



> SLICE RS.
OWNER'S MANUAL SUPPLEMENT.

cannondale



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

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: www.cannondale.com.

- 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 supplement 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.

Important Composites Message

WARNING

Your bike (frame and components) is made from composite materials also known as "carbon fiber."

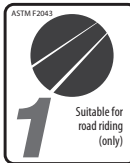
All riders must understand a fundamental reality of composites. Composite materials constructed of carbon fibers are strong and light, but when crashed or overloaded, carbon fibers do not bend, they break.

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.

Intended Use



The intended use of all models is **ASTM CONDITION 1, High-Performance Road.**

WARNING

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.

Inspection & Crash Damage Of Carbon Frames/Forks

WARNING

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.

Repainting Or Refinishing

WARNING

Repainting, painting over, retouching, or refinishing your frame or fork can result in severe damage leading to an accident. You can be severely injured, paralyzed or killed.

Refinishing chemicals : Solvents, and strippers can attack, weaken, or destroy the important composite chemical bonds holding your frame together.

Using abrasives or sanding the frame/fork structure, original paint, decals, or coatings through the use of mechanical actions such as plastic or glass bead blasting or other abrasive methods such as sanding or scraping can remove frame material or weaken it.

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 un-used seat post, use it instead of your regular post to mount your bike in a stand.

Tightening Torques

Correct tightening torque for the fasteners (bolts, screws, nuts) on your bicycle is very important to your safety. Correct tightening torque for the fasteners is also important for 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 torque fasteners yourself always use a torque wrench.

Find Tightening Torque Information

The wide range of bicycle models and components used means that a listing of tightening torque would be out of date by the time it was published. Many fasteners should be installed with a thread locking adhesive such as Loctite®.

To determine correct tightening torque and any adhesive application for a fastener we ask you to check:

- Markings on the component. Many components are marked. On-product marking is becoming common.
- Torque specs in the component manufacturers instructions shipped with your bicycle.
- Torque specs listed on the websites of component manufacturers.
- With your Dealer. Dealers have access to current data and have experience with correct torque for most fasteners.

Trainers

If you ride a trainer that requires removal of the front wheel and clamps the fork dropouts: Be sure your fork quick release is tight! Relative movement will wear parts, weaken and damage your bike.

If you ride a trainer that holds the bike up by clamping the rear quick release between two cones: Take off the nice, lightweight quick release that came with your bike. Substitute a heavy, classic all steel quick release and clamp it tight! Relative movement will wear parts, weaken and damage your bike. Note that many modern quick releases will not fit the clamping cones in this kind of trainer because their shapes are incompatible.

Be particularly cautious with a carbon frame or fork. Carbon is relatively soft, not abrasion resistant. If there is any relative movement, carbon will wear quickly.

If you ride a trainer a lot, consider using an old bike: Corrosion from sweat will take it's toll. Weight is irrelevant. Save wear on your expensive components.

Ask your dealer for help with trainers, the right one and the correct way to use it.

NOTICE

TRAINERS - Improperly mounting a bike in a trainer, or using one that is not compatible with your particular bike frame can cause serious damage.

WATER BOTTLES - An impact, crash, or loose bottle cage can result in damage to your frame.

This kind of damage is not covered by the Cannondale Limited Warranty.

Water Bottles

Side impacts to a water bottle or cage can result in damage threaded inserts due to the leverage on a very small area. In a crash, certainly the last thing you should be worried about is saving the threaded inserts in your frame. However, when you are storing or transporting your bike, take steps to prevent situations where a water bottle may be hit or bumped by a strong force that would cause damage. Remove bottle and cage when you are packing your bike for travel.

Periodically check the attachment of the bottle cage; tighten the cage bolts if necessary. Don't ride with a loose bottle cage. Riding with loose cage bolts can produce a rocking motion or vibration of the attached cage. A loose cage will damage the insert and possibly lead to the inserts to pull out. It may be possible to repair a loose insert, or install another insert only if the frame is undamaged. Replacement requires the use of a special tool. If you notice damage to the threaded insert, please ask your Cannondale Dealer for help.

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.

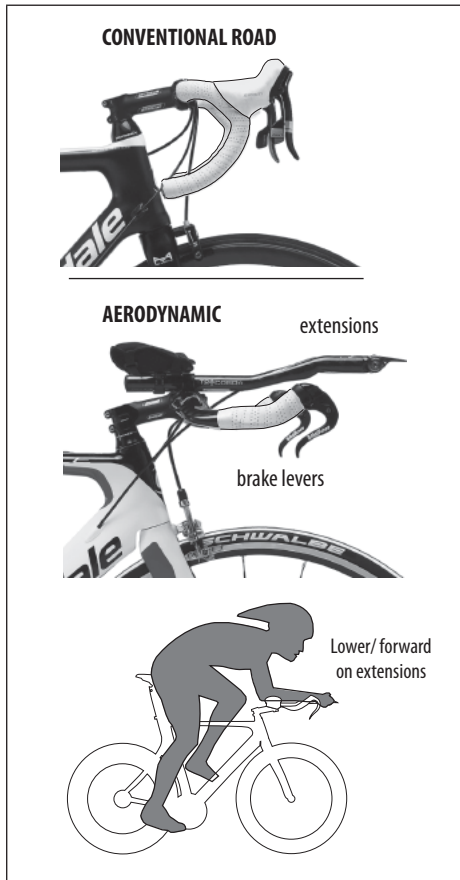
Make sure the components chosen are compatible with your bike and intended for your weight and riding style.

