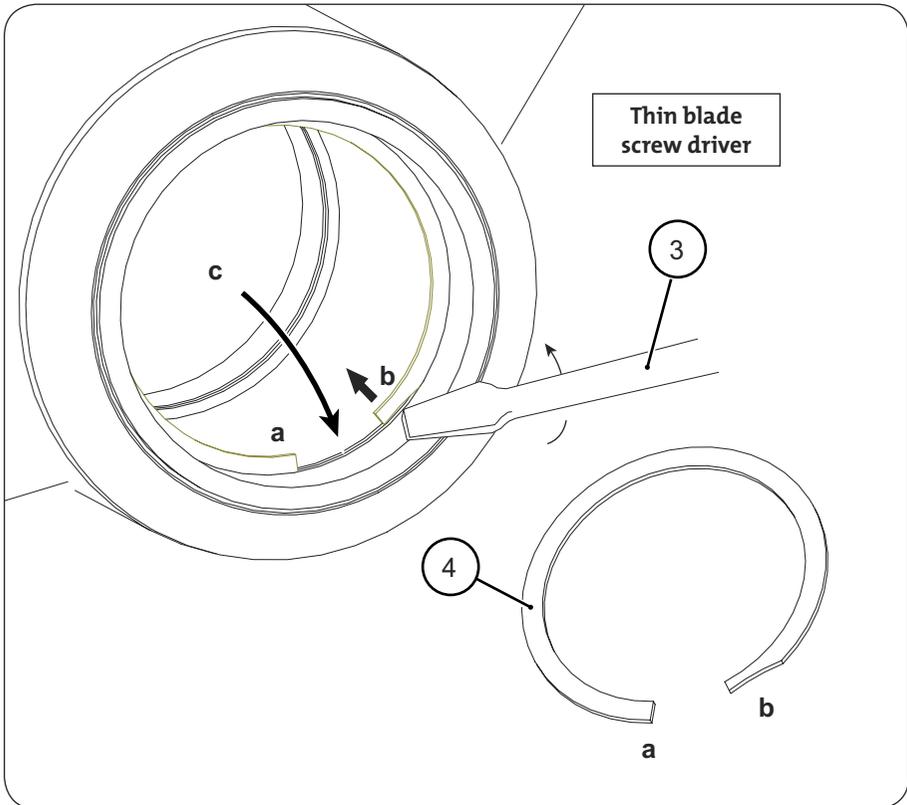


Figure 5



WARNING

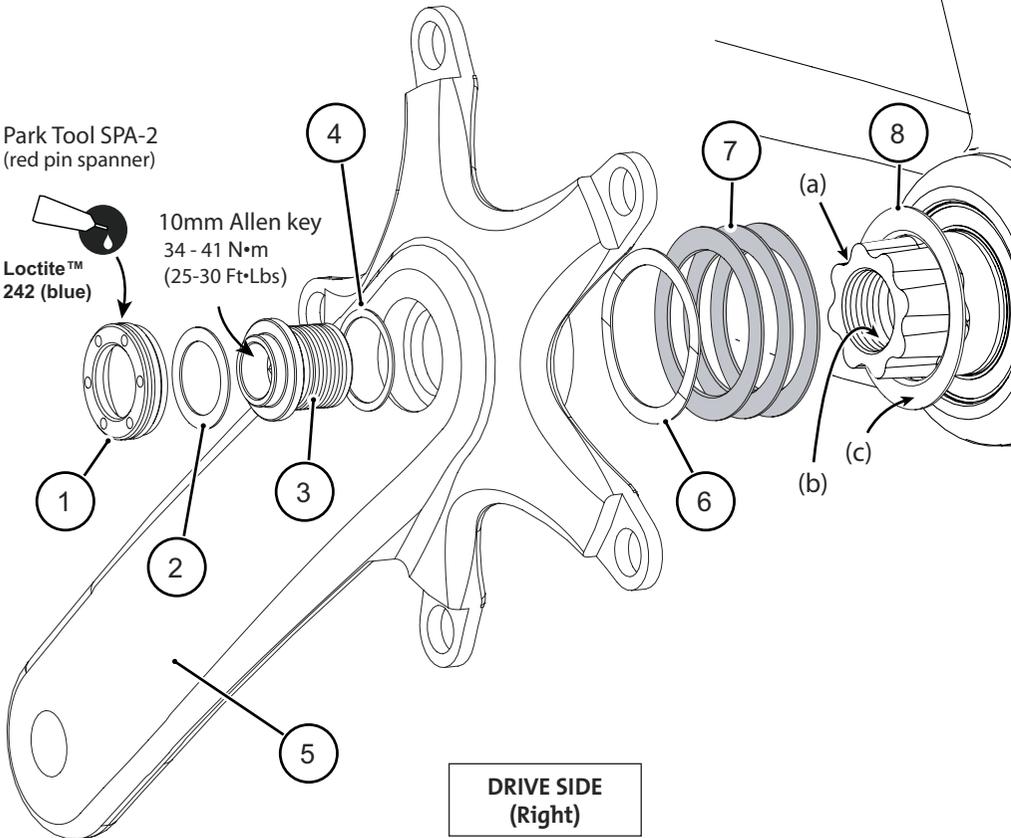
WEAR BOTH HAND AND EYE PROTECTION WHEN WORKING WITH CIRCLIPS.

