



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

# **PROPHET**

## **Owner's Manual Supplement**

### **120017.PDF**

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Please note that the specifications and information in this manual are subject to change for product improvement. For the latest product information, go to <http://www.cannondale.com/tech/>.

## ABOUT THIS SUPPLEMENT

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

This supplement may be one of several for your bike. Be sure to obtain and read all of them.

If you need a manual or supplement, or have a question about your bike, please contact your Cannondale Dealer immediately, or call us at one of the telephone numbers listed on the back cover of this manual.

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

- This manual is not a comprehensive safety or service manual for your bike.
- This manual does not include assembly instructions for your bike.
- All Cannondale bikes must be completely assembled and inspected for proper operation by a Cannondale Dealer before delivery to the owner.

### **WARNING**

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

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

## SAFETY MESSAGES

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

### **WARNING**

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

### **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, or results depending on the situation and degree of damage. Important matters are described in CAUTION (as well as WARNING), so be sure to observe them.

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

## INTENDED USE

### **All-Mountain**

**INTENDED** for trail riding and riding uphill. All-Mountain bicycles are more heavy duty than cross country bikes, but less heavy duty than Freeride bikes. All-Mountain bikes are lighter and more nimble than Freeride bikes. All-Mountain bikes are heavier and have more suspension travel than a cross country bike, allowing them to be ridden in more difficult terrain, over larger obstacles and moderate jumps. All-Mountain bikes are intermediate in suspension travel and use components that fit the intermediate intended use. All Mountain bikes cover a fairly wide range of intended use, and within this range are models that are more or less heavy duty. Talk to your retailer about your needs and these models.

**NOT INTENDED** for Hardcore Freeriding, Extreme Downhill, Dirt Jumping, Slopestyle, or very aggressive or extreme riding .

**TRADE OFF** All-Mountain bikes are more rugged than cross country bikes, for riding more difficult terrain. All-Mountain bikes are heavier and harder to ride uphill than cross country bikes. All-Mountain bikes are lighter, more nimble and easier to ride uphill than Freeride bikes. All-Mountain bikes are not as rugged as Freeride bikes and must not be used for more extreme riding and terrain.



### **WARNING**

**USING YOUR BICYCLE IMPROPERLY IS HAZARDOUS.**

## BUILDING UP A FRAMESET

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

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

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

Read and follow the component manufacturers warnings and instructions.

## ABOUT FREERIDING & DOWNHILL



### **WARNING**

**FREERIDING AND OTHER FORMS OF “EXTREME RIDING” ARE EXTREMELY DANGEROUS. YOU CAN BE SEVERELY INJURED OR KILLED IN A SERIOUS ACCIDENT.**

Freeriding, jumping, hucking, dirt jumping, mountaincross, downhill, slalom, slopestyle, urban or street riding or other evolving forms of extreme or hard core mountain biking are inherently dangerous and can lead to serious accidents. Wear all safety gear and be sure your bike is in excellent condition. Follow all the instructions and warnings below. These steps will reduce, but not eliminate, the inherent risks. Even with state of the art protective safety gear you could be seriously injured, paralyzed or killed. If you do not want to take these risks, do not engage in this type of riding.

### **Fundamental Risk**

Freeriding, jumping, hucking, dirt jumping, mountaincross, downhill, slalom, slope-style, urban or street riding. It seems that everywhere you look, from Mountain Dew® commercials to the X-Games® to the Red Bull® Rampage, riders are grabbing big air and sticking sick drops. And it sure looks fun.

But what the videos and bike magazines and ads don't always tell you is that extreme riding takes an amazing amount of skill. Some of the riders you see are well-paid pros who have gradually built up their skills through endless hours of practice, and who have also had their share of stitches, concussions and busted bones (and bikes). Others are daredevils who have chosen to accept or ignore the risks. Would you allow anyone to say that you are so weak in the head, and have such poor judgment that you copy those you see in the media without thought of the serious risks?

The stakes are high if you screw up. Realize too late that you aren't up to the challenge, and you run the risk of major injury or even – say it aloud – death, paralysis. In short, extreme riding carries a high degree of fundamental risk, and you bear the ultimate responsibility for how you ride and what you attempt to pull off. Do you want to avoid these significant risks? Then do not ride this way.

continued on next page . . . .

**Product Limitations**

Problems of pilot error aside, hard-core riding also beats the heck out of your equipment. Although we build and test our bikes to make them tough, there's no way that we can guarantee they'll survive your umpteenth six-foot drop. For starters, there is no industry "jumping" standard. The many circumstances of takeoff, landing, speed, rider technique, etc. are unique. The judgment, lack of judgment or insanity of a rider who may ride a Cannondale bicycle cannot be completely predicted, so it's flat-out impossible to predict how anyone's equipment is going to hold up.

Let's get another thing straight. Buying a Freeride bike does not make you any better. Do not confuse the built-in capabilities of equipment with your own capabilities, which must be learned.

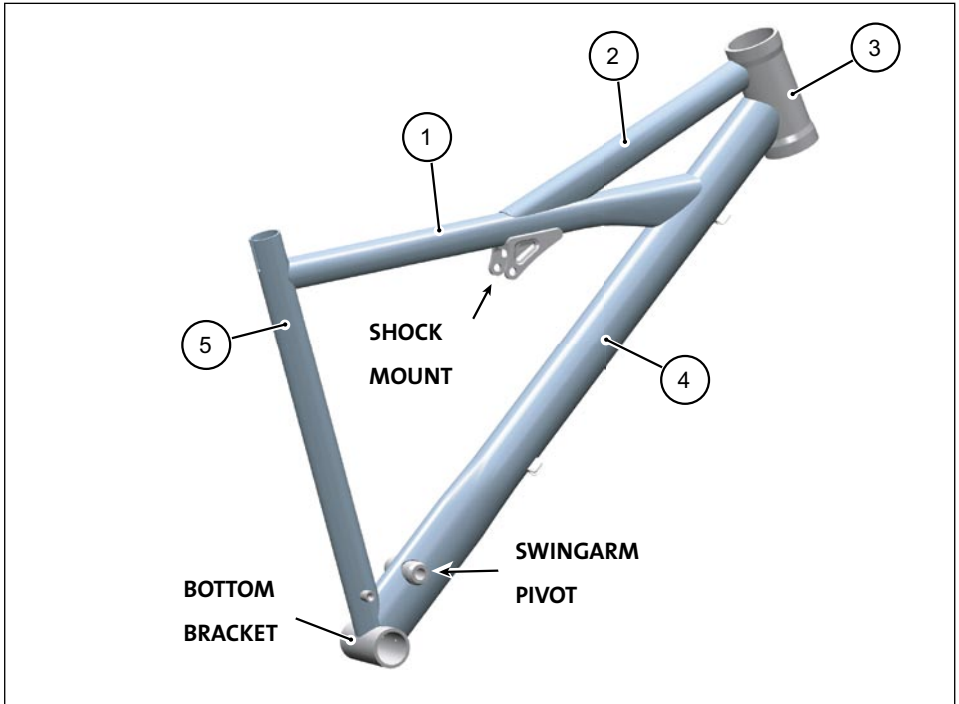
Keeping your bike and all its components in good working order is critical, and it's up to you to maintain and inspect it. Even so, your sweet rig isn't going to last forever. Nothing does, particularly bikes and parts that are built to minimize weight and then are subjected to abuse. Cannondale frames carry a warranty, but that's to cover issues with workmanship and/or materials. (See the Cannondale Warranties section of the Owner's Manual.) The warranty doesn't mean that they're going to last forever. They're not. The warranty certainly doesn't mean that the bicycle can in any way protect you from injury.

