



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

# PROPHET

## Owner's Manual Supplement

### 118063.PDF

## CONTENTS

<b>GENERAL SAFETY INFORMATION .....</b>	<b>2</b>	Changing the Rear Shock Position .....	18
About This Supplement .....	2	Rear Derailleur Hanger Replacement.....	20
Special Manual Messages .....	2	12 mm Thru Axle Replacement.....	21
Prophet Intended Use .....	3	Thru Axle Wheel Truing Tool .....	22
Building Up A Frameset .....	3	<b>GEOMETRY .....</b>	<b>23</b>
About Freeriding.....	4	<b>SPECIFICATIONS.....</b>	<b>24</b>
<b>TECHNICAL INFORMATION .....</b>	<b>6</b>	<b>REPLACEMENT PARTS .....</b>	<b>25</b>
Front Triangle .....	6	<b>OWNER NOTES .....</b>	<b>26</b>
Swingarm .....	7		
Head Tube.....	8		
MAXIMUM FORK LENGTH .....	9		
Sag .....	10		
Selecting Rear Shocks .....	10		
Tire Selection .....	11		
Line/Cable Frame Protection .....	12		
Right Chainstay Protection .....	12		
Housing Guides and Cable Stops .....	13		
Bottom Bracket Cable Guide .....	13		
<b>MAINTENANCE &amp; ADJUSTMENT .....</b>	<b>14</b>		
Item Schedule.....	14		
About Cleaning .....	15		
Tightening Torques .....	15		
Swingarm Pivot Assembly.....	16		

*Please note that the specifications and information in this manual is 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.

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 the fork 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, 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.

CAUT000

#### NOTE:

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

## Prophet Intended Use

All-Mountain Riding: All-Mountain riding is a term used in to describe bicycles and framesets that are more heavy duty than a cross country bike, but less heavy duty than a Freeride bike. All-Mountain bikes are lighter and more nimble than Freeride bikes, making them more suitable for trail riding and riding uphill. 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.

While more heavy duty than a cross country bike, an All-Mountain bike is not a Freeride bike and should not be used for extreme forms of jumping/riding such as hardcore mountain, Freeriding, Downhill, North Shore, Dirt Jumping, Hucking etc. Just because these bikes are called All-Mountain does not mean that you have the skills to ride "All" terrain.

**For your safety we urge you to read "About Freeriding" (on page 4) in this manual.**



### WARNING

Using your bicycle improperly is hazardous.

WARN001

## 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.

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.

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

Read and follow the component manufacturers warnings and instructions.

## About Freeriding



### 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, 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, urban or street riding. It seems that everywhere you look, from Mountain Dew® commercials to the X-Games®, 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?

#### **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.) It doesn't mean that they're going to last forever. They're not. It certainly doesn't mean that the bicycle will last forever or can in any way protect you from injury.

#### **In Conclusion**

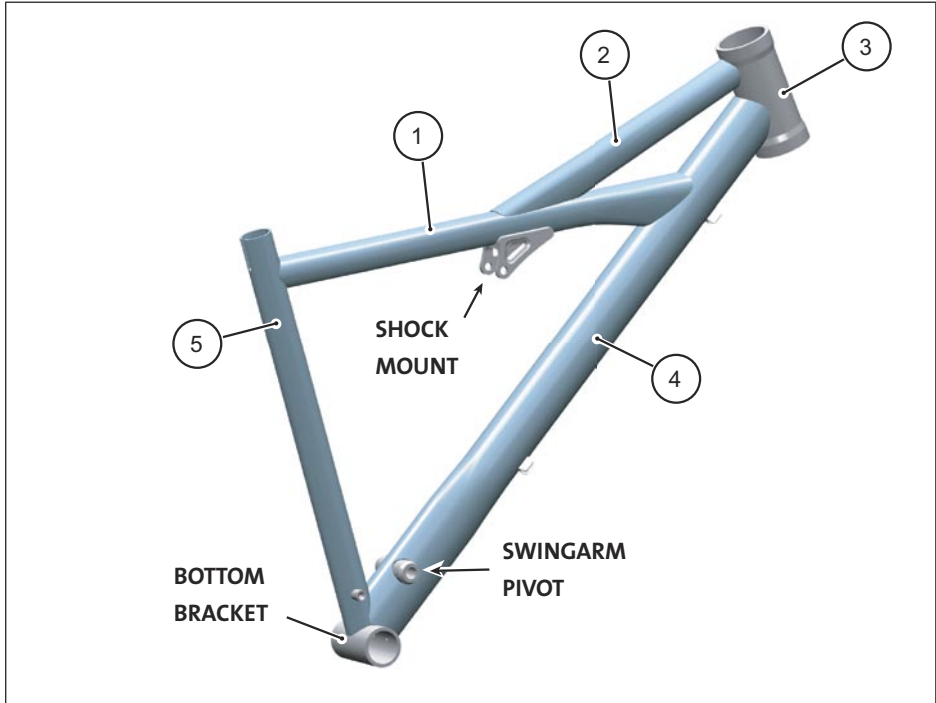
If you're going hard-core, be smart about it. Always wear a full face helmet, body armor, full-finger gloves and protective clothing. Choose a bike that's right for you, your riding and terrain, and check it often for signs of fatigue or other trouble. (Your dealer can help you on both fronts.) Read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