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.

Aerodynamic Handlebars

Aerodynamic or “Triathlon” handlebar extensions are fitted to some triathlon or racing bikes. They are also added by customers. Understand that when riding on these extensions your steering and braking are adversely affected. When on the extensions, most riders find it hard to look back over their shoulder without swerving, inadvertently steering. Some riders find it harder to move their head/neck to see forward. Be sure to practice riding with aero handlebar extensions on hazard and traffic free roads. Practice the transition from having your hands on the extensions to having your hands on the regular handlebars and brake levers.



WARNING

DO NOT RIDE ON THE AERO HANDLEBAR EXTENSIONS IN TRAFFIC OR ON DIFFICULT ROADS.

Ride on the aero handlebar extensions only when the road is clear of traffic and hazards and you have a long line of sight.

When using the extensions understand that you are compromising steering and braking in favor of speed. If you need to take evasive steering or braking action while on the extensions you could have an accident, with risk of serious injury, paralysis or death.

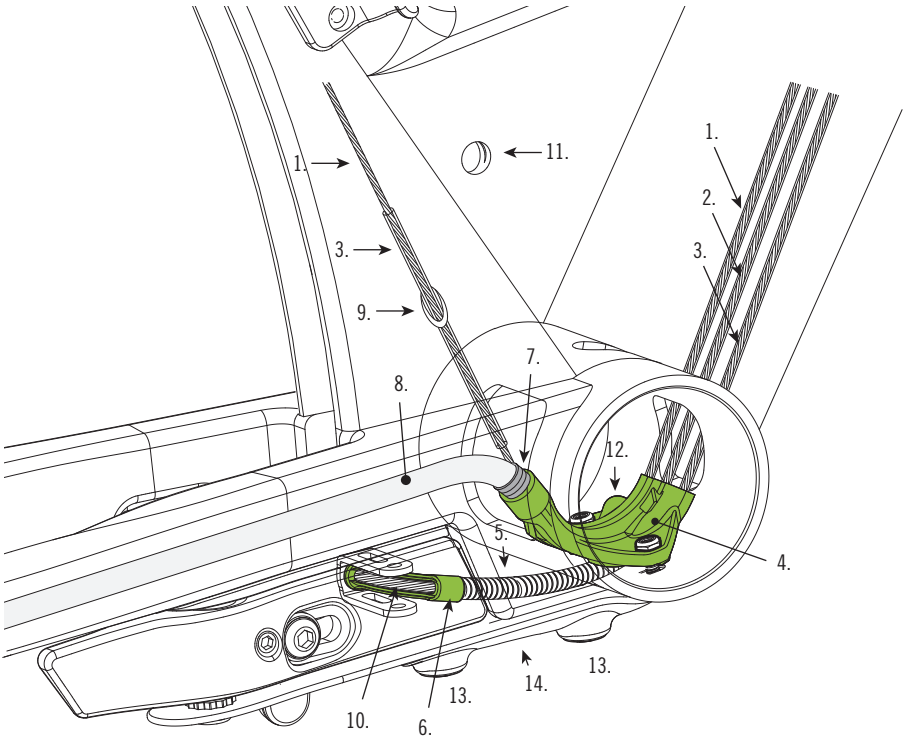
Aerodynamic handlebars and extensions are a design trade-off which positions you further forward than on a conventional road bike, so:

- Overly hard use of the front brakes will pitch you forward, off the bike, more easily.
- Rear braking performance will not equal that of a conventional road bike.

When braking hard on any bike, including time trial or triathlon, you must shift weight back to allow front brake use without pitching yourself forward, off the bike. Shifting weight back allows more rear braking effect before the rear wheel begins to skid when braking hard, or braking on a steep downhill. See Part 1, Section 4C. of your Cannondale Bicycle Owner's Manual.

Aerodynamic handlebars and extensions are intended for racing and competition in time trial and triathlon and are poorly suited for riding in cities or congested urban areas where conflicts with cars will frequently require panic braking.

BOTTOM BRACKET



Chainstay-to-BB Rear Derailleur
Internal Brake Housing Length = 640mm

Please Note: This illustration shows the PF30 parts removed. Use Cannondale kit *KP197/SRM* or FSA PF30 with alloy cups. Other PF30 BB's may interfere with the guide (4).

- | | | |
|--------------------------------|----------------------------|----------------------------------|
| 1. Front Derailleur Cable | 6. Rear Brake Noodle | 11. DI2 FD Cable Exit |
| 2. Rear Derailleur Cable | 7. Housing Ferrule | 12. DI2 Battery Cable BB Entry |
| 3. Rear Brake Cable | 8. Rear Derailleur Housing | 13. DI2 Battery Mount |
| 4. Cable Guide | 9. Front Derailleur Exit | 14. DI2 Battery Cable Entry Hole |
| 5. Rear Brake Flexible Housing | 10. Tubing Section | |

SEAT POST

Maintenance:

Periodically, remove the seat post and the clamp assembly to clean, inspect for damage and re-new the application of grease and carbon gel.