**In Conclusion**

If you're going hard-core, be smart about it. Always wear a full face helmet, body armor, full-finger gloves and protective clothing. Choose a bike that's right for you, your riding and terrain, and check it often for signs of fatigue or other trouble. (Your dealer can help you on both fronts.) Read the Mountain Bike Riding section of the Cannondale Bicycle Owner's Manual. And most importantly, know your limitations. Practice. Stay in control, and carefully, gradually expand your limits – but ride within them.

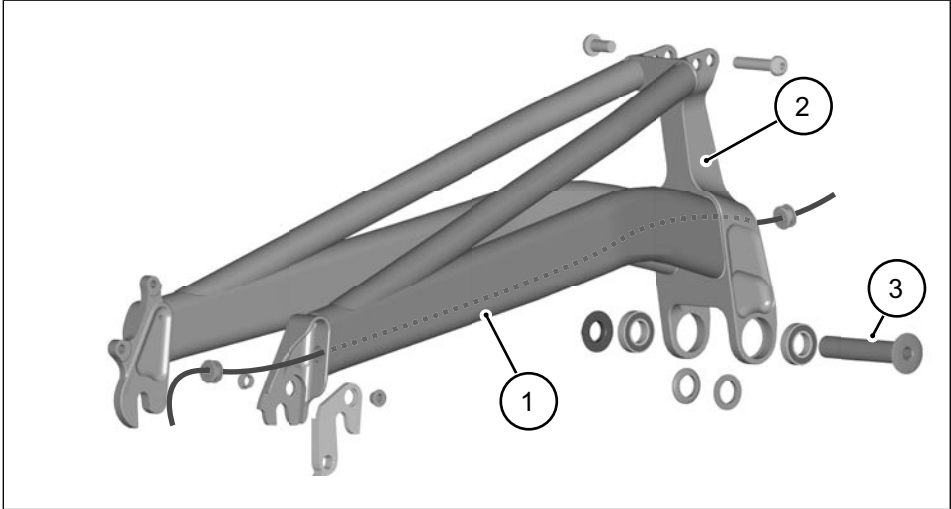
## FRAME

### Front Triangle

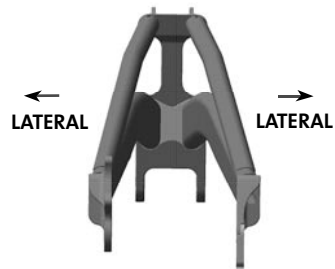


1. **Top Tube** - Formed and tapered to increase impact strength.
2. **Delta Tube** - Tapered wall to increase shock mount support. Interrupted top tube for increased stand-over clearance, steering precision and strength.
3. **Head Tube** - Externally butted for headset bearing reinforcement.
4. **Down Tube** - Variable wall to strengthen pivot and bottom bracket.
5. **Seat Tube** - Butted tube with integrated E-type derailleur mount.

## Swingarm

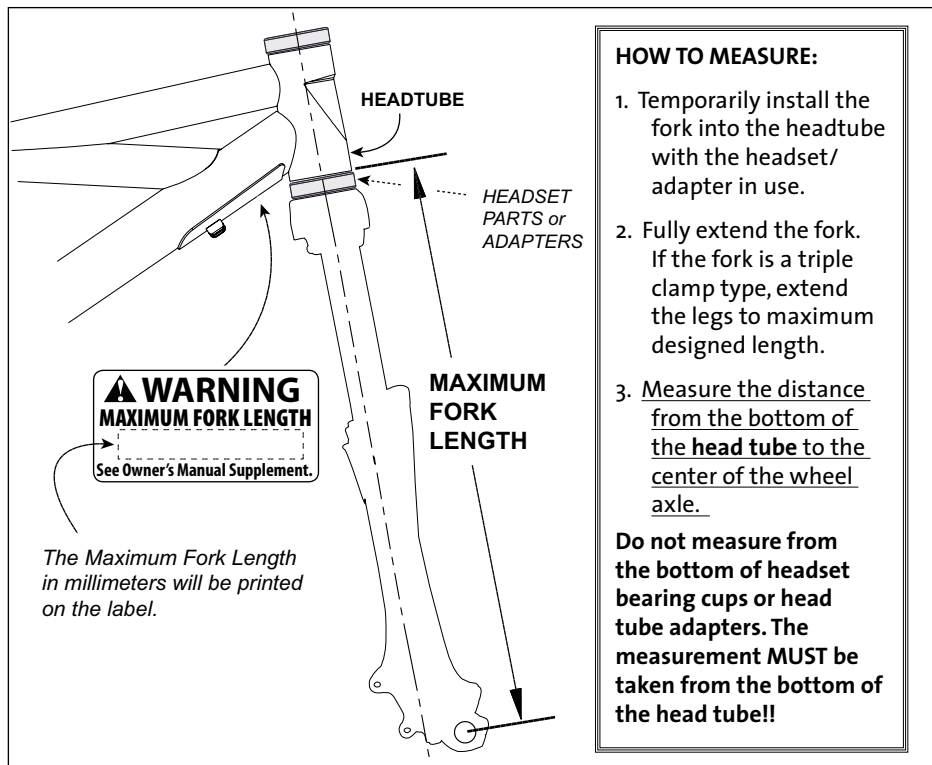


1. **Chainstays** - The custom-formed and tapered chainstays are optimized for lateral stiffness. Tuned for vertical compliance, they distribute stress evenly under extreme landing loads.
2. **Hot Box Pivot** - Constructed as a welded, Hollow-Core swingarm pivot. It is designed for maximum stiffness and minimum lateral flex. It's CNC - forged hollow core provides a tremendous stiffness-to-weight ratio, boosting stiffness by up to 30% which prevents wagging and increases pedal efficiency. The rear derailleur cable is routed internally through the Hot box and within the chainstays, delivering a clean look and no ghost shifting.
3. **Pivot Assembly** - This assembly features a precision pivot shaft and renewable sealed cartridge bearings.