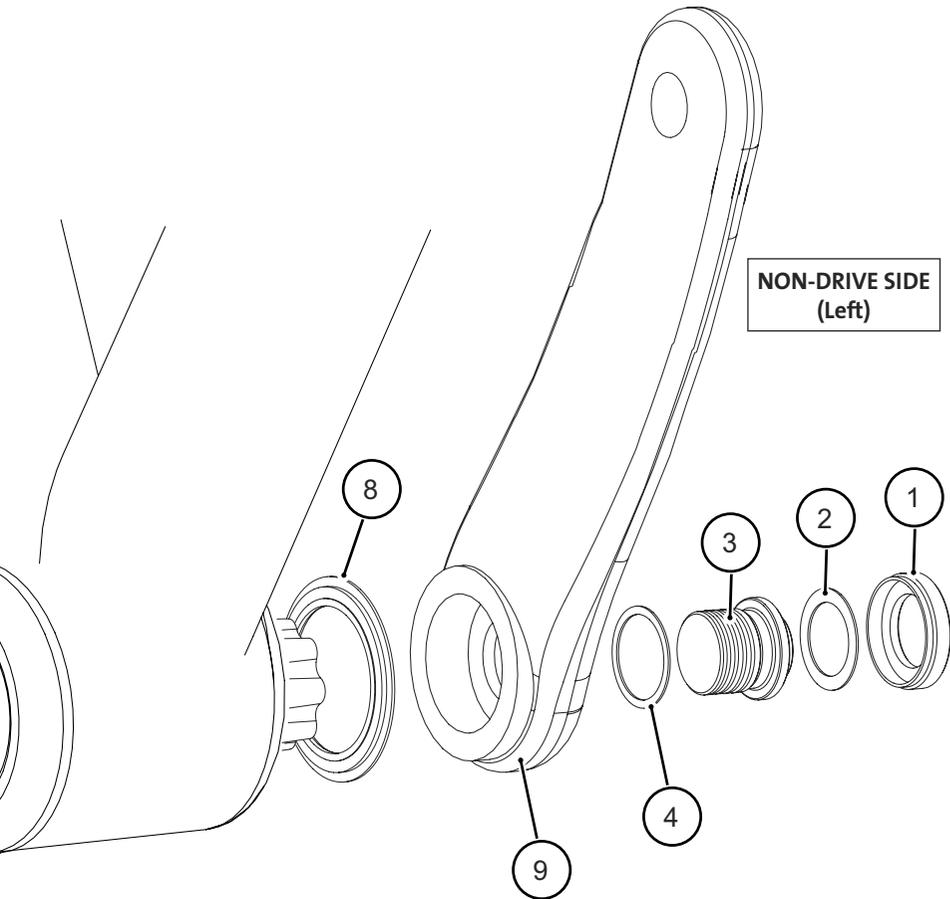
WARN004

SI Carbon Crankset Exploded View Figure 6

Parts Identification

- 1. Retaining nut
 - 2. Washer
 - 3. Fixing bolt
 - 4. Washer
 - 5. Drive side crankarm
 - 6. Wave washer
 - 7. Plastic shims
 - 8. Bearing shield
 - 9. Non-drive side crankarm
- (a) spindle splines
(b) spindle threads
(c) flat side of shield (faces out)