Removal

To remove the seat post, use an 4mm Allen key to turn the 5mm wedge bolt counter-clockwise to loosen it. When bolt is loose simply lift the seat post up out of the seat tube. Then lift out the wedge assembly out of the frame socket.

Installation:

Before inserting the seat post into the frame, use a clean shop towel to wipe out any residual carbon gel paste from the inside the seat tube. Do not use any spray cleaners or solvents. Apply fresh carbon friction gel to the seat post and place a little bit inside the seat tube. Clean the wedge assembly and lightly grease the parts. Insert the loosened assembly into the frame, then carefully insert the seat post into the frame. Set the saddle height, and tighten the clamp bolt to 5 Nm, (44.0 InLbs) with a torque wrench.

Insert Limits & Sizing a Seat Post

The minimum insert depth the seat post must be inserted into the frame is 80mm. This length is marked by a line on the seat post.

The total length of seat post may be inserted into the frame without bottoming out is about 110mm. However, this length will vary with the frame size and should be checked in each frame for a frame. A large size frames will accommodate more seat post length than a smaller size frame.

To check the depth, carefully slide a seat post into the frame until it stops; then lift it up 5mm.

NOTICE

A seat post should not be bottomed out inside the frame at anytime. Have your Cannondale Dealer size the seat post appropriately.

If the seat post must be cut, use a cutting guide and a carbon saw blade. Lightly sand the edges of the cut seat tube with light sandpaper. Re-mark the minimum insert line on the post.



WARNING

THE SEAT POST MUST ONLY BE CUT BY A PROFESSIONAL BIKE MECHANIC. Incorrectly cutting the seat post can result in damage leading to an accident.

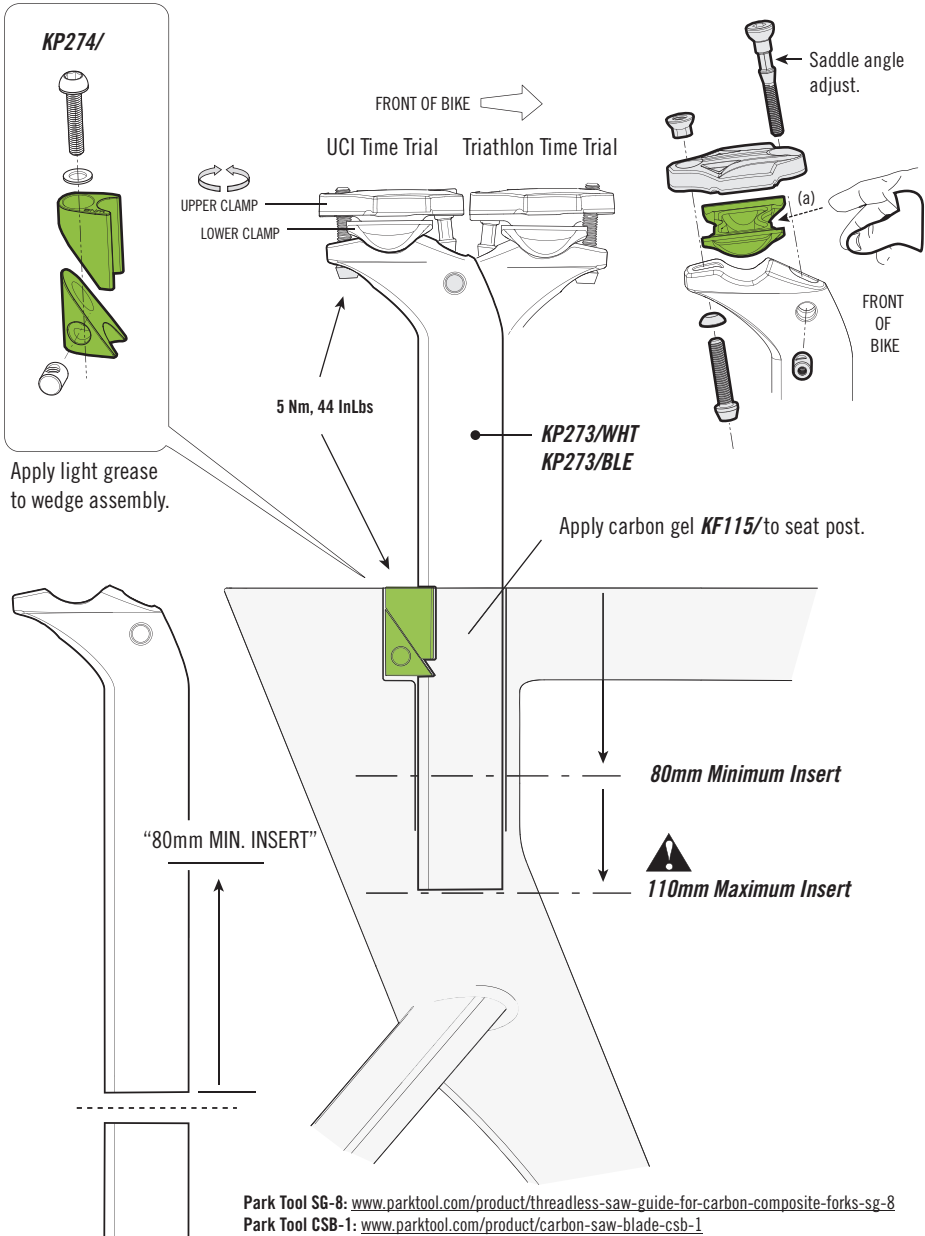
Reversing the Seat Post

The seat post may be reversed in the frame resulting in a Time Trial Triathlon or UCI Time Trial saddle position. The saddle will have to be removed and the assembly reconfigured.