## MAXIMUM FORK LENGTH

Maximum Fork Length is an important frame safety testing specification. You must observe the measurement when installing headset parts, headset adapters, installing and adjusting a fork, and replacement forks. The specification is printed on a warning label indicated in the figure below. In this manual, the number is also listed in the **SPECIFICATIONS** section.



### **WARNING**

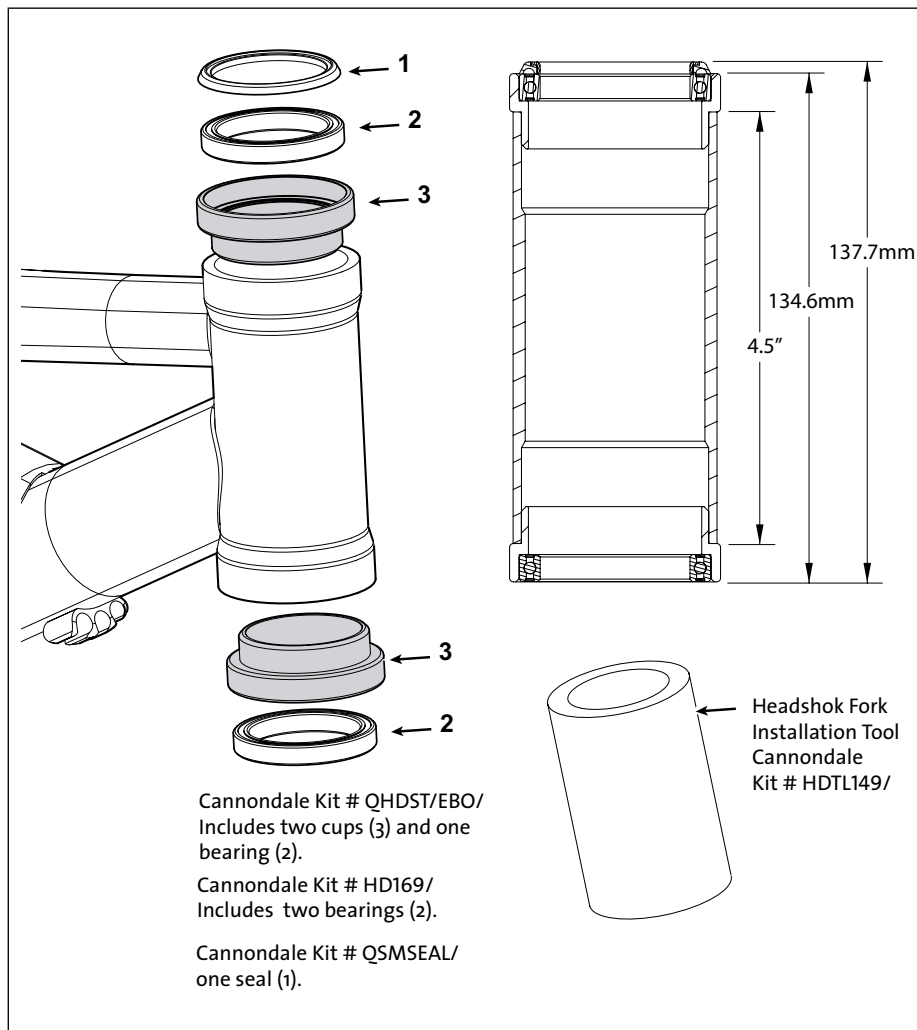
**DO NOT INSTALL HEADSET PARTS OR FORKS RESULTING IN A MAXIMUM FORK LENGTH LONGER THAN THE SPECIFICATION FOR YOUR FRAME. DO NOT ADJUST A TRIPLE CLAMP FORK SO THAT MAXIMUM FORK LENGTH EXCEEDS THE FRAME LIMIT.** Exceeding the MAXIMUM FORK LENGTH limit can overload the frame causing it to fail (break) while riding.

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



## HEAD TUBE & HEADSHOK HEADSET

The head tube accepts Cannondale HeadShok System Integration™ headsets (shown), and OnePointFive 1.5 (38.1mm) headsets.

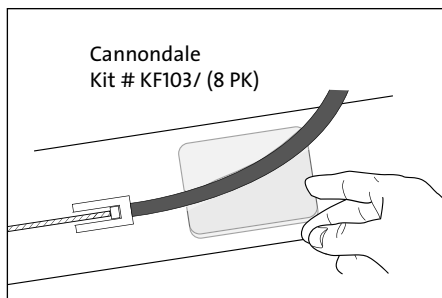


## LINE AND CABLE FRAME PROTECTION

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

Check over your bike after your first few rides. Apply a clear adhesive guard material in areas where rubbing is found.

When applied correctly, clear guards are good protection for your bike.



### To apply the guard material (included with your bike):

1. Clean the frame with a mild detergent and wipe dry with a clean towel. Do not use solvents or harsh chemicals to clean the frame. **OPTIONAL:** Trim the adhesive guard material to the shape required.
2. Remove the backing and position the guard under the cable/ line.
3. Rub the guard firmly against the frame with your fingers to fix it in place.
4. Periodically, recheck the guards and other areas of the frame as you continue to ride. Replace the guards if they wear out.

