

Track Bikes

SAFETY INFORMATION

Intended Use of Track Bikes

The following warning information applies to both Cannondale Track bikes and Cannondale Track framesets:

WARNING

A TRACK BICYCLE OR FRAMESET MUST NOT BE RIDDEN ON A PUBLIC ROAD!

A track bike **IS NOT** equipped with reflectors, brakes, or a secondary retention device for the front wheel. It has a fixed gear. These characteristics of the track bike are specifically designed for use exclusively on a track or velodrome, where they are necessary and/or desirable. These characteristics add significantly to the risk of riding on public roads.

You can minimize the risk of riding this track bike by not riding it on public roads. The hazards of bicycle riding cannot be completely avoided. They can be minimized with training, good judgement, experience and use of a helmet.

Regardless of your current ability, there will be a learning curve associated with riding your track bike. Reading and understanding this supplement, the Cannondale Owner's Manual, and all warning labels are essential and will help you begin the learning process.

YOU CAN BE SEVERELY INJURED, PARALYZED OR KILLED IN AN ACCIDENT IF YOU IGNORE THESE WARNINGS.

U.S. Consumer Product Safety Commission (CPSC) Compliance

Bicycles sold in the U.S. are required to meet 16 CFR part 1512 - Requirements for bicycles. In the scope of these regulations Track bicycles are specifically exempt from the regulations. Cannondale has built, and you have purchased, a true competition-ready track bicycle or frameset. The reason that track bicycles are exempt is because they are built solely for use on the track. Please read and comply with the warning above.

Track Bikes Have Specific Riding Characteristics

- **Track bicycles have steep head tube angles and short wheelbases.** This frame geometry and these characteristics make for a nimble, responsive racing machine. These same characteristics make a track bicycle demanding to ride. This geometry, combined with the inability to coast or backpedal while turning, will create so-called "toe clip overlap" in some frame sizes, so please read Section A. of the Cannondale Bicycle Owner's Manual.
- **Spend time and progressively learn the handling and feel of your new track bicycle in training and practice sessions before you attempt to race.**
- **Cannondale urges you to get involved with the USA Cycling coaches, racers and officials at your local track.** USA Cycling and local tracks run training clinics and can assist you with learning to ride on the track and to maintain, service, and tune track bikes. Visit www.usacycling.org/track/

Mechanical Adjustments

This owner's supplement makes no attempt to be a comprehensive manual on bicycle mechanics. If you are not an experienced mechanic we urge you to bring your bicycle to an Authorized Cannondale Dealer where a professional mechanic can do the job right. In addition to putting yourself at risk, poorly done mechanical work may void your warranty. This section covers design features unique to track bikes, and is intended primarily for the Authorized Cannondale Dealer performing the assembly and adjustments.

WARNING

All Cannondale bicycles must be fully assembled and adjusted by an Authorized Cannondale Retailer before delivery to the customer.

Your Cannondale Dealer should have correctly performed all adjustments before the sale of the bicycle. If you feel that your bicycle is out of adjustment, please take the bicycle to your Authorized Cannondale Dealer.

Cannondale Manuals and Supplements

You may download a copy of this supplement and other manuals and instructions available for your bike at: <http://www.cannondale.com/>



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TECHNICAL INFORMATION

Adjusting Chain Tension & Rear Wheel Installation

Track bike chain tension is set by moving the rear hub back and forth in the slotted, “track” rear dropouts. This track bicycle is equipped with track wheels and hubs. These hubs are equipped with axle nuts, not quick release mechanisms.

When the cog (or the chainring) is changed in size, the chain tension will need to be adjusted, as there is no rear derailleur to take up or release excess chain.

Before changes to the cog and/or chainring are made, the rear wheel axle nuts must be loosened and the rear wheel removed.

Once the cog and/or chainring is changed per the component manufacturer’s instructions, the chain tension must be set. This is done by sliding the rear wheel back and forth in the dropouts until the chain tension is correct and the wheel is centered between the seat stays and the chain stays. See Fig. 1. The chain tension is correct when there is approximately 1.0 – 1.5cm of vertical chain deflection between the chainring and rear cog.