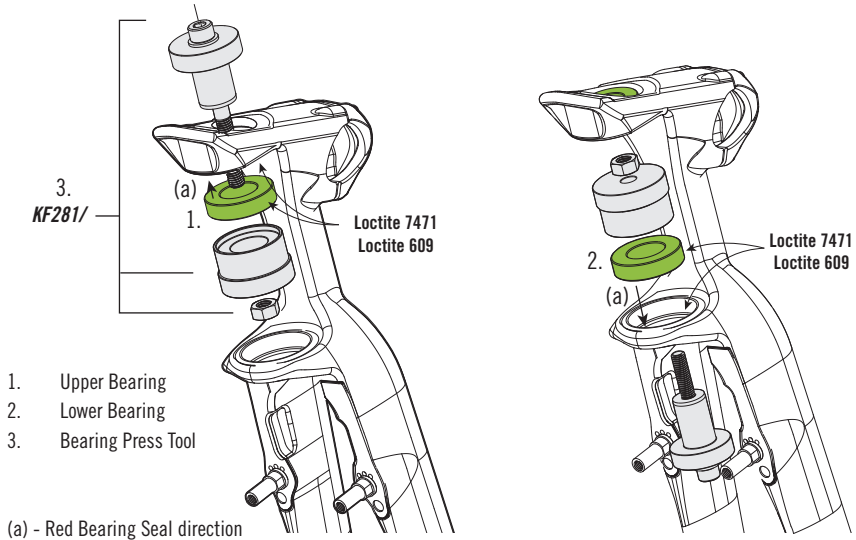
The changes requires that the upper clamp be and hardware be reversed. However, the relief slot (a) of the lower clamp which is larger always must face the front of the bike.

Optional Tool - *KP282/*

An optional seat post tool *KP282/* is available to be installed in place of the seat post. See Replacement Parts.



FORK BEARINGS INSTALL



Procedure:

The two fork bearings (upper and lower) are a seal cartridge type. Replacement is required only when the bearings become damaged. These bearings are included in the headset kit **KP270/**.

1. Before pressing the bearings with the tool, clean both of the fork bearing seats with a clean shop towel and alcohol.
2. Apply Loctite 7471 Primer to the outer bearing race and the fork bearing seat.
3. Apply Loctite 609 to the outer bearing race and the fork bearing seat. Use the bearing press tool **KF281/** to press each bearing into the fork bearing seat until bottomed, then remove the tool.

The red seal of the upper bearing faces up. The red seal of the lower bearing faces down.

Allow the Loctite to cure appropriately before installing the fork. For Loctite instructions:

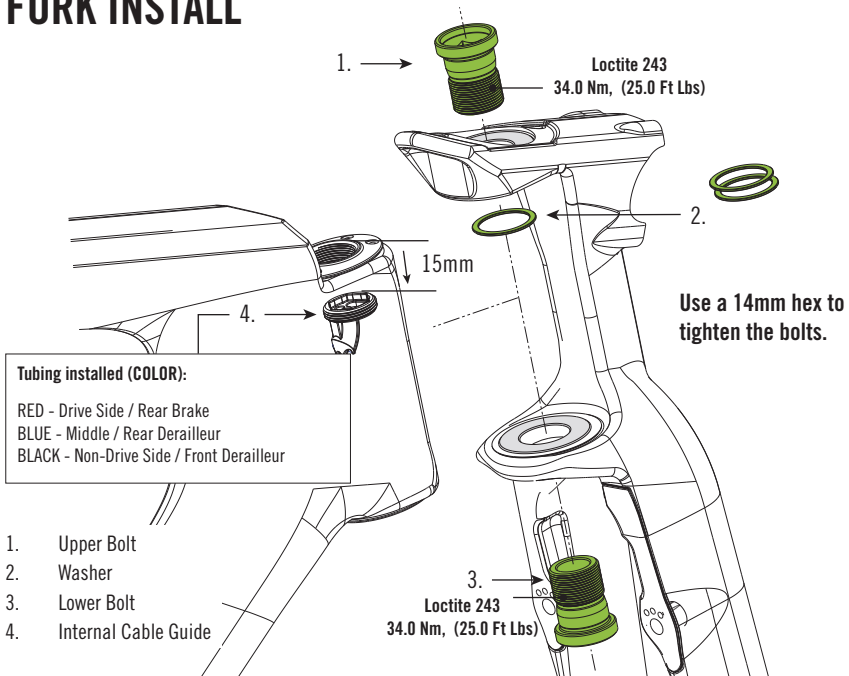
Loctite 7471:

<http://tds.loctite.com/tds5/docs/7471-EN.PDF>

Loctite 609:

<http://tds.loctite.com/tds5/docs/609-EN.pdf>

FORK INSTALL



Procedure:

1. First, bearings should be installed and Loctite 609 permitted to cure according to instructions.
2. Make sure the internal cable guide (4) is threaded 15mm from the top of the headtube insert and that tubing sections are installed through it to the BB cable guide correctly.
3. Slide the fork onto the frame
4. Apply Loctite 243 to the threads and install the lower bolt (3) and finger tighten it until the bolt shoulder touches the inner race of the lower fork bearing.
5. Install 1 to 3 washers (2) between the frame and the stem / upper bearing to take up the space.
6. Apply Loctite 243 to the threads and install the upper bolt (1) and finger tighten it until the bolt shoulder touches the inner race of the upper fork bearing.
7. Tighten both upper and lower bolts uniformly with a torque wrench to 34.0 Nm, (25 ft,Lbs).

Loctite 243:

<http://tds.loctite.com/tds5/docs/243%20NEW-EN.PDF>

BRAKE SET-UP INFORMATION

STEM CABLE GUIDE - The front brake cable enters the head tube cable guide in the non-drive side forward hole. The rear brake cable enters the head tube cable guide in the drive side forward hole.

HANDLEBAR HOUSING - The brake housing loop lengths between the handlebar and the stem guide should be determined after the handlebar stem and aero extensions positions are set. When cutting the housing between the extensions and the guide, the loop should be a smooth curve enabling necessary handlebar movement and smooth cable action inside (i.e. no bending turns which will negatively influence brake cable movement).

FLEXIBLE HOUSING LENGTHS - The flexible brake housing inside the head tube for the front brake is a specific length for each frame size. The cut lengths for the frame sizes are given in the table. This flexible housing extends from the bottom of the head tube cable guide through the inner head tube cable guide to the 90° aluminum noodle.

The flexible housing for the rear brake which exits the bottom bracket cable guide is 62mm for all frame sizes. The teflon tubing length is 80mm for all sizes. It should be trimmed as noted in the rear brake illustrations.

TEFLON TUBING - A section of 4mm tubing is used inside the brake cable flexible housing. This teflon tube is flanged at the top to prevent the tubing from sliding out of the housing with cable movement. The tubing overall length extends to just beyond the 90° aluminum noodle. Terminating the tubing before the end of the noodle will create unwanted cable drag. Trim the tubing cleanly to avoid creating rough edges.

Cable lubricant is applied inside the teflon tubing to reduce cable friction. Add a very small amount of cable lubricant inside the tube when changing it.

CANTI BOSSES - Apply Loctite 271. Tighten to 8.0 Nm, (70 InLbs).

INSTALLING THE CALIPER ARMS - Apply light grease to the canti-bosses, arm bushings , springs, spring plates and spring pockets in the arms before installation onto the fork.

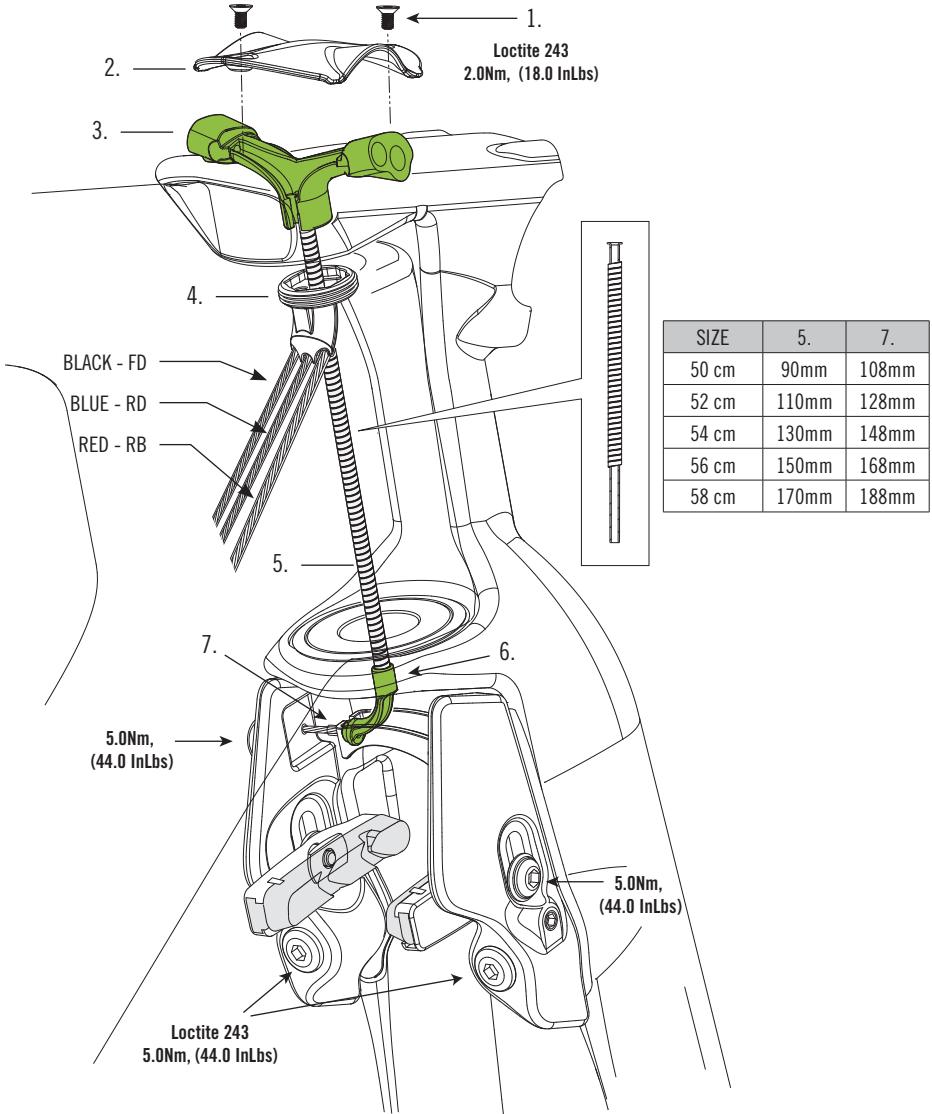
Be sure to insert the spring plate so that the flat interfaces with the adjusting allen screws inside the brake arms correctly. Insert the smaller spring end into the spring plate . The longer spring arm fits into the fork.