### PLEASE NOTE:

*Damage to your bike caused by cable rubbing is not a condition covered under your warranty. Also, adhesive frame guards are not a fix for incorrectly installed or routed cables or lines. If you find that applied guards are wearing out very quickly, consult with your Cannondale Dealer about the routing on your bike.*



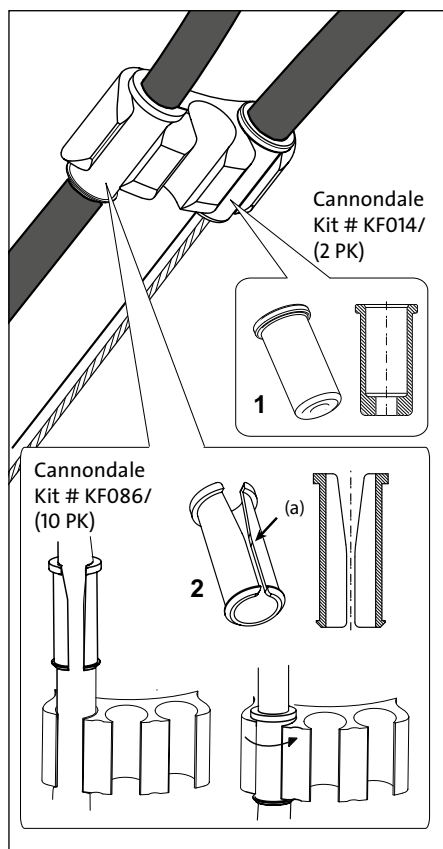
**PHOTO ABOVE SHOWS A TYPICAL LOCATION FOR THE GUARD. IN THIS CASE, ITS THE AREA IN FRONT OF THE SWINGARM ON THE DOWNTUBE.**

## HOUSING GUIDES AND CABLE STOPS

Lines and cables on your bike are routed through frame guides using cable stops (1) and /or cable thru guides (2).

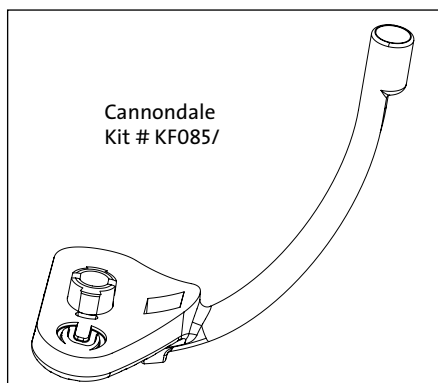
Periodically, you should check to make sure the stops and guides are in good condition and seated properly in the frame guides.

For stops, make sure the stop is seated securely in the frame guide and the housing is fixed within the stop.



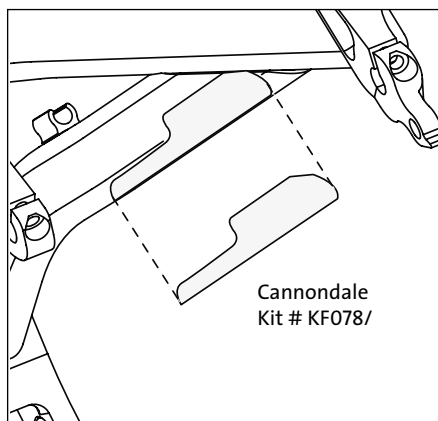
## BOTTOM BRACKET FRONT DERAILLEUR CABLE GUIDE

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



## CHAINSTAY PROTECTOR

An adhesive chainstay protector is located on the underside of the right chainstay. This guard protects the chainstay from damage caused by the chain. Check the condition of the right chainstay protector periodically and replace it when it is worn or missing.



# MAINTENANCE

The following table includes supplemental maintenance items for your bike. Please consult your *Cannondale Bicycle Owner's Manual* for more information on basic bike maintenance. And, so you may create a complete maintenance program best suited to you and your riding style, please talk to your Cannondale Dealer. Also, remember to follow the maintenance recommendations given by the component manufacturers for the various non-Cannondale parts of your bike.

## Schedule

WHAT TO DO	HOW OFTEN	You/ Professional
Check lines/ cables for rubbing, install guard material.	Before and After 1st Rides	YOU
Clean and visually inspect entire bike frame/ swingarm for cracks or damage	Before and After Each Ride	YOU
<b>SWINGARM PIVOT ASSEMBLY: FIELD CHECK</b> (Disassemble, Clean, Inspect, Re-grease As Needed) See page 16.	Every 25 hours	YOU or Professional
<b>SWINGARM CHAINSTAY PROTECTOR:</b> <b>Replace if necessary</b>	As needed	YOU
Check condition/ attachment of cable stops and housing guides.	Every 10 hours	YOU
<b>TIGHTENING TORQUES</b> In addition to other component specific tightening torques for your bike, check the tightness of the items listed in "Tightening Torques" in this manual.	Every 10 hours	YOU



### WARNING

**ANY PART OF A POORLY MAINTAINED BIKE CAN BREAK OR MALFUNCTION. AND, THAT CAN LEAD 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.

## About Cleaning

When cleaning your bike:

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

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

**SPRAY OFF BEFORE WIPING.** To preserve the appearance of paint, finish, and decals, use a low pressure water hose to first spray off heavy soils and dirt.

### CAUTION

DO NOT power wash or spray water under high pressure to clean. Power washing will force contaminants into parts where they will promote corrosion, immediately damage, or result in accelerated wear.

DO NOT use compressed air to dry.

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

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

## Tightening Torques

Component-specific values (for crank bolts, rotor bolts, do not appear below because they will vary based on the spec-level of the bike; please consult the manufacturer of the component in question for the correct torque value.

Item	Loctite #	N•m	In•Lbs
Shock Mounting Bolts	242	5	44
Swingarm Pivot Nut	242	12	106
Rear Derailleur Hanger Mounting Bolt	242	5	44

## SWINGARM

The pivot axle, bearings, and bearing shields are subject to wear depending on use, conditions, and maintenance. Periodic disassembly, cleaning, and regreasing will extend time between necessary renewal.

### FIELD CHECK

1. Place the bike in a work stand and remove the rear wheel.
2. Remove the rear shock.
3. Stand behind the bike holding the swingarm by the dropouts.

Lift it up and down. The pivot should move smoothly without sticking allowing the swingarm to fall under its own weight. Be careful, don't let the swingarm slam against the frame.

Next, still holding the dropouts, try to detect any excessive play side-to-side. Excessive side-to-side play can be caused by a loose pivot nut or damage to the bearings or other pivot parts.

If you find the swingarm movement rough or gritty or detect excessive side-to-side play, the pivot assembly should be inspected. An inspection will require, disassembly, cleaning and parts inspection. Replacement of worn part may be necessary. Have this service performed by your Cannondale dealer.

### Pivot Axle & Pivot Nut

The pivot must always be installed with the head on the drive side (right) of the frame. The pivot can not be removed without removing the crankset. When the pivot nut is removed the pivot will slide out easily. However, before it is removed the weight of the swingarm should be supported to prevent it dropping suddenly causing injury or damage.

### Bearings

The swingarm pivot bearings are a sealed cartridge type and do not require lubrication.

A film of grease applied to the faces of the bearing can be applied to help to repel damaging moisture.