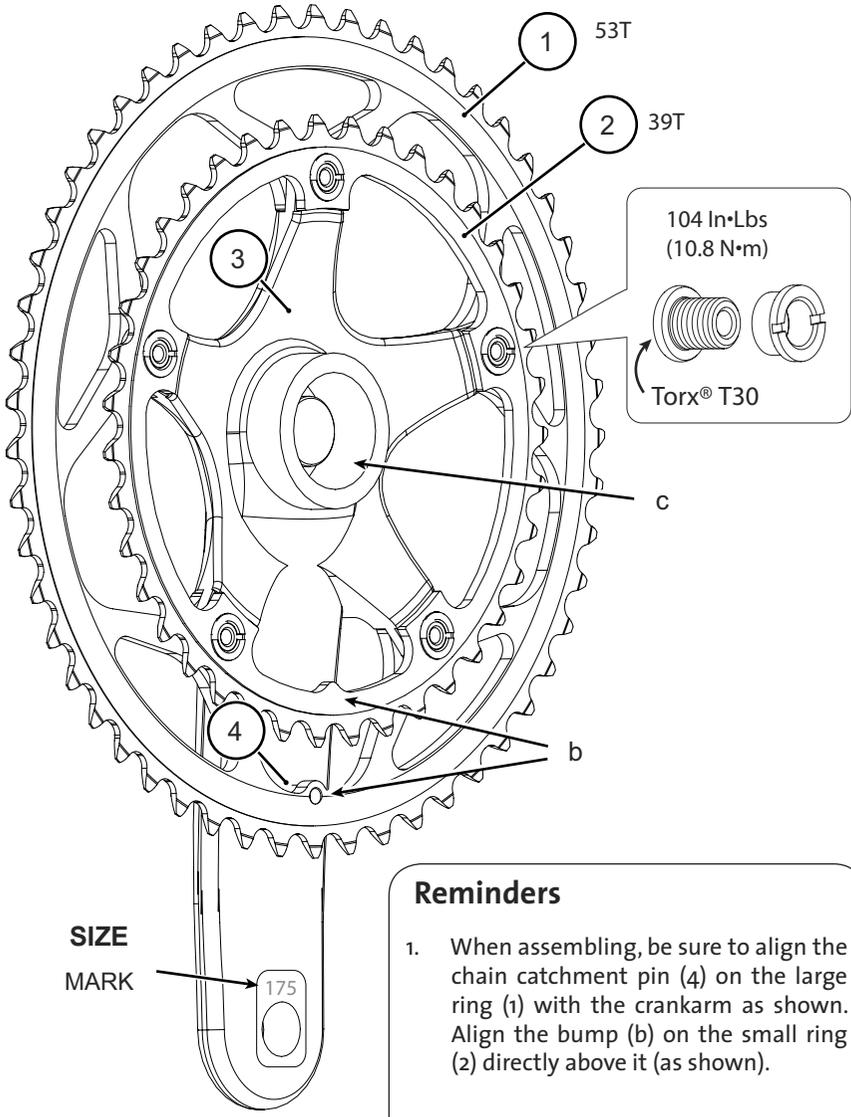
Reminders

1. When reinstalling the crankarms, always clean the spindle splines, spindle threads, and the crankarm sockets.

Apply a generous coating of a high-quality bicycle bearing and cover all the contact surfaces. Also, lightly grease the exposed face of the bearing to repel moisture. Also include the fixing bolt assembly, if removed. You should ensure grease coating between the fixing bolt, each washer, and behind the retaining ring. If these parts are dry, the increased friction may cause the retaining ring to back out while attempting to extract the crankarm.

2. Use an accurately calibrated torque wrench to tighten .

SI Carbon Crankarm/Chainrings



- #### Reminders
1. When assembling, be sure to align the chain catchment pin (4) on the large ring (1) with the crankarm as shown. Align the bump (b) on the small ring (2) directly above it (as shown).
 2. Lightly grease the contact area between the large (1), small (2) chainrings, and the crankarm spider.

Figure 7

Carbon Synapse SI BB Permanent Adapter Insert

You may install a standard crankset bottom bracket with a special SI to standard bottom bracket adapter insert (1). The threaded adapter is available from Cannondale and must be professionally installed. Once installed, the adapter is a non-removable/ permanent frame part.



