WARNING

READ THIS SUPPLEMENT AND YOUR CANNONDALE BICYCLE OWNER’S MANUAL.
Both contain important safety information. Keep both for future reference.
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.

**TIP** A TIP provides helpful information.

This manual meets EN standards 14764, 14766, and 14781.

Vélo certifié conforme aux exigences du décret N 95-937 du 24 août 1995 norme NFR030
SAFETY INFORMATION

Intended Use

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

WARNINGS

UNDERSTAND YOUR BIKE AND ITS INTENDED USE. USING YOUR BIKE THE WRONG WAY IS DANGEROUS.

Please read your Cannondale Bicycle Owner's Manual for more information about Intended Use and Conditions 1-5.

Important Composites Message

WARNINGS

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

WARNINGS

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.

Bicycle Repair / Work Stands

The clamping jaws of a bike stand can generate a crushing force strong enough to seriously damage your frame.

NOTICE

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.

Also, before clamping, clean the post and protect the seat post finish with a rag.

If you have an old unused seat post, use it instead of your regular post to mount your bike in a stand.
JEKYLL / SCARLET 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”. In the illustration (above right), the darker (black) areas of the unpainted frame image indicate carbon materials. The lighter shaded areas indicate integration of alloy frame components.

SmartFormed Alloy

The alloy versions use SmartFormed, septuple-buttet, 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. In the illustration (below right), the unpainted frame image indicates alloy carbon materials. The different shading represents the different alloy parts.

Identification

1. Top Tube
2. Downtube (DT)
3. Seat Tube
4. Integrated Headtube
5. Seat Stay
6. Chain Stay
7. Bottom Bracket
8. Shock Link
9. DYAD RT2 Pull Shock
10. Downtube Pivot
11. Seat Stay Pivot
12. Main Pivot
13. Front Derailleur Adapter (S3)
14. Rear Derailleur Hanger
15. Rear Brake Mounting Adapter
16. Dropout Pivot
17. Cable Housing Clamp
18. Chain plate (carbon)
19. Internal DT Routing (carbon)
20. Bonded Bearing Cup (carbon)
21. Machined Bearing Cup (alloy)
22. External DT Routing (alloy)
23. X-12 Thru-Axle

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.
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
2. ISCG03 Mount
3. Circlip
4. Bearing
5. 73mm Adapter

a. Bb Circlip Groove
b. Adapter Drive-Side Groove
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 reinstalltion 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.
Identification
1. Rear Derailleur
2. Front Derailleur
3. Rear Brake
4. Shock Remote
5. Seat Post Remote
6. Top Tube Guide
7. DT Housing Clamp Guides
8. Water Bottle Washer
9. Dual Housing Guide (alloy)
10. Single Housing Guide
11. BB Cable Guides (carbon)
12. Nosed End Seal 5mm
13. Nosed End Seal 4 mm
14. Rubber End Seal
Note orientation of DT clamps. Small plate should be positioned under the housing (parallel with lines) with the rounded sides up as shown. It is not side-specific, however.

**NOTICE**

Incorrect clamp placement can result in damage. Do not over-tighten the clamp bolts.

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.
Identification

1. Shock Link
2. SS Lever Axle
3. DT Link Axle
4. Main Shim
5. Link Tool (inc. KP169/)
6. Bearing (61802-2RS, 15X24X5)
7. Seat Stay
8. Pinch bolts
9. Shöck Mounting Bolt
10. Rear Brake Line
   a. gap
   b. bearing inner race
   c. large end
   d. small end
**NOTICE**

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

Do not over-tighten. Use a torque wrench.

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.

Route cables correctly around pivot. See **Cable Routing**.
Always loosen the pinch bolts first.

Before assembly, inspect all bearings for good condition. Replace if necessary.

Always clean and apply Loctite 242 (blue) to the pinch bolt threads.

Always tighten with a torque wrench to 5 Nm, 44 InLbs.

**NOTICE**

Incorrect installation shims can result in play in the linkage and accelerate wear or damage.

Do not over-tighten the pinch bolts.
Before attachment, inspect the bearings to make sure they are in good condition.