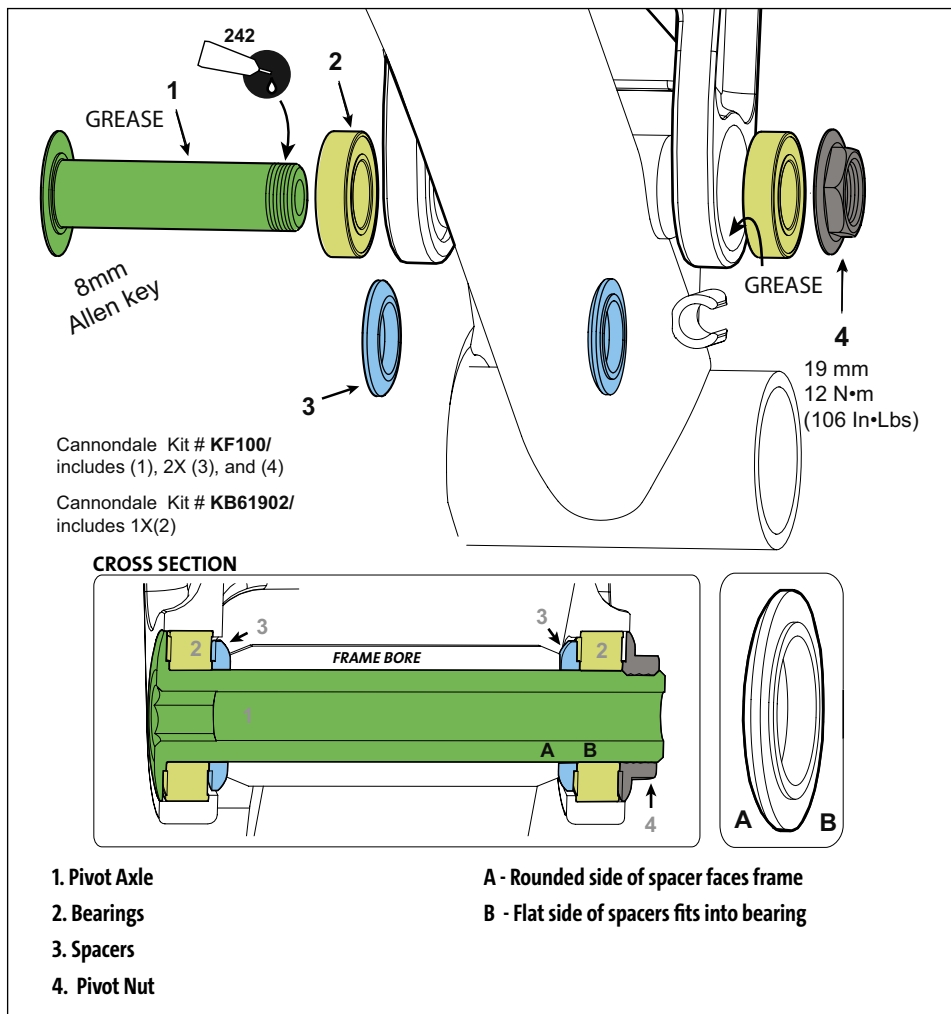
### To check the bearings:

With the pivot out, rotate the inner bearing race with your finger tip to confirm smooth rotation. Replace bearings if the rotation feels rough or gritty. When necessary, replace bearings as a new set. Drive out the old bearings carefully and install new ones using proper bearing installation tools.

### Spacers

The spacers are located between the bearings and frame. The smooth rounded side of the spacer faces the frame while the flatter side of the spacer fits against the bearing.

To check the spacers, remove them and look for any uncharacteristic wear, deep grooves, cracks or other damage. Be sure to check the frame bore surfaces as well. A rough surface can accelerate wear. If the spacers are in good shape, clean and regrease them before reinstallation. Make sure they go back in the right way. See the next figure.



## CAUTION

- Remove the rear wheel before servicing the pivot assembly. Support the swingarm from dropping or falling to prevent damage to the seat tube.
- Remove chainstay bridge if applicable. See next page.
- Clean the pivot axle and frame bore. Apply a light film of bicycle bearing grease to both grease before reassembly. Too much grease will collect damaging grit.



## **CHAINSLAPPER**

The chainslapper is a replacable protection for the swingarm. It can be installed over and in addition to the clear chainstay protector (See page 11). Install it as shown in photo above.

Make sure you press the hook and loop sections together and press firmly along the entire length for a secure fit.

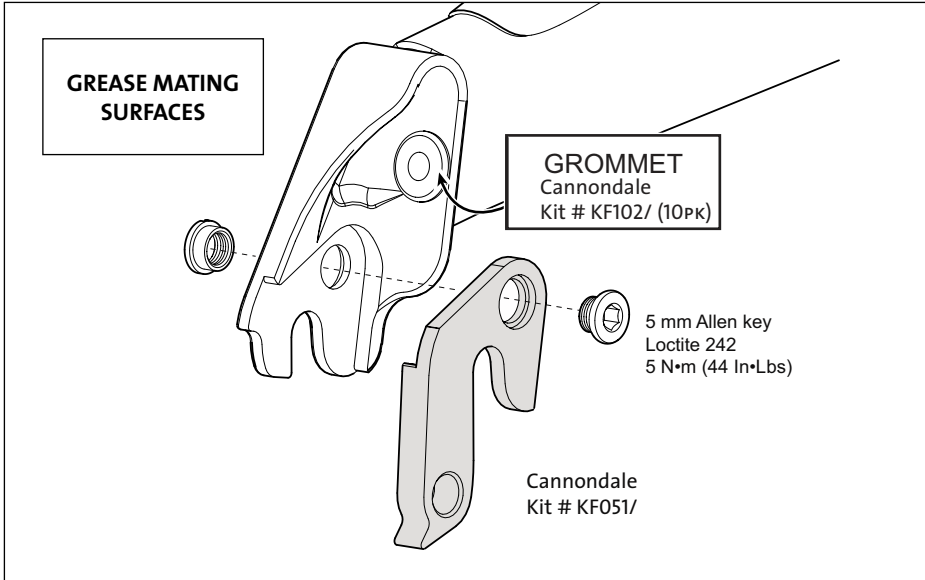
If the chainslapper ever becomes loose or damaged, replace it with a new one.





## REAR DERAILLEUR HANGER REPLACEMENT

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.