Figure 8



WARNING

CARBON SYNAPSE STANDARD BOTTOM BRACKET SHELL THREADED INSERT (1) IS PERMANENT AND NON-REMOVABLE. DO NOT ATTEMPT TO REMOVE IT. YOU CAN CAUSE SERIOUS FRAME DAMAGE.

WARN005

Seat Tube and Seat Post Information

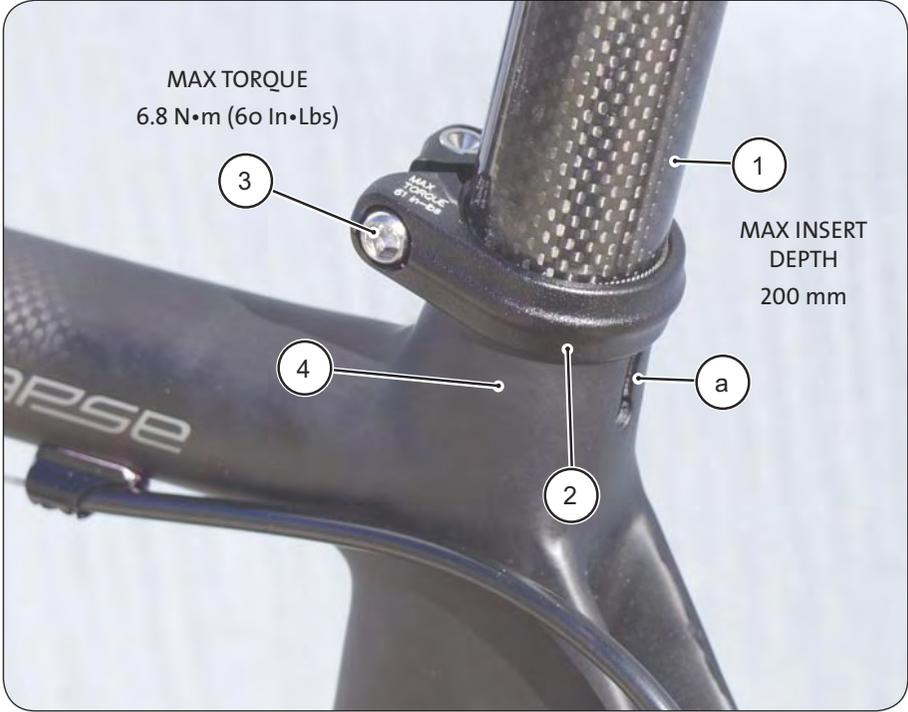


Figure 9

- YOUR SYNAPSE HAS A CARBON FIBER SEAT POST (1). AS A GENERAL RULE FOR CARBON FIBER SEAT POSTS WITHOUT USING A SPECIALLY DESIGNED SEAT BINDER (2), THE BINDER BOLT (3) SHOULD BE POSITIONED OPPOSITE THE SEAT TUBE (4) SLOT (a). This reduces the possibility any distortion will push inward and deform or crack the seat post when the clamping force is applied. Generally, damage happens when the bolt is over-tightened. The seat binder that comes with your Synapse (shown) is designed to be positioned either with or without the bolt over the slot since the diagonal slot of the binder lessens the chances of this type of damage.
- ALSO CLEAN AND APPLY A FILM OF GREASE TO THE INNER SURFACE OF THE BINDER CLAMP IN CONTACT WITH THE SEAT TUBE AND THE BOLT THREADS. This will promote even application of the clamping force.

- WHEN INSTALLING OR ADJUSTING the seat post into the frame always make sure the inside of frame seat tube and the seat post itself is clean. Insert the post straight up and down in a smooth motion. Don't use a twisting or rotating action to install or remove the seat post. Cuts and scratches in the seat post can cause the seat post to break.
- Keep the MINIMUM INSERT or MAXIMUM HEIGHT line at or below the top edge of the seat tube.
- DO NOT CUT THE SEAT POST.
- AFTER ANY CRASH, FALL, OR IMPACT, remove and inspect the seat post for damage. If it is damaged in any way, (cracks, scratches, scrapes, gouges, splintering), discard it. Replace it with a new one.
- Under tightening the seat post (binder clamp or saddle adjustment) can result in it coming loose while riding causing you to lose control. Make sure the seat post is installed correctly and all fasteners tightened to the specified torque.