Check the seat stay. If the bearings are damaged, remove them and replace them with new ones.

Always insert small end of pivot spacers into the bearings. The flat side of the spacers face out.

Always insert a 5mm hex key completely into the axle bolts to prevent damage when turning the bolt.

Always tighten with a torque wrench to the specified torque.
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_center/](http://www.cannondale.com/tech_center/)
Specifications

<table>
<thead>
<tr>
<th>Frame Types</th>
<th>BallisTec Carbon or SmartFormed Alloy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headtube</td>
<td>Integrated Si</td>
</tr>
<tr>
<td>Chainline</td>
<td>50 mm</td>
</tr>
<tr>
<td>BB Shell Width</td>
<td>BB30 73 mm</td>
</tr>
<tr>
<td>Rear Travel Modes (remote lever selectable)</td>
<td>FLOW - 90 mm</td>
</tr>
<tr>
<td>Rear Shock</td>
<td>FOX DYAD RT2 Pull Shock</td>
</tr>
<tr>
<td>Seat Post Diameter</td>
<td>Use a seat post with a 31.6 mm diameter only. Do not use other size seatposts. Do not use a seat post with a shim or adapter. Use carbon gel KF115/ when installing a seat post.</td>
</tr>
<tr>
<td>Front Derailleur</td>
<td>S3 Direct Mount, Bottom pull</td>
</tr>
<tr>
<td>Dropout Spacing</td>
<td>142mm (convertible to 135mm)</td>
</tr>
<tr>
<td>Rear Brake</td>
<td>Post Mount Adapters - 160/180/185/203</td>
</tr>
</tbody>
</table>

**WARNING**

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

<table>
<thead>
<tr>
<th>Intended Use</th>
<th>ASTM Condition 4, All-Mountain OverMountain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Tire Width</td>
<td>2.5”</td>
</tr>
<tr>
<td>Maximum Fork Length</td>
<td>545 mm</td>
</tr>
<tr>
<td>Minimum Seat Post Insert</td>
<td>100 mm</td>
</tr>
</tbody>
</table>

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!

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Nm</th>
<th>In Lbs</th>
<th>Loctite™</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear Brake Adapter</td>
<td>10.0</td>
<td>88.5</td>
<td>242 (blue)</td>
</tr>
<tr>
<td>Shock Mounting Bolts</td>
<td>8.0</td>
<td>71.0</td>
<td></td>
</tr>
<tr>
<td>Dropout Pivot Axle Bolts</td>
<td>7.0</td>
<td>62.0</td>
<td></td>
</tr>
<tr>
<td>Shock Link Pinch Bolts</td>
<td>5.0</td>
<td>44.0</td>
<td></td>
</tr>
<tr>
<td>Main Pivot Pinch Bolts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BB Cable Exit Guide Screws</td>
<td>2.5</td>
<td>22.0</td>
<td></td>
</tr>
<tr>
<td>Rear Derailleur Hangar Screws</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing Guides</td>
<td>3.0</td>
<td>26.5</td>
<td></td>
</tr>
</tbody>
</table>
FOX DYAD RT2 PULL SHOCK

The DYAD RT2 rear shock was engineered and manufactured by Fox Racing Shocks in collaboration with Cannondale. This supplement includes safety information, and instructions on how to set-up and operate the shock in the frame. For the manufacturer’s specific maintenance and service instructions, you must go to the Fox Racing Shox original equipment (OE) custom products website. Go to http://www.foxracingshox.com/fox_tech_center/owners_manuals/09/custprod/index.html

Identification

1. ELEVATE - 150 mm Rebound
2. FLOW - 90 mm Rebound
3. Negative Air Valve
4. Positive Air Valve
5. Valve Cap
6. Long Travel Chamber
7. Short Travel Chamber
8. Spool Chamber
9. Spool Chamber End Caps
10. Fixed Eyelet
11. Shaft Eyelet
12. Cable Anchor
13. Cable Set Screw
14. Remote Lever Cable
15. Cable End Cap
16. Ferrule
17. Remote Lever Cable Housing
18. Bridge
19. Bushing
20. Reducer

NOTICE

Wash with soap and water only. Never use a high pressure washer to clean.