WARN002

**This page has been left blank intentionally.**

**TECHNICAL INFORMATION**

**Front Triangle**



**Figure 1**

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

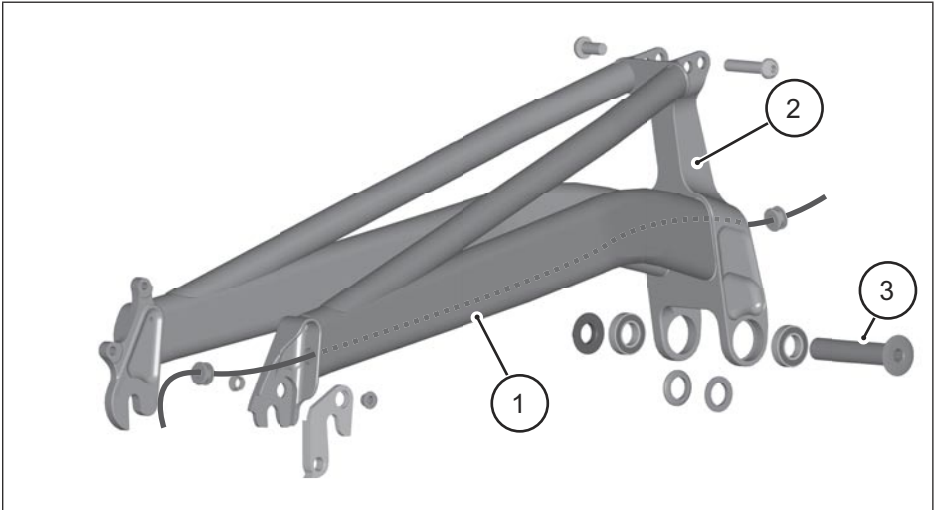
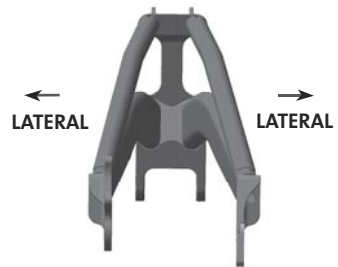


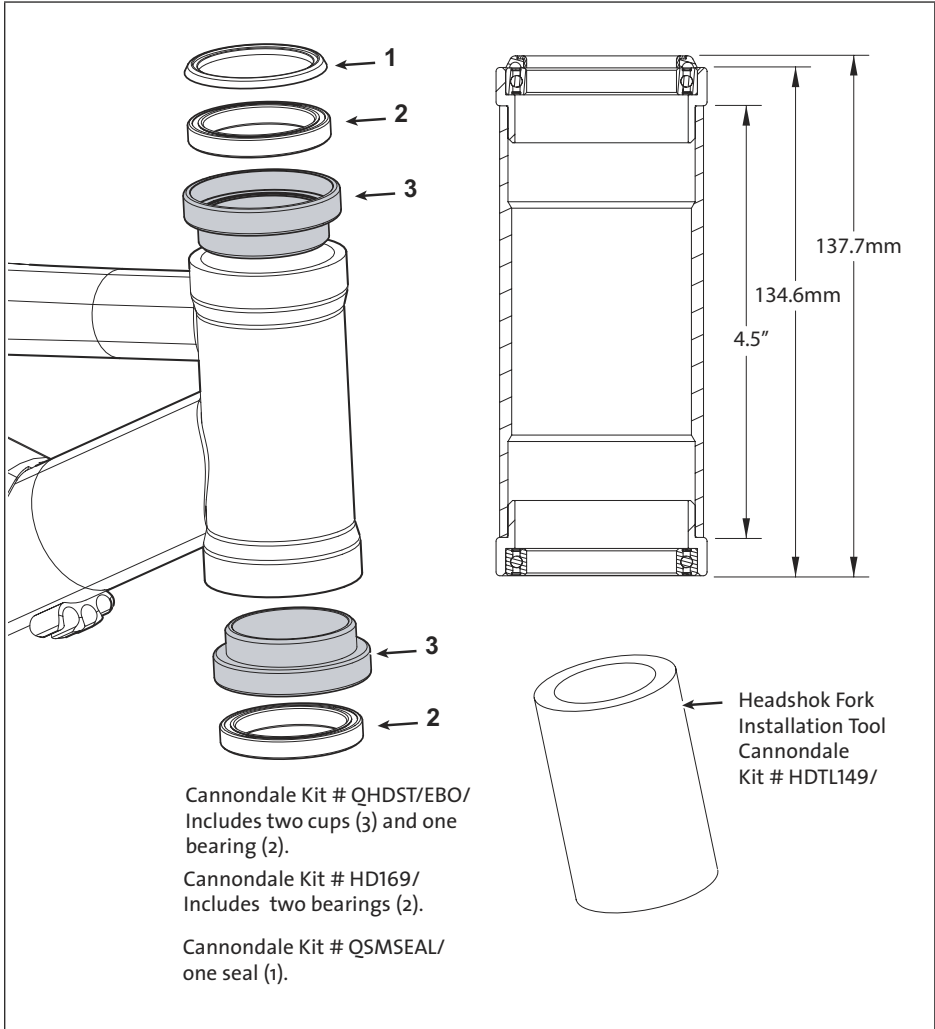
Figure 2

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.