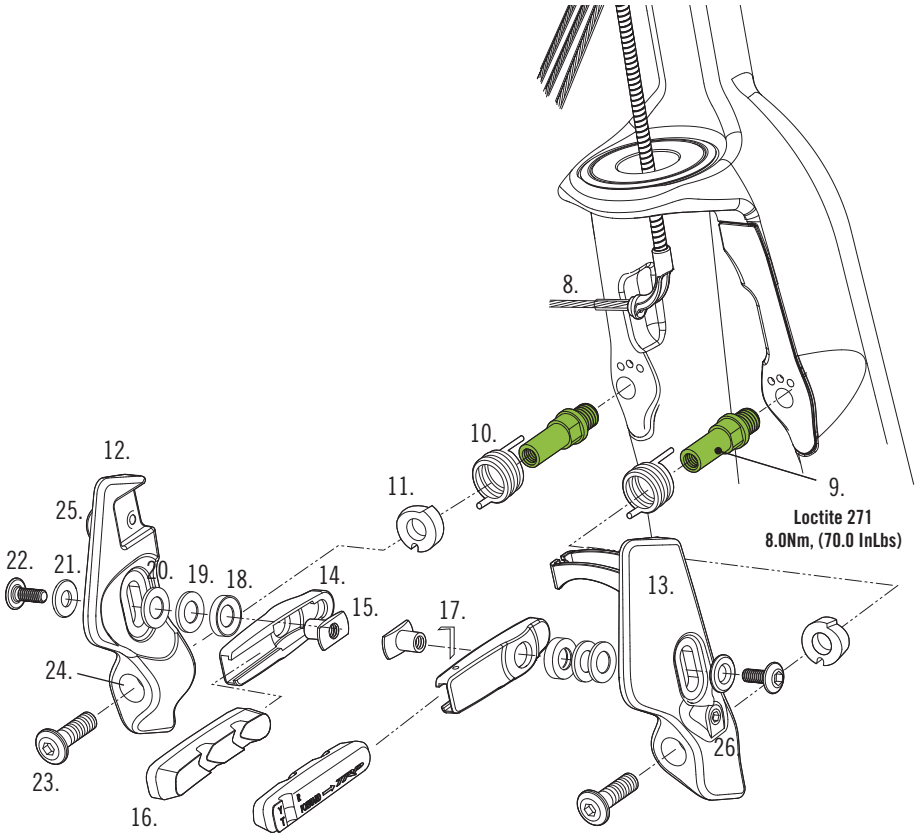
Slide the drive side brake arm onto the canti-post first aligning the longer spring end with the middle hole in the fork. (The outer hole will increase the spring tension the most; selecting the inner hole will result in the least spring tension.) Apply Loctite 243 to the threads and tighten the mounting bolt to 5Nm, (44 InLbs).

Using the same spring hole as selected in step 2, slide the non-drive side brake arm onto the canti-boss and tighten bolt to 5Nm,(44 InLbs). Slide the brake cable through the hole in the non-drive brake arm and secure with the cable anchor bolt. When the two arms are flush with the outside of the fork or chainstay – tighten the cable anchor bolt to 5Nm,(44 InLbs)

SETTING THE PAD-TO-RIM CLEARANCE - The brake pad clearance with the wheel rim braking surface should be 2–3 mm. Use a combination of the 1 mm and 2mm spacers to set the pad reach. To ensure good thread engagement between the T-NUT and brake pad bolt, be sure to use the correct T-NUT. Make fine adjustments by adjusting the at brake cable. Be sure to reinstall the brake pad retaining pin if you change the T-NUT.