Before re- installing (same or new):

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

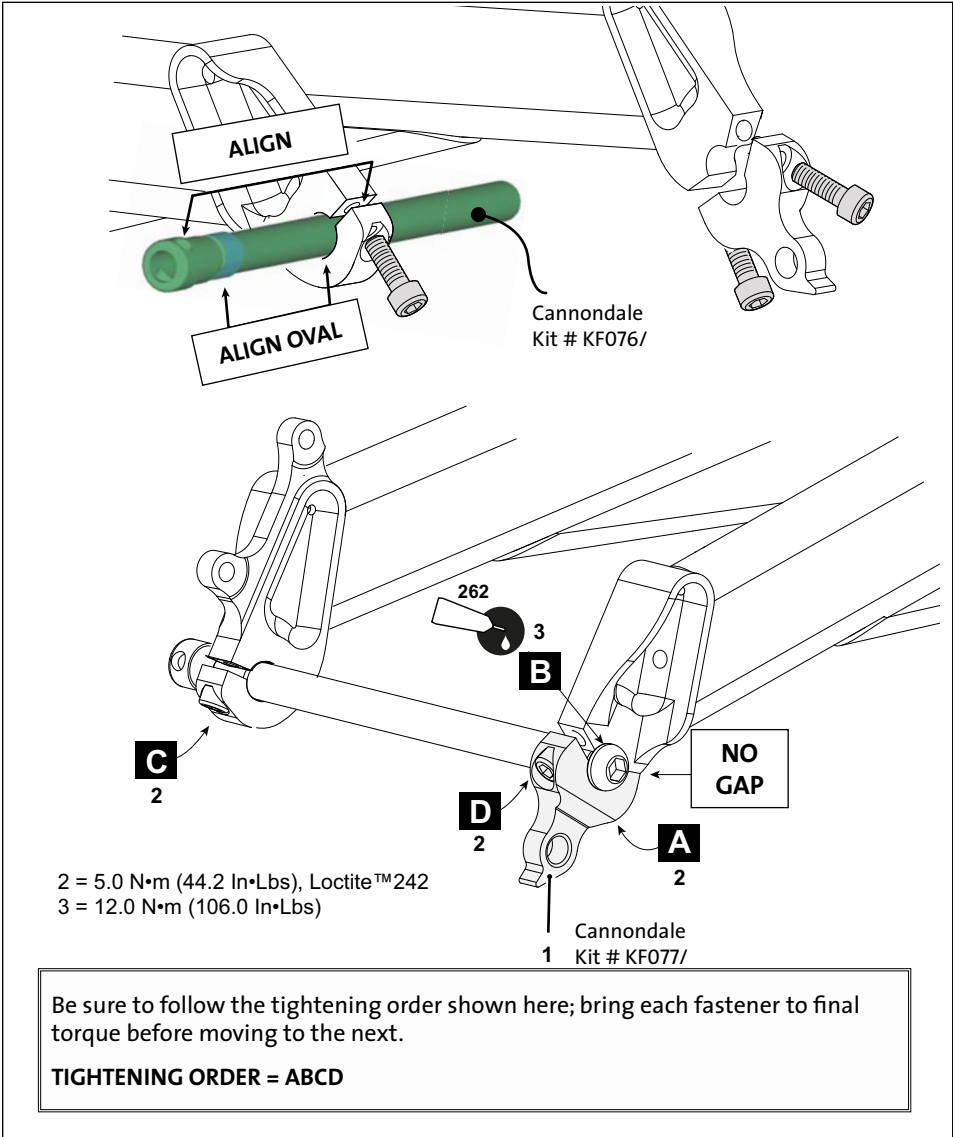
Apply Loctite and tighten the hanger nut/bolt to the specified torque.

Be sure to check alignment of derailleur hanger following remounting.

Be sure to readjust wheel quick release so it is very tight.

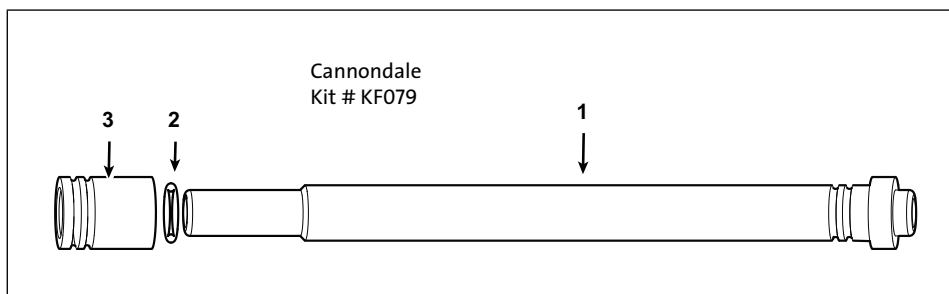
## 12 mm Thru Axle & Derailleur Hanger

Replacement kits are available for 12 mm Thru Axle type derailleur hangers. When installing replacements, be sure to thoroughly clean and inspect all other parts. Do not install a replacement hanger onto a damaged dropout.



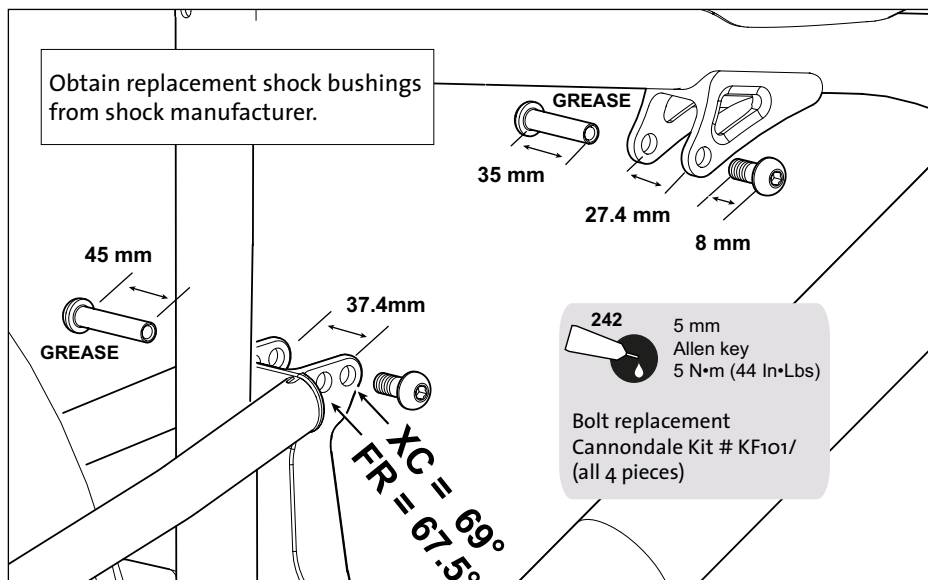
## Thru Axle Wheel Truing Tool (For 4x models)

This special tool is needed to mount the 12 mm Thru axle wheels in truing stands.