### Head Tube & Headshok Headset

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



**Figure 3 SI Head Tube Headshok Headset**

#### Parts Identification (Figure3)

- 1. SI Upper Bearing Seal
- 2. SI Bearing
- 3. SI Bearing Cup



## MAXIMUM FORK LENGTH

Your Cannondale bike frame was designed and tested to a specific MAXIMUM FORK LENGTH. It is an important specification to observe when selecting aftermarket and replacement forks. See the "SPECIFICATIONS" in this manual for THE MAXIMUM FORK LENGTH information for your model bike.

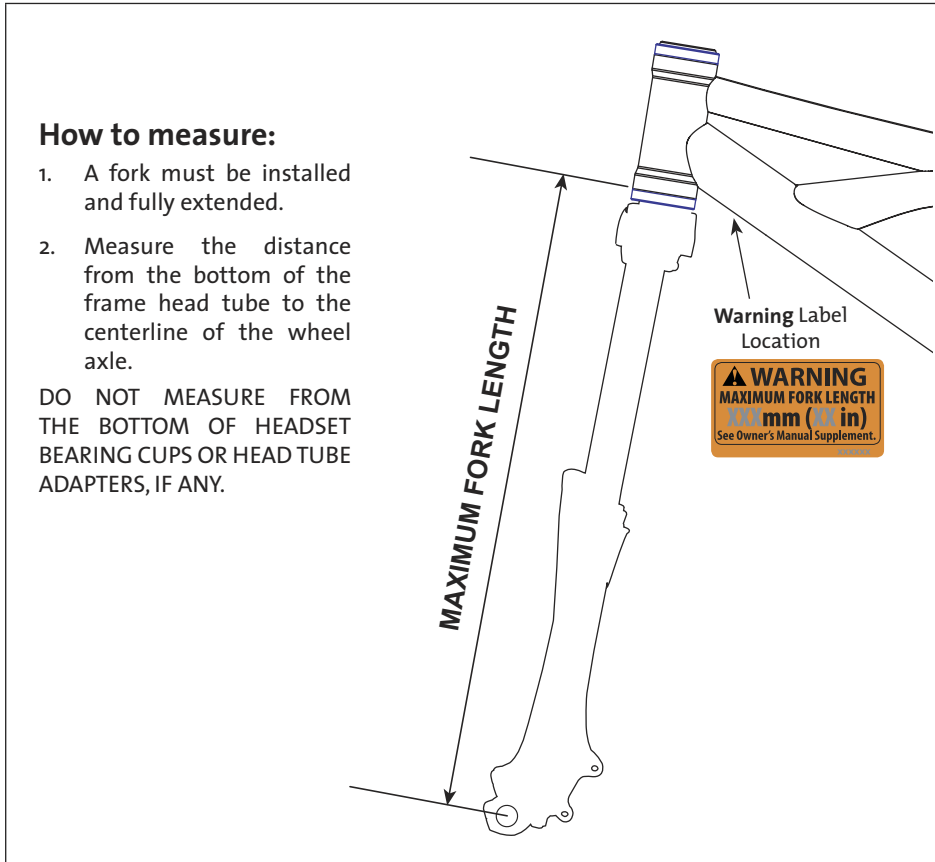


Figure 1



### WARNING

**DO NOT INSTALL FORKS WITH A MAXIMUM FORK LENGTH LONGER THAN THE SPECIFICATION FOR YOUR FRAME.** A longer fork can overload the frame causing it to fail (break) while riding. You can be severely injured, paralyzed or killed in an accident.

WARN003

## 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. See the "Specifications" section in this manual.

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

### CAUTION

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

CAUT001

Small adjustments to sag are performed by adjusting preload of the shock or fork. This is done by adding or removing spring shims, adjusting the installed length of the spring with a preload adjusting ring, or with air springs, changing air pressure settings.

Larger adjustments to sag are 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 a suitable sag setting within the suspension fork or rear shock range is a matter of personal preference taking body weight and how you ride into consideration.

## Selecting Rear Shocks



### WARNING

**SELECT ONLY COMPATIBLE SHOCK/ 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 that the total travel, eyelet-to-eyelet length, and stroke length of the rear shock you select meets 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.

WARN004

## Tire Selection

When selecting replacement tires, be sure that the properly installed and inflated tire does 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 for untrue (wobbly) rims will likely mean choosing a rear tire that provides even more clearance than the CPSC recommends. Your choice of a new front tire should be made only after considering the clearance guidelines contained in your front suspension fork owner's manual. If your manual contains no such guidelines, or if 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.