Mount shock as shown in photo, next page. Do not mount shock in a different position. Severe damage to the frame, link, or shock can result.
**Maintenance & Service Information**

**WARNINGS**

HIGH-PRESSURE HAZARD - Do not open, disassemble, modify, or attempt to perform internal service to the shock. The DYAD RT2 shock is not user serviceable. Never attempt to remove the spool chamber end caps for any reason! Attempting to perform any mechanical service procedure on this shock can potentially result in serious injury or death. Remote lever cable installation must be performed by a professional bike mechanic.

All service and repair must only be performed by FOX Racing Shox or an FOX Authorized Service Center.

For more information contact: [http://www.foxracingshox.com/fox/contact](http://www.foxracingshox.com/fox/contact)

**Frame Installation**

Please note that the DYAD RT2 is to be mounted only in the frame in the position shown below.

**Pre-Ride Checks**

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag. Inspect the entire exterior of the shock. **DO NOT RIDE THE SHOCK IF YOU FIND DAMAGE.** Please contact FOX Racing Shox for further inspection and repair.

2. Set Sag. See Setting Sag.

Setting Sag:

1. Set shock to the FLOW - 150 mm (long travel) mode with the remote lever. In this mode, the sag you set will be 100%. When the DYAD RT2 is switched to the ELEVATE - 90mm mode, the sag is automatically reduced to 60%.

2. Remove negative air valve cap.

Connect the pump (Cannondale 1MP01/SLV) to the negative air pressure valve, press and hold the release button to release all air pressure. Replace the valve cap.

4. Remove positive air valve cap. Attach the pump to positive air valve.

Set positive air pressure for your weight according to the DYAD RT2 Recommended Air Pressure table. Replace the valve cap.

5. Again, attach pump to negative air chamber valve and set negative air pressure for same weight. Replace the valve cap.

After setting sag, you find that you want more or less sag, choose the next lighter or heavier rider weight range from the table. Repeat steps 1-5 again.
Recommended Air Pressure

DYAD RT2 shock sag best performance range is 33%-40% of total travel. The table below contains values for this target range. After setting sag, you find that you want more or less sag, choose the next lighter or heavier rider weight range from the table. Repeat Sag Setting steps 1-5 again.

<table>
<thead>
<tr>
<th>TOTAL RIDER WEIGHT</th>
<th>AIR PRESSURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>lbs kg</td>
<td>POSITIVE AIR VALVE</td>
</tr>
<tr>
<td></td>
<td>psi bar</td>
</tr>
<tr>
<td>100 - 109 45 - 49</td>
<td>188 13.0</td>
</tr>
<tr>
<td>110 - 119 50 - 54</td>
<td>207 14.3</td>
</tr>
<tr>
<td>120 - 129 54 - 59</td>
<td>226 15.6</td>
</tr>
<tr>
<td>130 - 139 59 - 63</td>
<td>245 16.9</td>
</tr>
<tr>
<td>140 - 149 64 - 68</td>
<td>264 18.2</td>
</tr>
<tr>
<td>150 - 159 68 - 72</td>
<td>282 19.5</td>
</tr>
<tr>
<td>160 - 169 73 - 77</td>
<td>301 20.8</td>
</tr>
<tr>
<td>170 - 179 77 - 81</td>
<td>320 22.1</td>
</tr>
<tr>
<td>180 - 189 82 - 86</td>
<td>339 23.4</td>
</tr>
<tr>
<td>190 - 199 86 - 90</td>
<td>358 24.7</td>
</tr>
<tr>
<td>200 - 209 91 - 95</td>
<td>376 26.0</td>
</tr>
<tr>
<td>210 - 219 95 - 99</td>
<td>395 27.3</td>
</tr>
<tr>
<td>220 - 229 100 - 104</td>
<td>414 28.6</td>
</tr>
<tr>
<td>230 - 239 104 - 108</td>
<td>433 29.8</td>
</tr>
<tr>
<td>240 - 249 109 - 113</td>
<td>450 31.1</td>
</tr>
</tbody>
</table>

LOW PRESSURE LIMITS: 100 6.9 0 0
HIGH PRESSURE LIMITS: 450 31.1 400 27.6

NOTICE

TO PREVENT DAMAGE TO THE SHOCK: 1. Follow the setting sag step in order. 2. Follow/maintain high and low pressure limits. 3. Make sure the suspension pump and DYAD RT2 valves are clean before attachment.