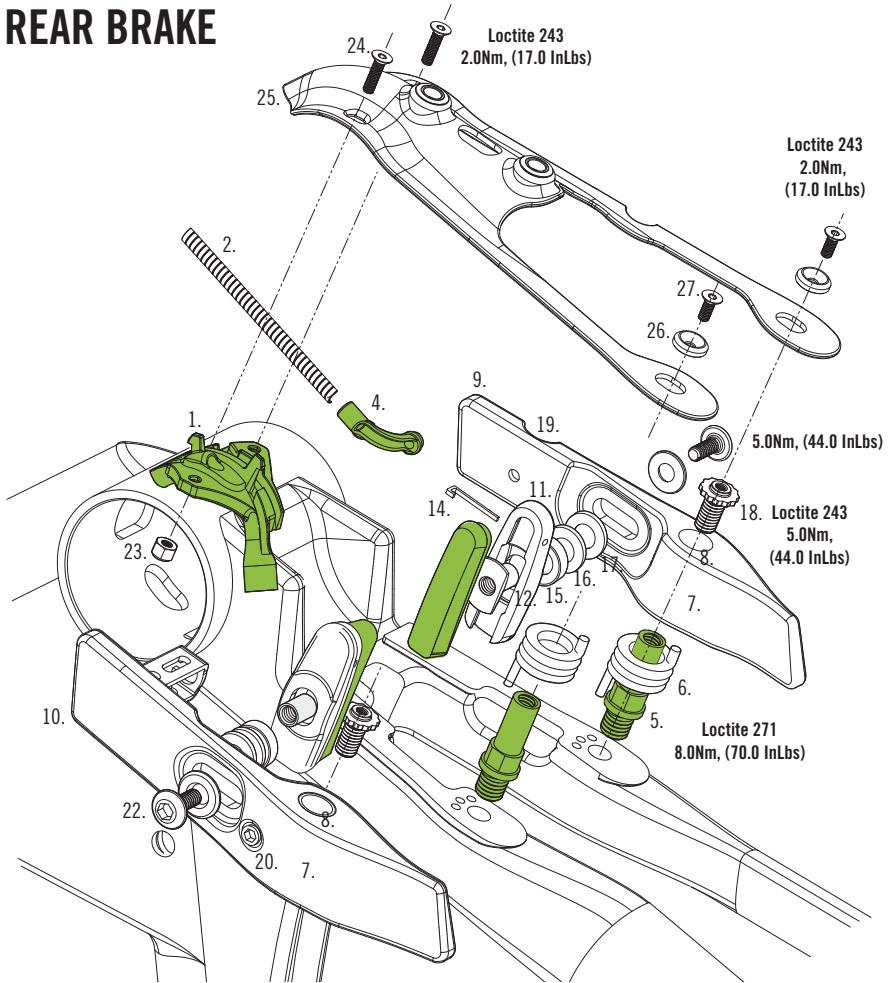
FRONT BRAKE



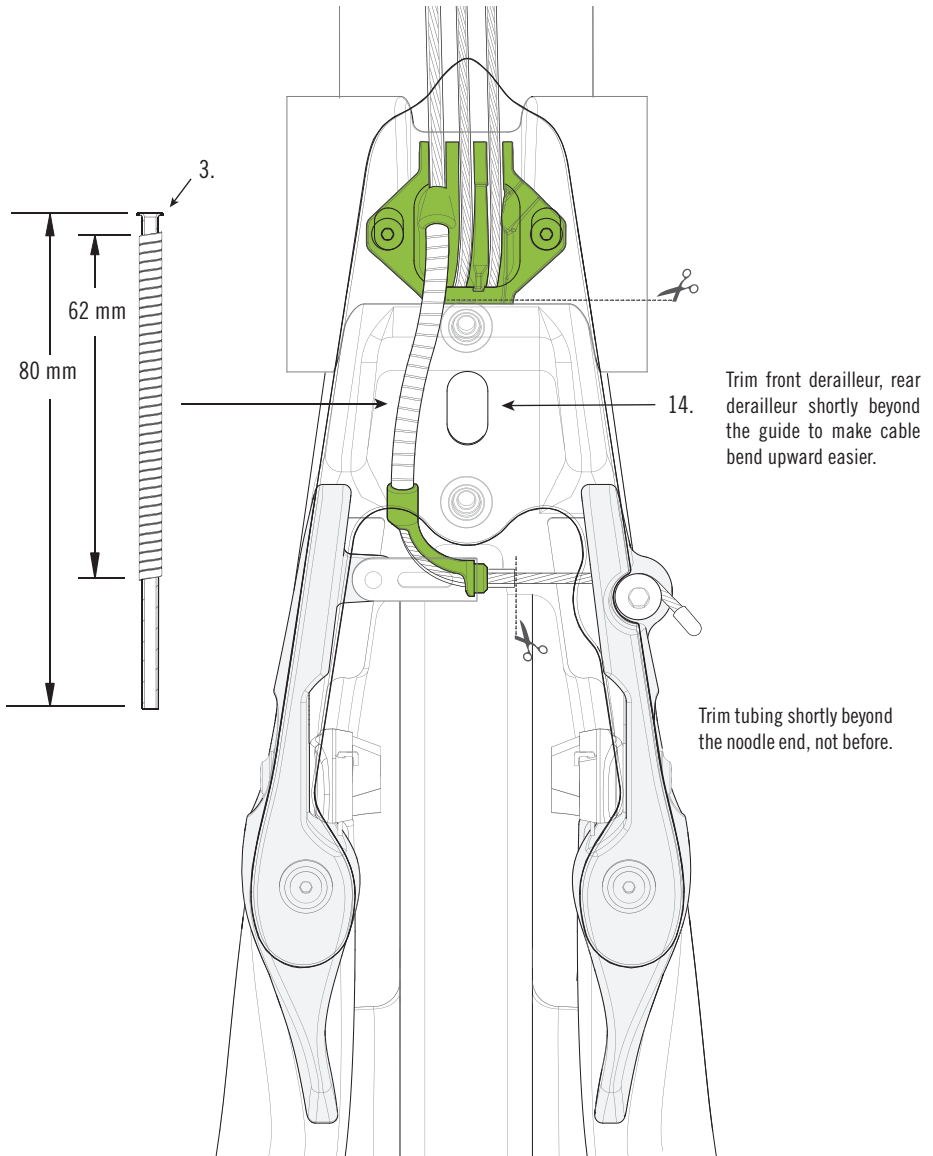


- | | | |
|---------------------------|-------------------------|--------------------------|
| 1. Stem Cover Screws | 11. Spring Plate | 21. Arm Bolt Washer |
| 2. Stem Cover | 12. Non-Drive Brake Arm | 22. Arm Bolt |
| 3. Stem Cable Guide | 13. Drive brake Arm | 23. Arm Mounting Bolt |
| 4. Internal HT Guide | 14. Brake Pad Holder | 24. Arm Bushing |
| 5. Flexible Brake Housing | 15. T-Nut | 25. Cable Anchor Bolt |
| 6. 90° aluminum noodle | 16. Brake Pad | 26. Tension Adjust Screw |
| 7. Teflon Tubing | 17. Pad Retaining Pin | |
| 8. Brake Cable | 18. Spherical Washer | |
| 9. Cantilever Boss | 19. 2 mm Spacer | |
| 10. Spring | 20. 1 mm Spacer(s) | |