### WARNING

#### **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 the 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!

WARN005

## 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.

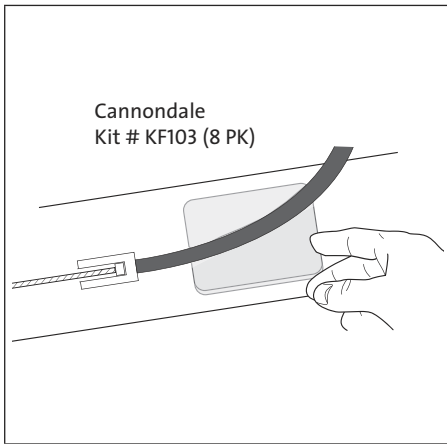


Figure 13 Typical Location

### 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.*

## Right 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.

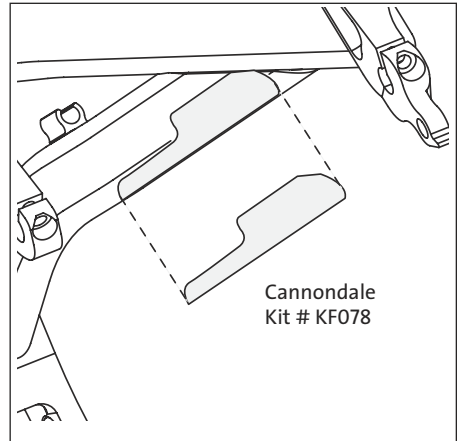


Figure 14

## 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.

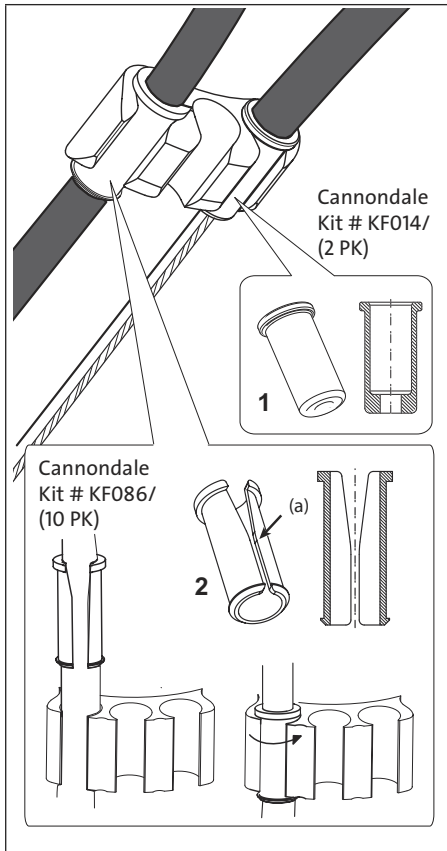


Figure 15 Cable Stop and Housing Guide

## Bottom Bracket Front Derailleur Cable Guide

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

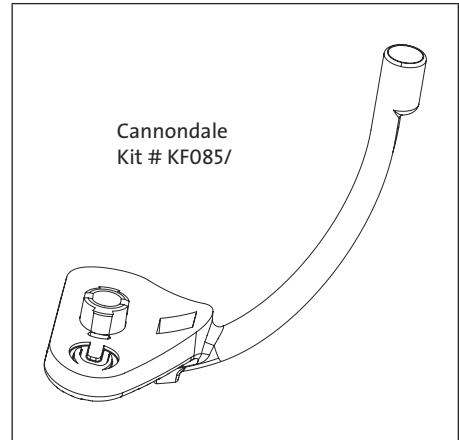


Figure 16

**MAINTENANCE & ADJUSTMENT**

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.

**Item 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: DISASSEMBLE, CLEAN, INSPECT, RE-GREASE</b>	Every 25 hours	YOU or Professional
<b>SWINGARM CHAINSTAY PROTECTOR: Replace if necessary</b>	As needed	YOU
Check condition/ attachment of cable stops and housing guides.	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.

WARN006

## About Cleaning

When cleaning your bike, use only a mild soap and water solution. A clean water and a common dish washing liquid will work best.

Be sure to cover adjustment knobs and air filter (if equipped) with a clean plastic bag secured temporarily with a rubber band or masking tape.

Before wiping away dirt, use an ordinary water hose to gently 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.

CAUT017

## 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	5	44
Rear derailleur hanger mounting bolt	242	13	115
12mm Thru Axle clamp bolts	242	5	44
12mm Thru axle bolt	262	12	106
Seat Post Clamp Bolt		Consult seat post specification	

## Swingarm Pivot Assembly

The pivot shaft, bearings, and bearing shields are subject to wear. How much they wear, depends on use, conditions, and maintenance. Periodic disassembly, cleaning, and regreasing will extend time between necessary renewal.

### HOW TO PERFORM A QUICK FIELD CHECK OF THE PIVOT ASSEMBLY

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.

### Swingarm Pivot Shaft & Nut

The pivot must always be installed the head on the drive side (right) of the frame.

The pivot can not be removed with 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 hole surfaces as well as a rough surface can accelerate wear. If the spacers are in good shape, clean them and regrease before reinstallation. Make sure they go back in the right way. See the next figure.

### Parts Identification (Figure 6)

1. Pivot
  2. Bearings
  3. Spacers
  4. Nut
- A - Rounded side of spacer faces frame  
B - Flat side of spacers fits into bearing