1. Shaft
2. O-ring
3. Cap

## REAR SHOCK



### WARNING

**KEEP YOUR HANDS AND FINGERS OUT OF PINCH POINTS.** Your fingers or hands can be pinched or crushed if they are caught between the swingarm, linkage, tire, or frame when the rear shock is released.

### CAUTION

#### TO PREVENT SERIOUS FRAME DAMAGE:

1. Make sure the rear shock is compatible with your frame. Ensure that the shock eyelet-to-eyelet length stroke length match the information in the **SPECIFICATIONS** section of this manual.
2. Make sure the physical shape of the rear shock (including all reservoir and adjustments features) will not cause interference with or contact the frame, frame mounting points, or the swingarm at any point in the full suspension travel. See our website TECH CENTER (<http://www.cannondale.com/bikes/tech/>) for more on how to mount the OEM shocks for your bike.
3. Do not alter or modify the frame/swingarm in an attempt to mount a rear shock.

## SELECTING REAR SHOCKS



### WARNING

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

- Riding with the wrong rear shock can damage the frame. You could have a serious accident. Make sure the total travel, eye-to-eye length, and stroke length of the rear shock you select meet the specifications listed in this manual.
- When selecting different shocks or forks for your bike, make sure that the shock or fork you select is compatible with your bike's design and how you will use your bike.

## SAG

Sag is the distance the bike suspension compresses with a rider (wearing all appropriate gear) mounted in a normal riding position (seated, hands on handlebar and feet on the pedals) on flat ground.

The recommended sag for your bike is intended to maximize the bike's suspension travel and it is usually specified as a percentage (%) of the fork or shock's total travel.

Maintaining the recommended sag in both the front and rear suspension helps assure that the fork and shock operate normally without excessive top-out or bottom-out that can lead to difficult handling or damage.

### CAUTION

Please read the fork and rear shock manufacturer's owner's manual and instructions provided before attempting any set-up or adjustment.

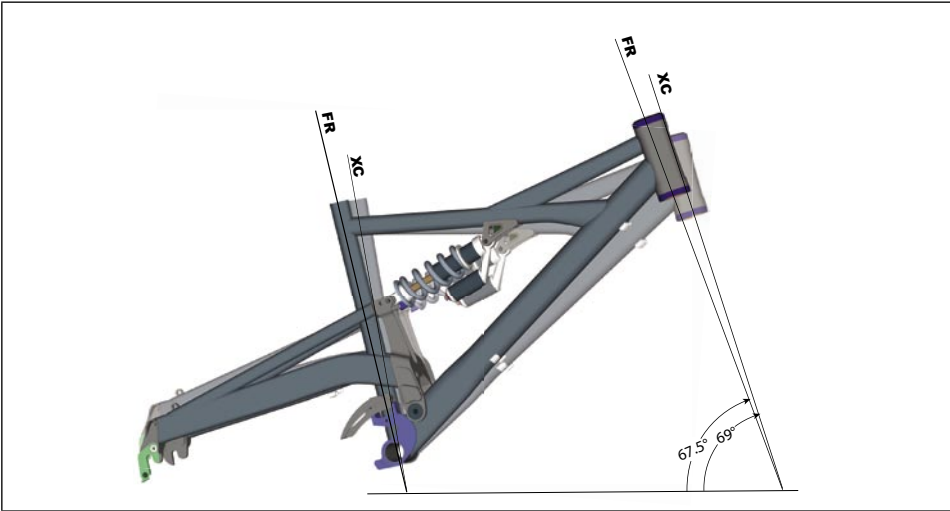
Small adjustments to sag are performed by adjusting preload of the shock or fork.

With coil springs this is done by adding or removing spring shims, adjusting the installed length of the spring with a preload adjusting ring. With air springs, changing air pressure changes preload

Larger adjustments to sag may require changing the installed springs in the fork or shock. Changing the spring may be a simple task or very complex depending on the design of the fork or shock. In general: increasing preload decreases sag, decreasing preload increases sag.

Finding tuning sag within the suspension fork or rear shock range is a matter of personal preference taking body weight and how you ride into consideration.

## Changing the Rear Shock Mounting Position



SWINGARM SHOCK LOCATION	RESULTING GEOMETRY CHANGE
<b>XC</b>	Cross-country feel. Steeper head tube and seat tube angles - quicker turning, handling, and better climbing.
<b>FR</b>	Freeride style riding. Slack head tube seat tube angles - more stability- slightly better for attacking bumps.

1. In a work stand. Support the rear wheel to prevent it from dropping. Place a towel or other soft material between the seat tube and swingarm to prevent damage when shock is released.
2. Remove the rear shock swingarm mounting bolt.
3. Support the swingarm and slide out the larger bolt from the right side of the bike. The bolt should slide out easily. If it is difficult to remove, it may be an indication of a damaged bolt, rear shock bushings or frame mounts. Have a Cannondale Dealer examine your bike to be sure. Before reinstalling the bolt, clean it and apply a film of grease to the outside of the bolt to provide lubrication to the inner bushing diameter.
4. Align the swingarm to the FR or XC hole and reinstall the bolt.
5. Apply a fresh drop of Loctite™ 242 to the smaller bolt. Hold the larger bolt with a 5mm Allen key and tighten the smaller to 5.0Nm (44 In•Lbs).

## SELECTING TIRES

Any properly installed and inflated tire must not contact any part of the swingarm, frame, or fork and throughout full suspension travel.

The U.S. Consumer Product Safety Commission (CPSC) requires at least 1/16" (1.6 mm) tire clearance from any part of the bike. Allowing for lateral rim flex and a wheel or rim that is out-of-true will likely mean choosing a rear tire that provides even more clearance than the CPSC recommends.

Also, your choice of replacement tires should be made only after considering the clearance guidelines contained in suspension product owner's manual.

If the manufacturer's manual contains no such guidelines, or if you don't have a manual, consider that Rock Shox requires at least 1/4" (5 mm) clearance between the tire and the fork crown or bridge when the fork is completely compressed.

Be aware that completely compressing the fork may involve removing the spring stack, letting the air out of the fork, or both.