WARNINGS

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.

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 90 mm**

**FLOW 150 mm**

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**NOTICE**

Do not force rebound dial past stop point.

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**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 90 mm position.

Press the lever button to release the lever and allow cable tension to return the lever to the FLOW 150 mm position.

ELEVATE 90 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

FLOW 150 mm

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 interference with moving frame parts.

3. Install ferrules at both ends of the cable housing.

4. Set lever to FLOW - 150mm 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.

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.
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 150mm and 90mm travel modes.
The following replacement part kits are available through a Cannondale Dealer:

<table>
<thead>
<tr>
<th>NO. (QTY)</th>
<th>KIT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>KF115/</td>
<td>KIT, GEL, DYNAMIC, CARBN</td>
<td></td>
</tr>
<tr>
<td>KP170/BLK</td>
<td>KIT, SEATBINDER, MTN QR, 34.9, BLK</td>
<td></td>
</tr>
<tr>
<td>KP170/RED</td>
<td>KIT, SEATBINDER, MTN QR, 34.9, RED</td>
<td></td>
</tr>
<tr>
<td>KP182/</td>
<td>KIT, BB CABLEGUIDE, F+R, JEKYLL</td>
<td></td>
</tr>
<tr>
<td>KP183/</td>
<td>KIT, ZIP TIES, CABLEGUIDE /25</td>
<td></td>
</tr>
<tr>
<td>KP189/</td>
<td>KIT, GUIDE, HOUSING, BOLT-ON 3</td>
<td></td>
</tr>
<tr>
<td>KP054/</td>
<td>KIT, GUARD, SCUFFGUARD, DWN TBE</td>
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</tr>
<tr>
<td>KF103/</td>
<td>KIT, GUARD, SCUFFGUARD - 8PK</td>
<td></td>
</tr>
<tr>
<td>KP180/</td>
<td>KIT, LEVER, TRAVEL ADJUST</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NO. (QTY)</th>
<th>KIT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>QSISEAL/</td>
<td>KIT, SEAL, UPPER BEARING, 58MM OD</td>
<td></td>
</tr>
<tr>
<td>HD169/</td>
<td>KIT, BEARINGS, HEADSET- 2, HSHOK</td>
<td></td>
</tr>
<tr>
<td>KP058/</td>
<td>KIT, HEADSET, INT HSHOK TO 1 1/8&quot;</td>
<td></td>
</tr>
<tr>
<td>KP119/</td>
<td>KIT, HEADSET, INT HSHOK TO 1.5</td>
<td></td>
</tr>
<tr>
<td>KP018/</td>
<td>KIT, BEARING, BB-5I, CERAMIC, 2PCS</td>
<td></td>
</tr>
<tr>
<td>KB6180/</td>
<td>KIT, BEARING, BB-5I, 2PCS</td>
<td></td>
</tr>
<tr>
<td>QC616/</td>
<td>KIT, CIRCLIPS (2) BB-5I</td>
<td></td>
</tr>
<tr>
<td>KP010/</td>
<td>KIT, ADAPTER, SIBB TO 73MM TAP</td>
<td></td>
</tr>
<tr>
<td>KP368/</td>
<td>KIT, TOOL, SIBB ADAPTER INSTALL</td>
<td></td>
</tr>
<tr>
<td>KP366/</td>
<td>KIT, TOOL, SIBB ADAPTER EXTRACT</td>
<td></td>
</tr>
<tr>
<td>NO. (QTY)</td>
<td>KIT</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>KP173/</td>
<td>KIT,DER, HANGER; SI12</td>
<td>KP184/</td>
</tr>
<tr>
<td>KP174/</td>
<td>KIT, SPACER, SI12, 142 TO 135MM</td>
<td>KP184/RED</td>
</tr>
<tr>
<td>KP175</td>
<td>KIT, ADAPTER, SI12 PM/160</td>
<td>KP185/</td>
</tr>
<tr>
<td>KP176</td>
<td>KIT, ADAPTER, SI12 PM/180</td>
<td>KP186/</td>
</tr>
<tr>
<td>KP177</td>
<td>KIT, ADAPTER, SI12 PM/185</td>
<td>KP187/</td>
</tr>
<tr>
<td>KP178/</td>
<td>KIT, ADAPTER, SI12 PM/203</td>
<td>KP190/</td>
</tr>
<tr>
<td>KP179/</td>
<td>KIT, SHOCK, JEKYLL DYAD RT2</td>
<td>KP169/</td>
</tr>
<tr>
<td>1MP01/SLV</td>
<td>KIT, PUMP, HP DYAD RT2</td>
<td>KP181/</td>
</tr>
</tbody>
</table>
**MAINTENANCE**