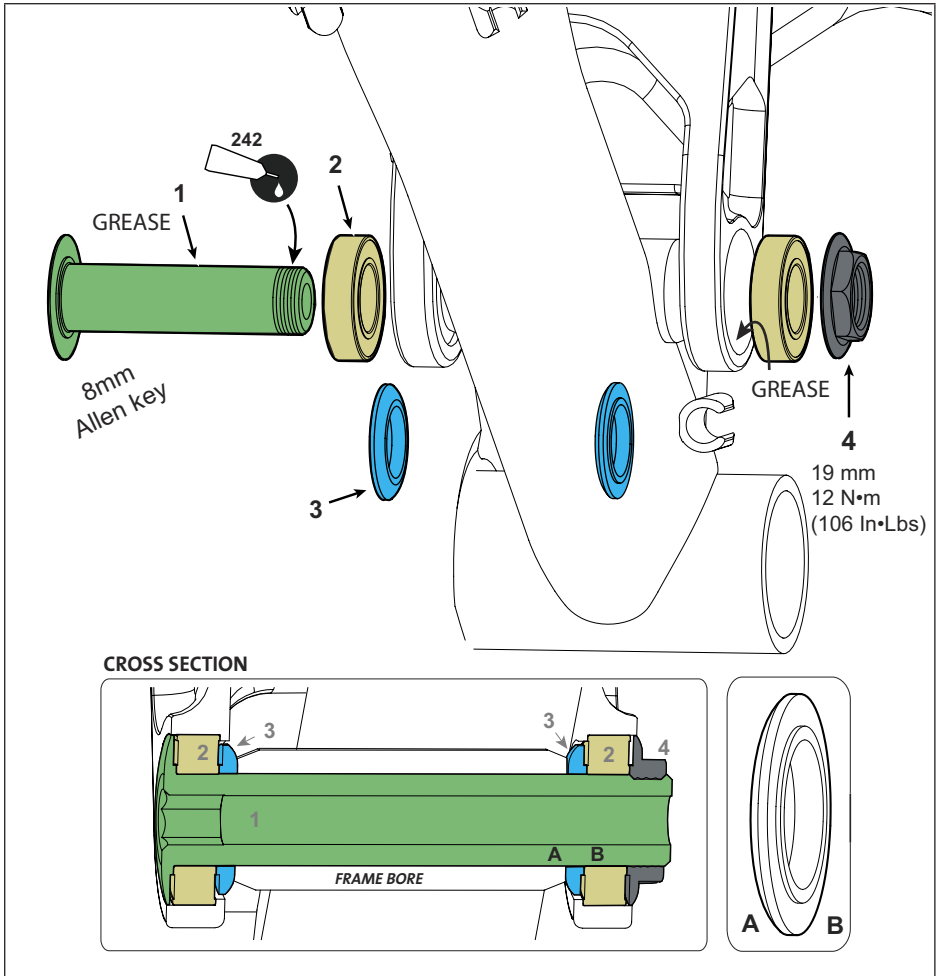


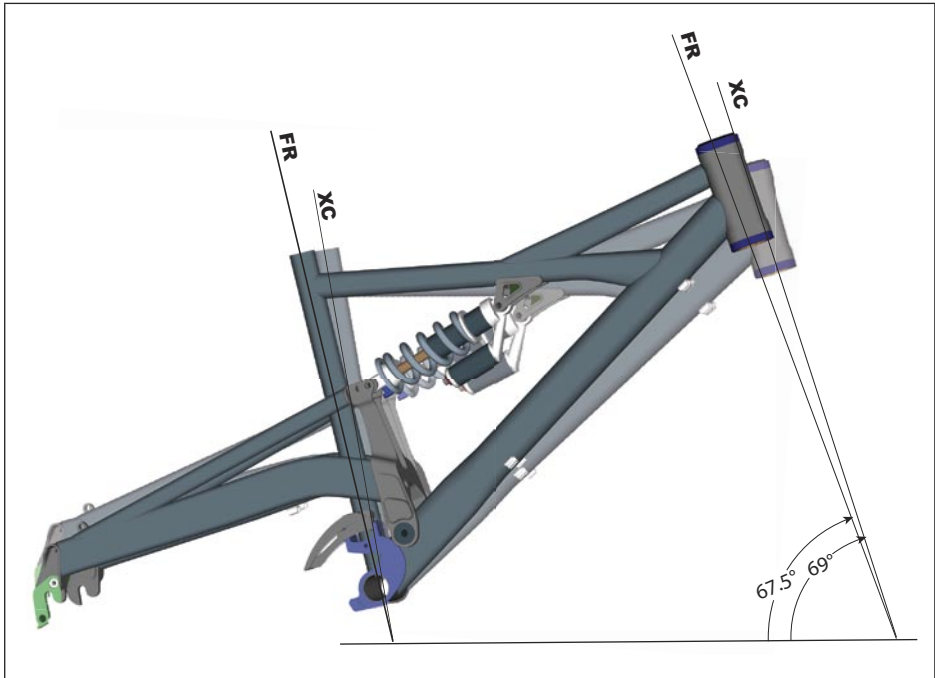
Figure 6

**CAUTION:**

- Whenever you remove the pivot, remove the rear wheel to lessen weight and support the swingarm from dropping, or falling against the seat tube.
- Clean the pivot and frame hole and regrease both with a light film before reassembly. But, remember, too much grease will collect damaging grit.

## Changing the Rear Shock Mounting Position

Change the shock mounting position between holes marked “XC” or FR” to slightly change the headtube and seat tube angles of the bicycle for different riding characteristics.



**Figure 7**

<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. Place in a bike 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 contact when shock is released.
2. Loosen and 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).