### **SELECT PROPERLY SIZED/ FITTED TIRES FOR YOUR BIKE.**

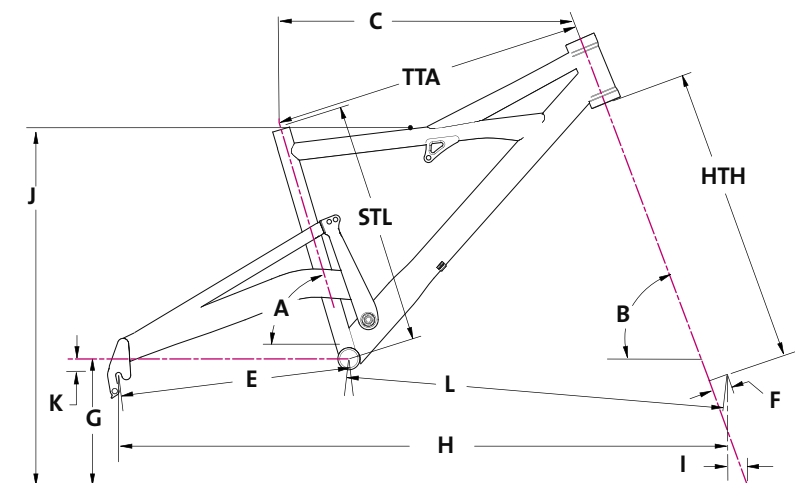
Mounting the wrong size tires on your bike can increase the chances that you will have an accident where you can be severely injured, paralyzed, or killed. If the tires touch the frame or fork when riding, you can lose control of your bike. If a moving tire is stopped because it touches the frame or fork, you can be thrown off the bike. You can be severely injured or killed.

Do not mount oversized tires, ones that rub or touch the frame, ones that result in too little clearance with the frame, or ones that can touch the frame or fork when the suspension is fully compressed or when riding.

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

**Ask your Cannondale Dealer for the right tires for your bike and its particular components!**

# GEOMETRY



## PROPHET MX, PROPHET

Prophet MX 1, Prophet MX 2, Prophet 1, Prophet 2, Prophet 3, Prophet 3Z, Prophet 4, Prophet 5, Prophet 6

	SIZE	PETITE	SMALL	MEDIUM	LARGE	X-LARGE
Seat Tube Length (cm/in)	STL	40.5/15.9	★	43.0/16.9	48.0/18.9	53.0/20.9
Seat Tube Angle (degree)	A	73.5 [75.0]	★	★	★	★
Head Tube Angle (degree)	B	67.5 [69.0]	★	★	★	★
Top Tube Horizontal (cm/in)	C	54.5/21.5	57.5/22.6	60.0/23.6	62.5/24.6	65.0/25.6
Chainstay Length (cm/in)	E	43.4/17.1	★	★	★	★
Fork Rake (cm/in)	F	4.6/1.8	★	★	★	★
Bottom Bracket Height (cm/in)	G	33.0/13.0 [34.9/13.7]	★	★	★	★
Wheel Base (cm/in)	H	106.2/41.8	109.0/42.9	111.7/44.0	114.8/45.2	117.9/46.4
Fork Trail (cm/in)	I	7.3/2.9	★	★	★	★
Standover TT Midpoint (in/cm)	J	74.0/29.1	74.4/29.3	74.5/29.3	75.0/29.5	75.9/29.9
Bottom Bracket Drop (cm/in)	K	0.0/0.0 -1.9/-0.7]	★	★	★	★
Front Center Distance (cm/in)	L	63.5/25	67.1/26.4	69.7/27.4	72.8/28.7	75.9/29.9
Rear Travel (in/cm)		14.0/5.5	★	★	★	★
Shock Eye-to-Eye (in/cm)		20.0/7.9	★	★	★	★
Shock Stroke (in/cm)		5.0/2.0	★	★	★	★
Recommended Sag		25%	★	★	★	★

All dimensions are given with suspension fully extended in FR and [XC] position. ★ = same spec



## SPECIFICATIONS

ITEM	PROPHET	PROPHET MX
Frame Material	6061-T6, Tig Welded,, Aluminum Alloy	
Maximum Tire Width	2.35"	
Head Tube	Headshok, Onepointfive	
MAXIMUM FORK LENGTH	530mm	570mm
Seat Post Diameter	27.2 ±0.1 mm	
Rear Shock Bushing Width (Frame Mount)	27.4 ±0.1 mm	
Rear Shock Bushing Width (Swingarm)	37.4 ±0.1 mm	
	Bolt Diameter 8.1 ±0.5 Mm	
Rear Shock Eyelet-to-eyelet Length	200mm	
Rear Wheel Travel	140	
Rear Shock Stroke Length	50mm	
Rear Shock Leverage Ratio	3:1 Regressive	
Front Derailleur	31.8mm Bottom Pull, Traditional Swing	
Bottom Bracket Shell (Width, Thread Type)	68mm, English, E-Type	
Chain Line	47.5 Mm	
Dropout Spacing	135 Mm	
Rear Hub Spacing	135 mm	
Rear Axle	Quick Release	12mm Thru Axle
Rear Brake Mount	International Standard, 8" or 6"	

Recommended Sag	% of shock travel
<b>XC</b>	<b>25 - 30</b>
<b>FR</b>	<b>30 - 40</b>

## REPLACEMENT PARTS (KITS)

ORDER	KIT DESCRIPTION
KF100/	Kit,pivot Swingarm, Prpht/Rush
KF110/	Kit,hware,shock Mounting,Rush
KF101/	Kit, Hware, Shock Mounting, Prophet
KF102/	Kit, Guide, Grommet,-10 Pack
KF103/	Kit, Guard, Scuffguard-8pk
KF051/	Kit, Der Hanger; Single Sided 2
KB61902/	Kit, Bearing-61902 -
QHDST/EBO	Kit, Headset, 2 Cups + 1 Bearing
KF014/	Kit, Cable Stop Inserts-2
KF086/	Kit, Guides, Hydr.brake.,10pcs
KF085/	Kit, Guides, BB Cable,single
KF078/	Kit, Guard, Chainstay, Clear Protective
KF012/	Kit, Rivnuts, Bag Of 5
QC841/BBQ	Kit, Seatbinder, MTN, 31.8, blk
QSMSEAL/	Kit,Seal, Upper Bearing
KF077/	Kit, Der Hanger; Thru 12
KF076/	Kit, Axle; Thru 12;
QC840/BBQ	Kit, Seatbinder, MTN QR,31.8,blk
7A510/BLK	Kit, Chainslapper
KF105/	Kit, Shock, Manitou, 3Way Air Prpt

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

## OWNER NOTES

Record maintenance history, service, or set up information .

DATE	WORK PERFORMED

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