**WARNING**

NEVER USE LIGHT OR SPRAY OILS TO LUBRICATE A SEAT POST OR INSIDE THE SEAT TUBE. A light film of clean bicycle bearing grease can be used if directed (seat post manufacturer's instructions).

NEVER USE SOLVENTS, OR CHEMICAL SPRAY CLEANERS TO CLEAN THE INSIDE OF THE SEAT TUBE. Wipe out the seat tube with a clean dry towel only. Light oils (WD40 and oils typically used in honing) and solvents, and including chemical cleaners can attack and weaken composite bonds holding the frame together leading to frame failure.

NEVER FORCE A SEAT POST INTO THE SEAT TUBE. The seat post should always be a slide fit. If the seat post is difficult to install, there is a serious problem. The seat tube is only designed to accept 200 mm of seat post length.

NEVER REAM OR HONE THE SEAT TUBE FOR ANY REASON. Always have the seat post serviced and installed by a professional bike technician.

WARN006

Rear Derailleur Hanger

When installing replacements, be sure to thoroughly clean and inspect the dropout for any damage. Do not install a replacement hanger onto a damaged dropout.

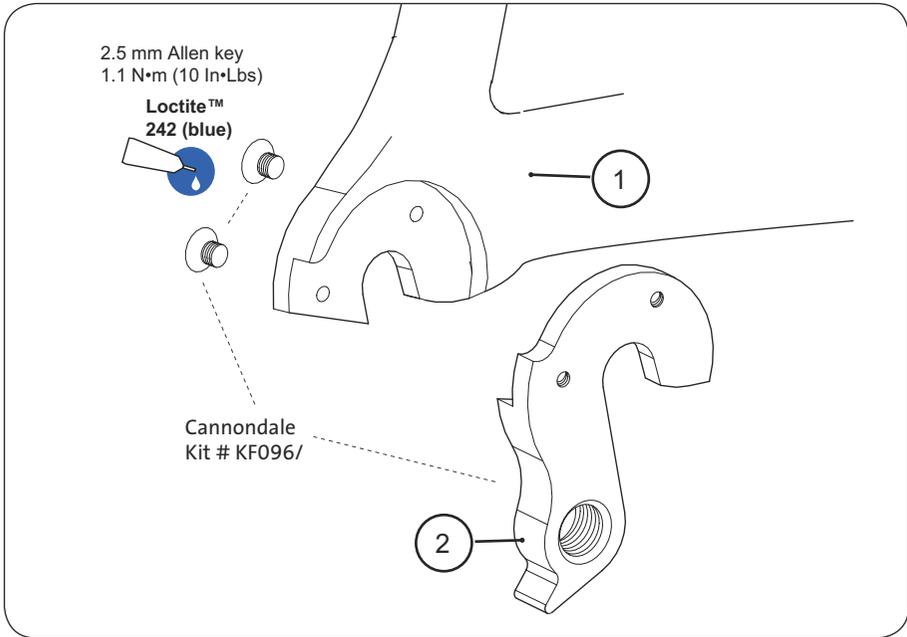


Figure 10

Before re- installing (same or new):

Wipe dropout (1). Clean and inspect carefully for cracks or damage (see page 8).

Clean surfaces and apply a light film of bike grease between the hanger (2) and 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.

Be sure to check adjustment of derailleur following remounting.

CAUTION

DO NOT USE A DERAILEUR HANGER ALIGNMENT TOOL TO STRAIGHTEN. Force applied can damage dropout.

CAUT001

Be sure to readjust wheel quick release so it is very tight. See PART I Section 4. A in your *Cannondale Bicycle Owner's Manual*.

Chainstay Protector

The chainstay protector (1) provides limited protection against frame or finish damage caused by the chain contacting the chainstay (2). One has been included for your bike. The adhesive backed protector is removable, and replacements are available through a Cannondale Dealer.

On some models, the protector may overlay graphics. The protector will not damage the graphics if it is applied and removed properly. The protector is provided in a standard shape, but it can be trimmed easily with scissors if necessary.