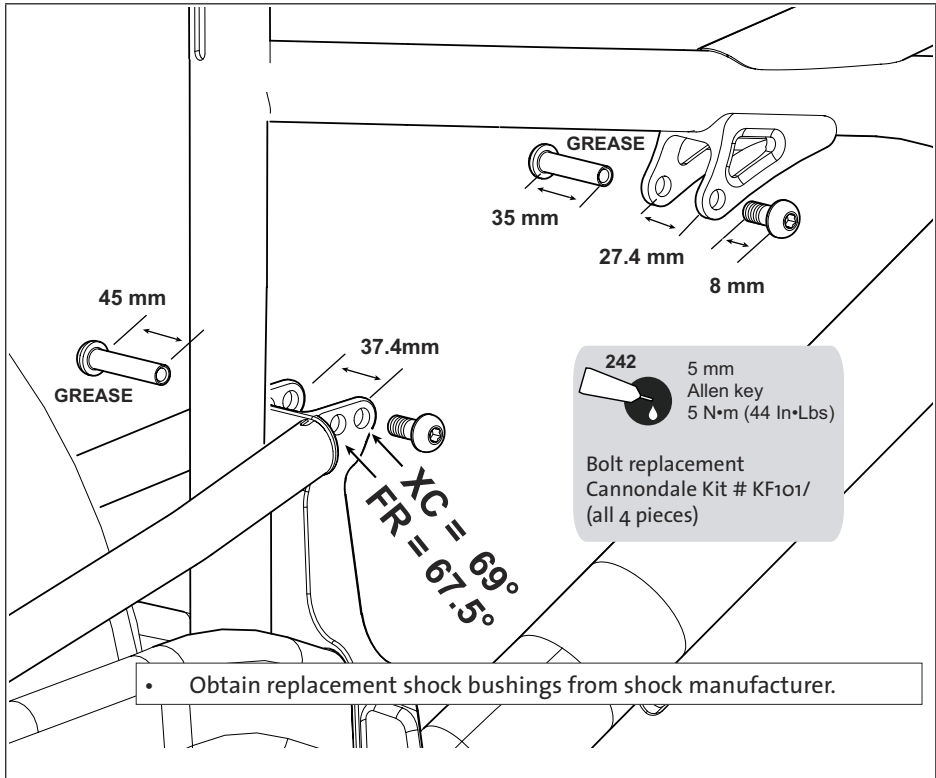


Figure 8

**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 heavy swingarm and frame when the rear shock is released.

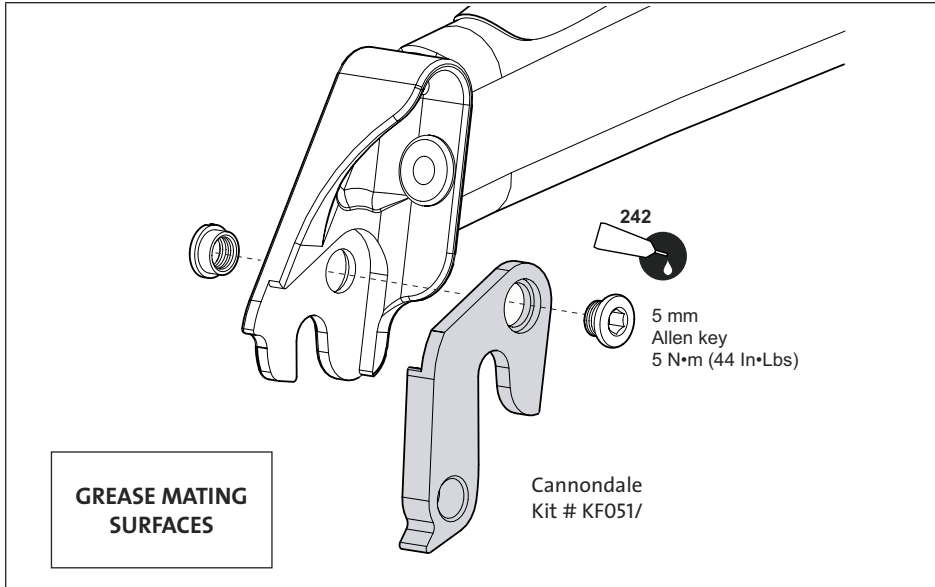
WARN007

**CAUTION:**

**TO PREVENT SERIOUS FRAME DAMAGE** - Mount the shocks so the physical shape (including any reservoir and adjustments features) will not cause interference with normal travel 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 shocks for your bike.

## Rear Derailleur Hanger Replacements

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 17**

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 following remounting.