The following table lists only supplemental maintenance items. Please consult your Cannondale Bicycle Owner's Manual for more information on basic bike maintenance. Consult with your Cannondale Dealer to create a complete maintenance program for your riding style, components, and conditions of use. Follow the maintenance recommendations given by the component manufacturers for the various non-Cannondale parts of your bike.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HOUSING AND CABLES</strong> - Your bike has been supplied with small adhesive frame protectors. Place this material on the frame between where cables and housing rub due to movement. Overtime, cable rubbing can wear into the frame itself causing very serious frame damage. <strong>NOTE:</strong> Damage to your bike caused by cable rubbing is not a condition covered under your warranty. Also, adhesive frame guards are not a fix for incorrectly installed or routed cables or lines. If you find that applied guards are wearing out very quickly, consult with your Cannondale Dealer about the routing on your bike.</td>
<td>BEFORE FIRST RIDE</td>
</tr>
<tr>
<td><strong>DAMAGE INSPECTION</strong> Clean and visually inspect entire bike frame/swingarm/linkage assembly for cracks or damage. See “Inspect For Safety” in your Cannondale Bicycle Owner's Manual.</td>
<td>BEFORE AND AFTER EACH RIDE</td>
</tr>
<tr>
<td><strong>CHECK TIGHTENING TORQUES</strong> - In addition to other component specific tightening torques for your bike. Tighten according to the TIGHTENING TORQUES information listed in this supplement.</td>
<td>EVERY FEW RIDES</td>
</tr>
<tr>
<td><strong>CHAIN PLATE</strong> - Replace this protector if it becomes damaged. See Replacement Parts, KP187/.</td>
<td></td>
</tr>
<tr>
<td><strong>INSPECT BEARINGS, REPLACE WORN OR DAMAGED PARTS</strong> :</td>
<td></td>
</tr>
<tr>
<td>• SHOCK LINK ASSEMBLY • SEAT STAY • DROPOUT PIVOT</td>
<td></td>
</tr>
<tr>
<td>• CHAIN STAY • FRAME</td>
<td>IN WET, MUDDY, SANDY CONDITIONS EVERY 25 HRS. IN DRY, CONDITIONS EVERY 50 HRS.</td>
</tr>
<tr>
<td><strong>FORK</strong> - Please consult the manufacturer's owner's manual for maintenance information for your fork.</td>
<td></td>
</tr>
<tr>
<td><strong>DYAD RT2 Rear Pull Shock</strong> - See page 14.</td>
<td></td>
</tr>
</tbody>
</table>

⚠️ **WARNING**

ANY PART OF A POORLY MAINTAINED BIKE CAN BREAK OR MALFUNCTION LEADING TO AN ACCIDENT WHERE YOU CAN BE KILLED, SEVERELY INJURED OR PARALYZED. Please ask your Cannondale Dealer to help you develop a complete maintenance program, a program which includes a list of the parts on your bike for YOU to check regularly. Frequent checks are necessary to identify the problems that can lead to an accident.