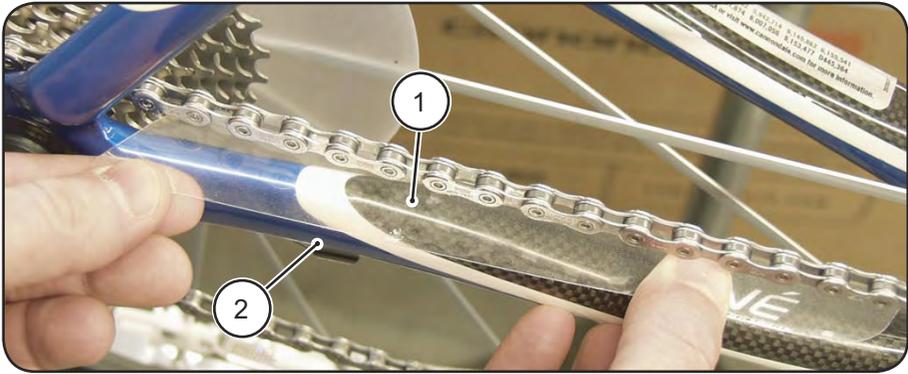


Figure 11

To apply

1. Shift chain onto largest front and smallest rear sprocket to indicate area the chain is close to the chainstay. Clean the chainstay with a mild soap and water solution. Dry with a lint-free cloth.
2. Remove the chainstay protector from the backing.
3. Hold the protector over the top of the chainstay (large end toward back as shown above). Align over the chainstay and press to affix. Press firmly on the entire length and edges of the protector to affix.

To remove

1. Carefully, lift an edge and peel away slowly!

CAUTION

Do not use a tool or sharp instruments to remove. Do not use solvents or other chemicals to clean.

CAUT002

Bottom Bracket Cable Guide

A bottom bracket cable guide is located on the underside of the bottom bracket shell.