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

## 12 mm Thru Axle & Derrailleux 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.

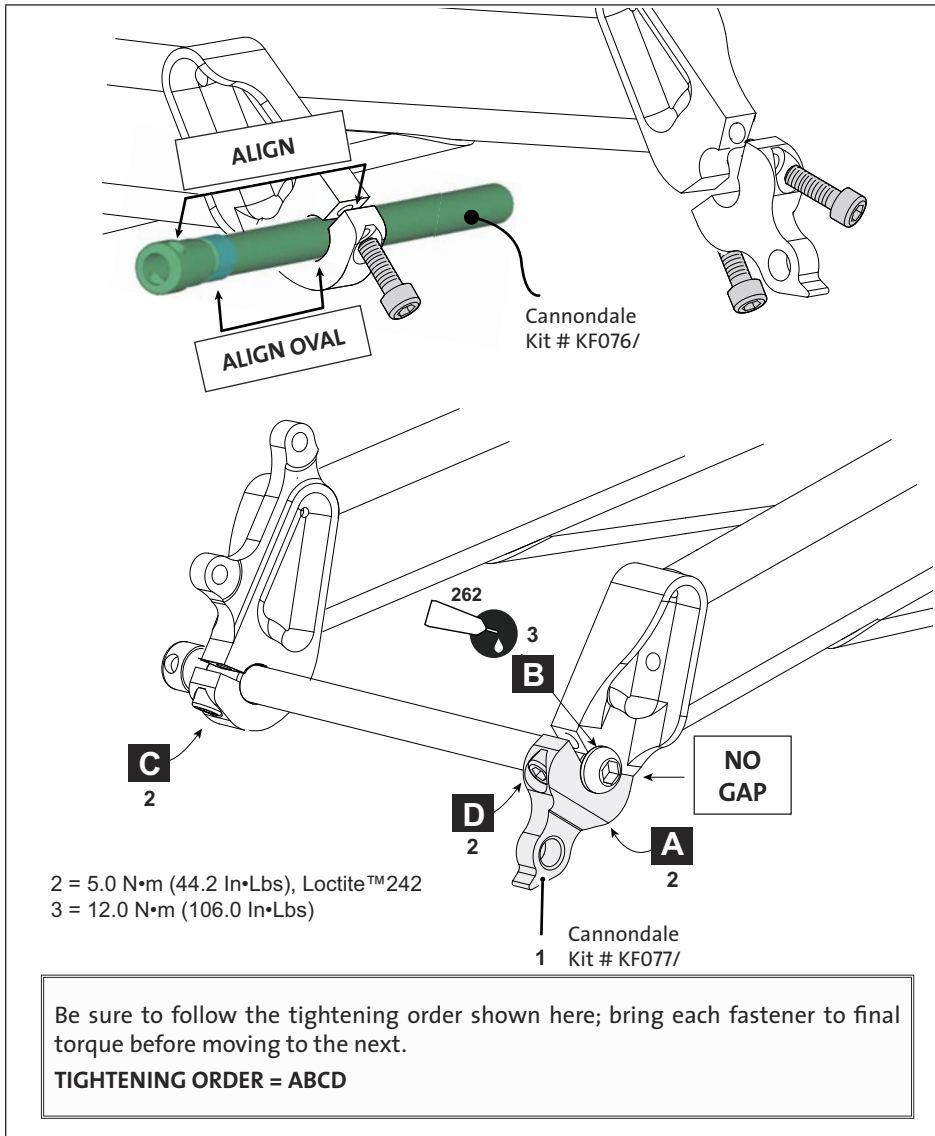
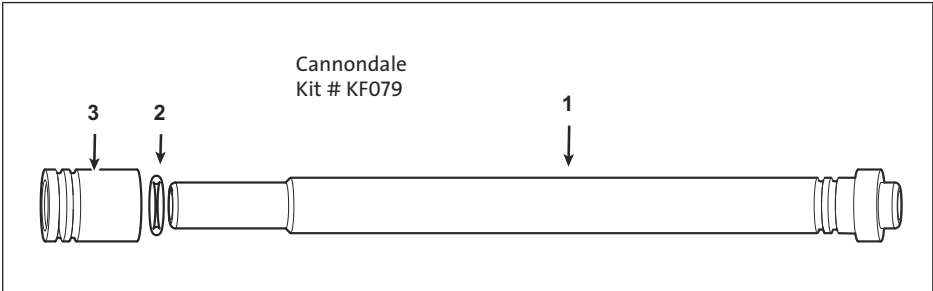


Figure 18

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

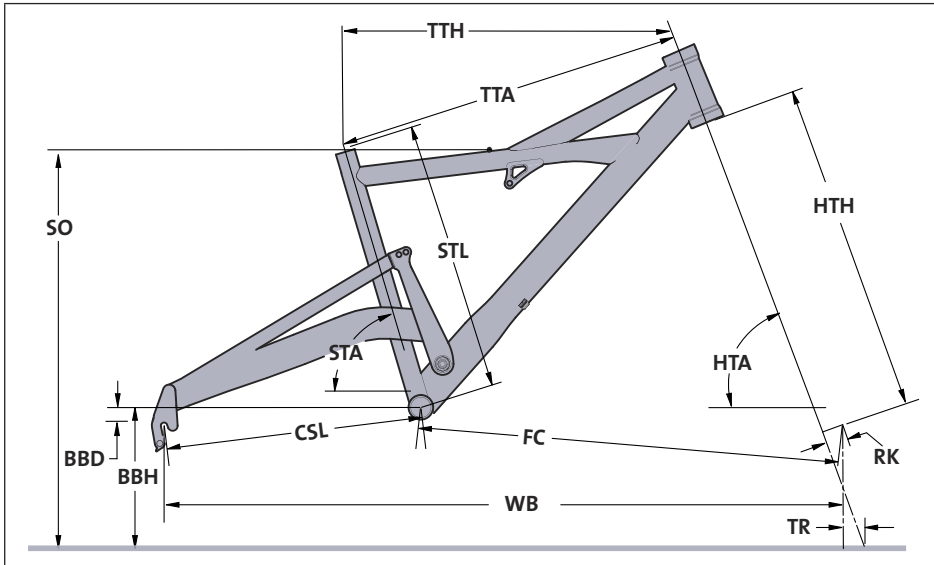
This special tool is needed to mount the 12 mm Thru axle wheels in truing stands.