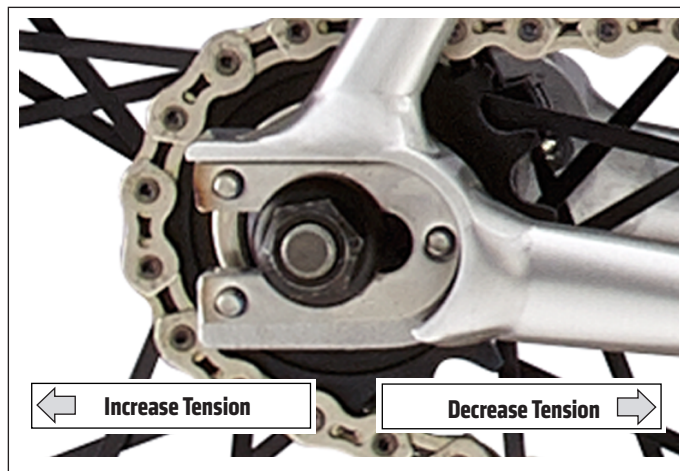


Figure 1

About the Rear Dropout Plates

Do not remove the metal plates fixed to the dropouts. These plates are in place solely for prolonging the life/usability of the aluminum dropout. The plates resist wear caused by the axle nut and provide a smooth hard surface to accurately place the wheel. A more accurate torque on the axle nuts can also be achieved with these backing plates. The plates are shown removed below for clarity.

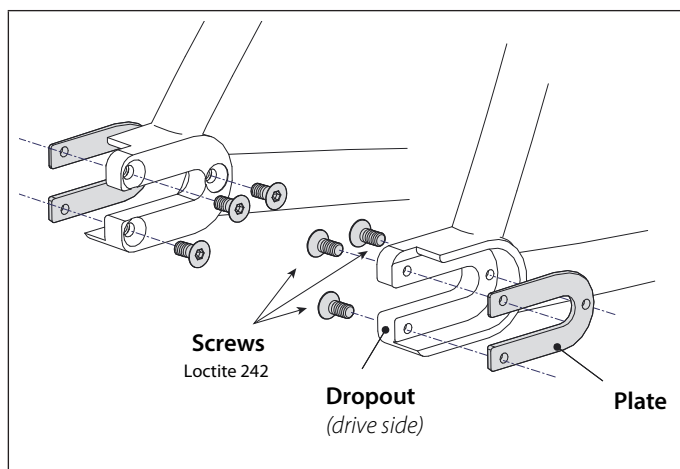


Figure 2

Front Wheel Installation

This track bicycle has a track front wheel equipped with axle nuts, not a quick release mechanism. The front wheel must be properly installed. To install the front wheel, first be sure the hub axle is all the way up into both dropouts. Then tighten by holding one nut with a wrench while tightening the other 240 In-Lbs (27 Nm) with a torque wrench. Switch the tools to the other side and repeat.

See also Section 4 A 3 of the Cannondale Bicycle Owner’s Manual, entitled “Removing and Installing Bolt-On Wheels.”

WARNING

RIDING WITH IMPROPERLY ADJUSTED WHEEL RETAINING NUTS CAN ALLOW THE WHEEL TO WOBBLE OR DISENGAGE FROM THE BICYCLE, CAUSING DAMAGE TO THE BICYCLE, AND SERIOUS INJURY OR DEATH TO THE RIDER.

Therefore, it is essential that you:

1. Ask your dealer to help you make sure you know how to install and remove your wheels safely.
2. Understand and apply the correct technique for installing your wheel with axle nuts.
3. Before each ride, check that the wheels are securely bolted in place. This is done by checking that the nuts are properly torqued.

Changing a Rear Cog

Track bikes have a fixed gear—One set gear ratio, no freewheeling, and no coasting. Track racers change cogs or chainrings to alter gearing. The cog is threaded onto threads on the rear hub in a clockwise (standard right hand thread) direction. A lock ring with counter clockwise (left hand) thread is used to retain the cog and resist backpedaling force. See Fig. 3. A cog remover / chain whip tool is used to tighten the cog, and a lock ring “hook” spanner/ lock ring spanner wrench is used to tighten the lock ring. You will need tools specifically made to fit your components.

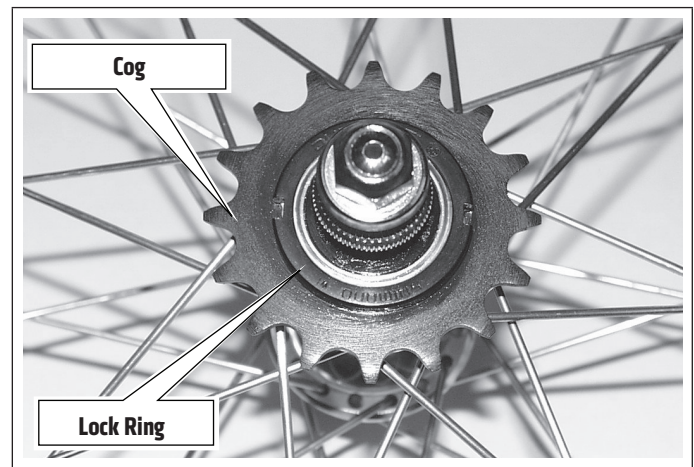


Figure 3