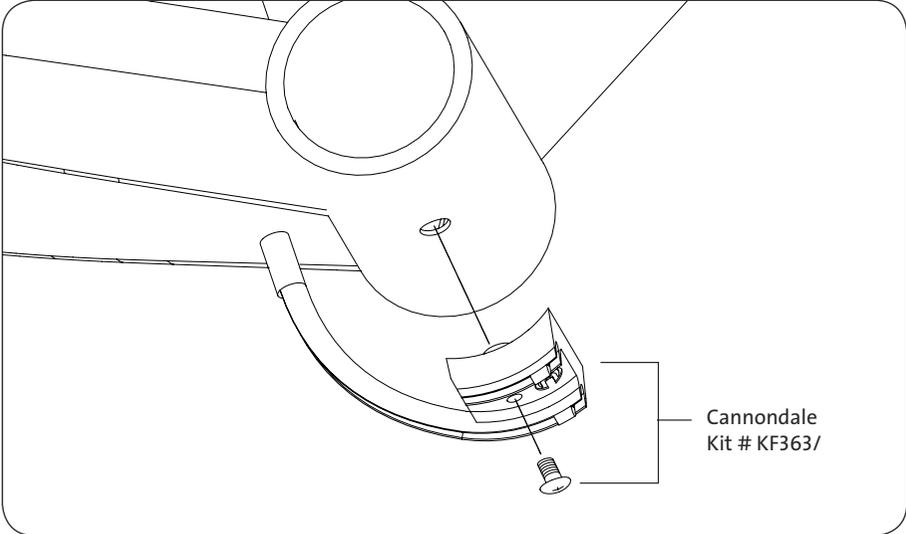


Figure 12

GEOMETRY

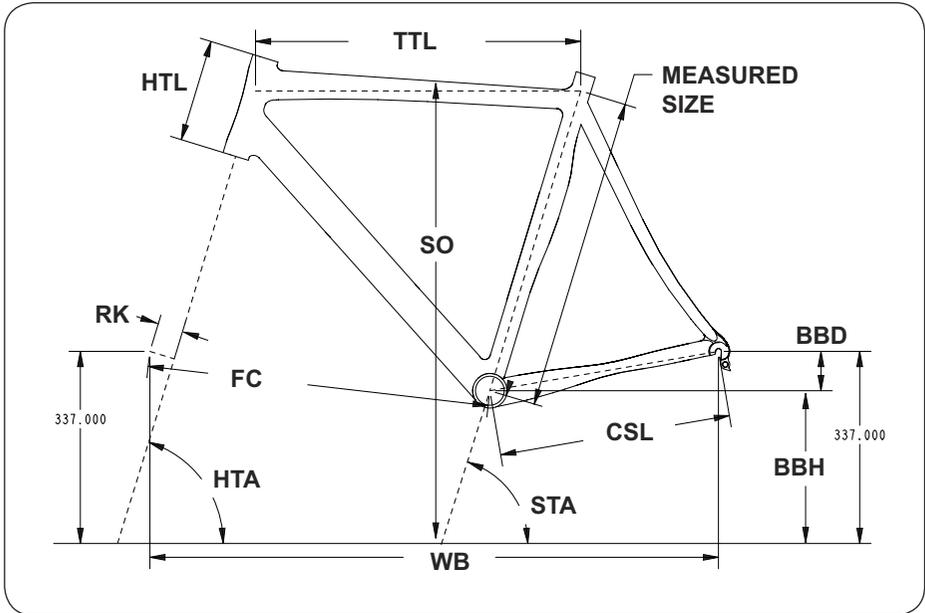


Figure 13

SIZE		47	50	53	56	58	60	63
MEASURED SIZE (cm)*		44	47	50	53	55	58	60
HORIZONTAL TOP TUBE LENGTH (cm)	TTL	51.5	53	54.5	56	57.5	59	60
SEAT TUBE ANGLE	STA	75	74.5	74	73.5	73	72.5	72.5
HEAD TUBE ANGLE	HTA	71	72	72.5	73	73	73.5	73.5
CHAIN STAY LENGTH (cm)	CSL	41	41	41	41	41	41	41
FORK RAKE (cm)	RK	4.5	4.5	4.5	4.5	4.5	4.5	4.5
BOTTOM BRACKET HEIGHT (cm)	BBH	26.5	26.5	26.5	26.8	26.8	27.0	27.0
WHEELBASE (cm)	WB	97.4	97.9	98.7	99.5	100.5	101.1	102.1
STANDOVER HEIGHT (cm)	SO	72.5	74.5	76.9	79.5	81.3	83.3	85.7
BOTTOM BRACKET DROP (cm)	BBD	7.2	7.2	7.2	6.9	6.9	6.7	6.7
FRONT CENTER (cm)	FC	57.5	58.0	58.8	59.5	60.5	61.0	62.0
HEAD TUBE LENGTH (cm)	HTL	11	12	14	16	18	20	22

***MEASURED SIZE** is taken from the center of the bottom bracket to the top of the top tube, measured along the seat tube axis. All sizes have a slightly sloping top tube.

SERIAL NUMBER

The serial number for your bike is located on the underside of the bottom bracket shell on a printed and permanently affixed barcode label (shown arrow below).

Use this serial number for warranty registration and theft recovery. See your *Cannondale Bicycle Owner's Manual* for more information on warranty registration.