**Figure 19**

- 1. Shaft
- 2. O-ring
- 3. Cap

## GEOMETRY



**Figure 20**

### PROPHET, PROPHET 4-CROSS

Team Replica 4-Cross, Prophet 4000 , Prophet 2000, Prophet 1000, Prophet 800, Prophet 600

	SIZE	PETITE	SMALL	MEDIUM	LARGE	X-LARGE
<b>STL</b>	Seat Tube Length (cm/in)	40.5/15.9	40.5/15.9	43.0/16.9	48.0/18.9	53.0/20.9
<b>TTH</b>	Top Tube Horizontal (cm/in)	54.5/21.5	57.5/22.6	60.0/23.6	62.5/24.6	65.0/25.6
<b>TTA</b>	Top Tube Actual (cm/in)	50.4/19.8	53.2/20.9	55.8/22.0	59.0/23.2	62.8/24.7
<b>HTA</b>	Head Tube Angle (degree)	67.5 [69.0]	★	★	★	★
<b>STA</b>	Seat Tube Angle (degree)	73.5 [75.0]	★	★	★	★
<b>SO</b>	Standover at Top Tube Midpoint (cm/in)	74.0/29.1	74.4/29.3	74.5/29.3	75.0/29.5	75.9/29.9
<b>WB</b>	Wheel Base (cm/in)	106.0/41.7	109.0/42.9	111.7/44.0	114.8/45.2	117.9/46.4
<b>FC</b>	Front Center Distance (cm/in)	64.0/25.2	67.0/26.4	69.7/27.4	72.8/28.7	75.9/29.9
<b>BBH</b>	Bottom Bracket Height (cm/in)	33.0/13.0 - 34.9/13.7]	★	★	★	★
<b>BBD</b>	Bottom Bracket Drop (cm/in)	0.0/0.0 - [-1.9/- 0.7]	★	★	★	★
<b>CSL</b>	Chainstay Length (cm/in)	42.0/16.5	★	★	★	★
<b>HTH</b>	Head Tube Height (cm/in)	52.0/20.5	★	★	★	★
<b>RK</b>	Fork Rake (cm/in)	4.5/1.8	★	★	★	★
<b>TR</b>	Fork Trail (cm/in)	8.8/3.5	★	★	★	★
	Rear Travel (cm/in)	14.0/5.5	★	★	★	★
	Shock Eye-to-Eye (cm/in)	20.0/7.9	★	★	★	★
	Shock Stroke (cm/in)	5.0/2.0	★	★	★	★
	Recommended Sag 25%					
	* All dimensions are given with suspension fully extended in FR and [XC] position.					

## SPECIFICATIONS

ITEM	SPECIFICATION	
MODEL	600, 800, 1000, 1000Z, 2000, 4000	4X
FRAME MATERIAL	6061-T6, TIG WELDED, ALUMINUM ALLOY	
SIZES	S, M, L, XL	
RECOMMENDED SAG	25%	
MAXIMUM TIRE WIDTH	IN	
HEAD TUBE	HEADSHOK, ONEPOINTFIVE	
HEAD TUBE HEIGHT	52 CM	
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	200 MM	
REAR WHEEL TRAVEL	140 MM	
REAR SHOCK STROKE LENGTH	50 MM	
REAR SHOCK LEVERAGE RATIO	3:1 REGRESSIVE	
FRONT DERAILLEUR	31.8MM BOTTOM PULL, TRADITIONAL SWING	
BOTTOM BRACKET SHELL (WIDTH, THREAD TYPE)	68 MM, 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
XC	25 - 30
FR	30 - 40



## REPLACEMENT PARTS (KITS)

CANNONDALE KIT NO.	DESCRIPTION
KF014/	KIT, CABLE STOP INSERTS-2
KF086/	KIT, GUIDES, HYDR.BRAKE.,10PCS
KF085/	KIT, GUIDES, BB CABLE,SINGLE
KF012/	KIT, RIVNUTS, BAG OF 5
KF100/	KIT, PIVOT SWINGARM PROPHET
KF101/	KIT, HWARE,SHOCK MOUNTING, PROPHET
KF102/	KIT, GUIDE, GROMMET,PRPHET-10
KF103/	KIT, GUARD, SCUFFGUARD-8PK
KF104/	KIT, SHOCK,MANITOU 4WAY AIR PROPHET
KF105/	KIT, SHOCK,MANITOU 3WAY AIR PROPHET
KF106/	KIT, SHOCK,MANITOU 3WAY #300
KF107/	KIT, SHOCK, MANITOU 3WAY #450
KF108/	KIT, SHOCK, MANITOU 3WAY #500
KF109/	KIT, SHOCK, MANITOU 3WAY #550
KF051/	KIT, DER HANGER;SINGLE SIDED 2
KB61902/	KIT, BEARING-LEFTYOUT, GEMINI --NEED 2 PER BIKE
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
KF077/	KIT, DER HANGER;TRU 12/DH;
KF076/	KIT, AXLE;TRU 12;

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

**OWNER NOTES**

You can use a table like this to record maintenance history, service, or set up information about your bike.

Date	Work Performed

**This page has been left blank intentionally.**

This page has been left blank intentionally.