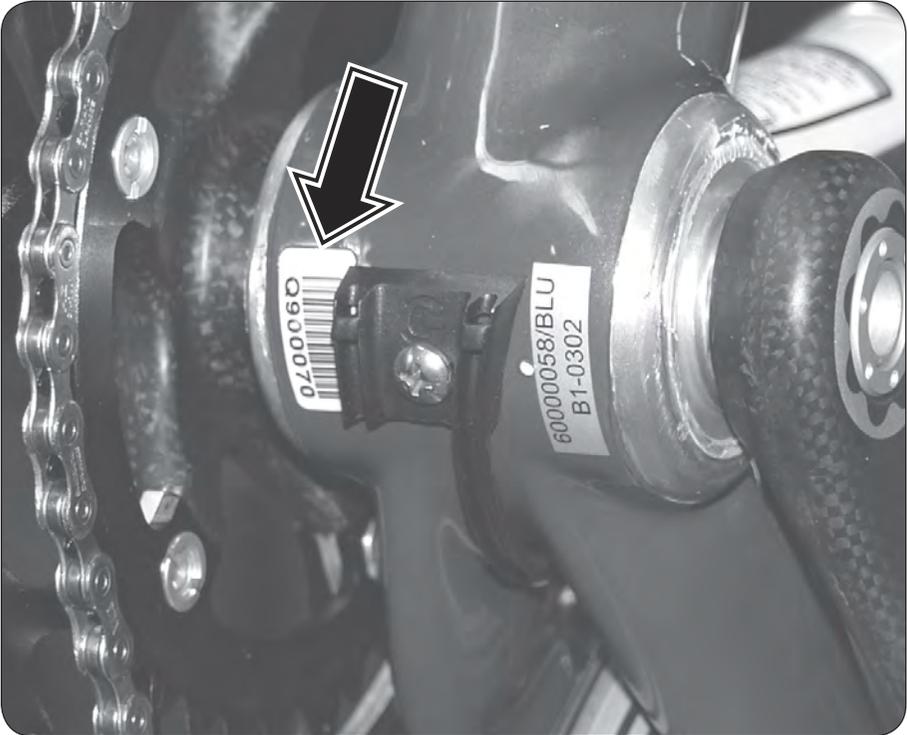


Figure 14

SPECIFICATIONS

ITEM	SPECIFICATION
MODEL	CARBON
FRAME MATERIAL	Composite “carbon fiber”
SEAT POST DIAMETER	31.6 mm
SEAT POST CLAMP	35 mm
SEAT POST CLAMP TORQUE	DO NOT EXCEED 6.8 N•m (60 In•Lbs)
HEADSET	System Integration (Si) Campagnolo style bearings 45°/45°
HEADSET BEARING	41.8 mm O.D.
BOTTOM BRACKET	System Integration (Si)
	Standard w/ non-removable/permanent SI adapter
FRONT DROPOUT SPACING	100 mm
REAR DROPOUT SPACING	130 mm
REAR DERAILLEUR HANGER TORQUE	Loctite™ 242 (blue) 1.1 N•m (10 In•Lbs) DO NOT OVER-TIGHTEN. See page 20.
FRONT DERAILLEUR	35 mm diameter clamp-on
FRONT DERAILLEUR CLAMP TORQUE	See derailleur manufacturer’s instructions. Use an accurately calibrated torque wrench. To avoid damage, do not over-tighten. DO NOT EXCEED 6.8 N•m (60 In•Lbs)

REPLACEMENT PARTS (KITS)

CANNONDALE KIT NO.	DESCRIPTION
KF096/	KIT,DER HANGER,SINGLE SIDED RD--NEW CAAD 8 STYLE
KF095/	KIT,COMP. ASSY,FOR FULL CARBON FORKS W/23.6MM I.D.
KB002/	KIT,HEADSET, SI FSA CARBON W/ 15MM TOPCAP
KF362/BBQ	KIT,SEATBINDER, ROAD 34.9, SYNAPSE
KF363/	KIT,BB CABLEGUIDE,SYNAPSE, GUIDE W/ FIXING BOLT
QC690/	KIT,BB,CDALE SI,106MM RD-COMPLETE SI BB
QC615/	KIT, BEARING SHIELD,BB-SI
QC616/	KIT, CIRCLIP,BB-SI
QC617/	KIT, SHIMS-PLASTIC, BB-SI; CONTAINS 5 SHIMS
QC618/	KIT, WASHER-WAVE, BB-SI
KB6180/	KIT, BEARINGS-BB-SI; CONTAINS 2 BEARINGS FOR THE BOTTOM BRACKET SKF#6806-2RS /SR12 /90% _LL
QC612/	KIT, SPINDLE-SI ROAD
KF361/	KIT,BOLTS,SI CARBON CRANK,(2)
KF346/	KIT,CRANKSET,SI CRB,39/53,170
KF347/	KIT,CRANKSET,SI CRB,39/53,172
KF348/	KIT,CRANKSET,SI CRB,39/53,175
KF349/	KIT,CRANKSET,SI CRB,36/50,170
KF350/	KIT,CRANKSET,SI CRB,36/50,172
KF351/	KIT,CRANKSET,SI CRB,36/50,175
KT010/	KIT, TOOL-BB BEARING-SI; USED WITH A HEADSET PRESS TO INSTALL SI BB BEARINGS
KT011/	KIT, TOOL - BEARING REMOVAL SI; T-SHAPED TOOL USED TO REMOVE SI BOTTOM BRACKET BEARINGS
KT014/	KIT, TOOL-STAR NUT INSTALL, HS-SI

For an up to date list of kits available for your bike, please visit our Tech Center at : <http://www.cannondale.com/bikes/tech/>

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Our Mission Statement Is:

“To create innovative, quality products that inspire cyclists around the world.”

Our Values Statements Are:

1. We strive to exceed the expectations of our consumers, retailers, and business partners.
2. We believe our people drive our success.
3. We work together as one global team.
4. We act with respect, responsibility and integrity.
5. We continue to improve.

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