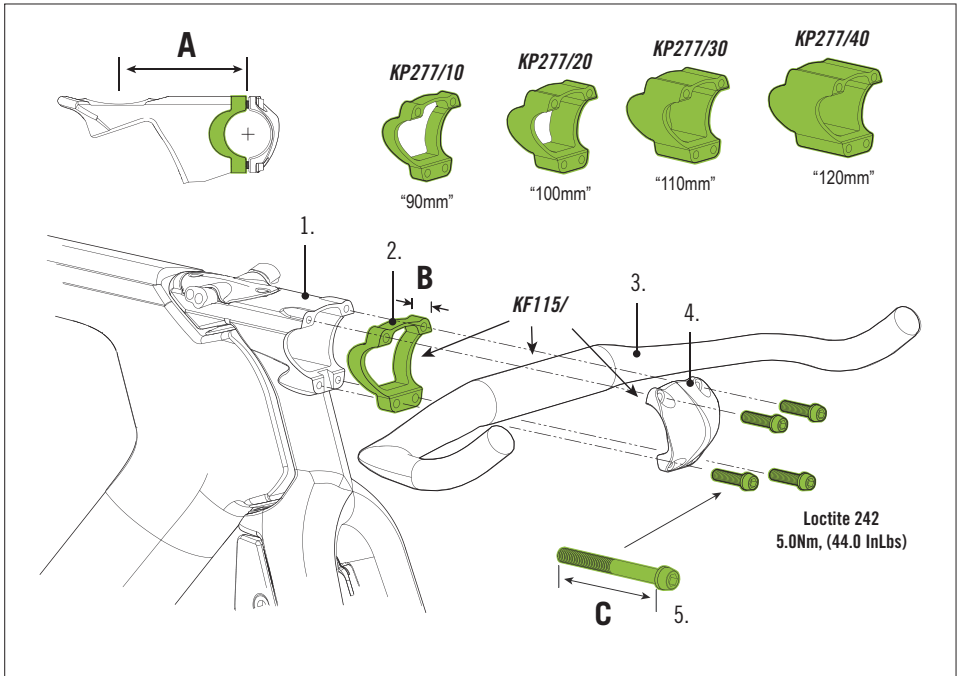
REAR BRAKE



- | | | |
|-----------------------------|------------------------------|--------------------------|
| 1. BB Cable Guide | 10. Drive brake Arm | 19. Cable Anchor Bolt |
| 2. Flexible Housing | 11. Brake Pad Holder | 20. Tension Adjust Screw |
| 3. Teflon Tubing | 12. T-Nut | 21. Washer |
| 4. 90° Aluminum Noodle | 13. Brake Pad | 22. Pad Mounting Bolt |
| 5. Cantilever Boss | 14. Pad Retaining Pin | 23. BB Guide Nut |
| 6. Spring | 15. Spherical Washer | 24. BB Guide Screw |
| 7. Spring Plate (not shown) | 16. 2 mm Spacer | 25. Brake Arch |
| 8. Bushing (not shown) | 17. 1 mm Spacer(s) | 26. Washer |
| 9. Non-Drive Brake Arm | 18. Arm Mounting Bolt (10pt) | 27. Screw |



STEM EXTENSIONS



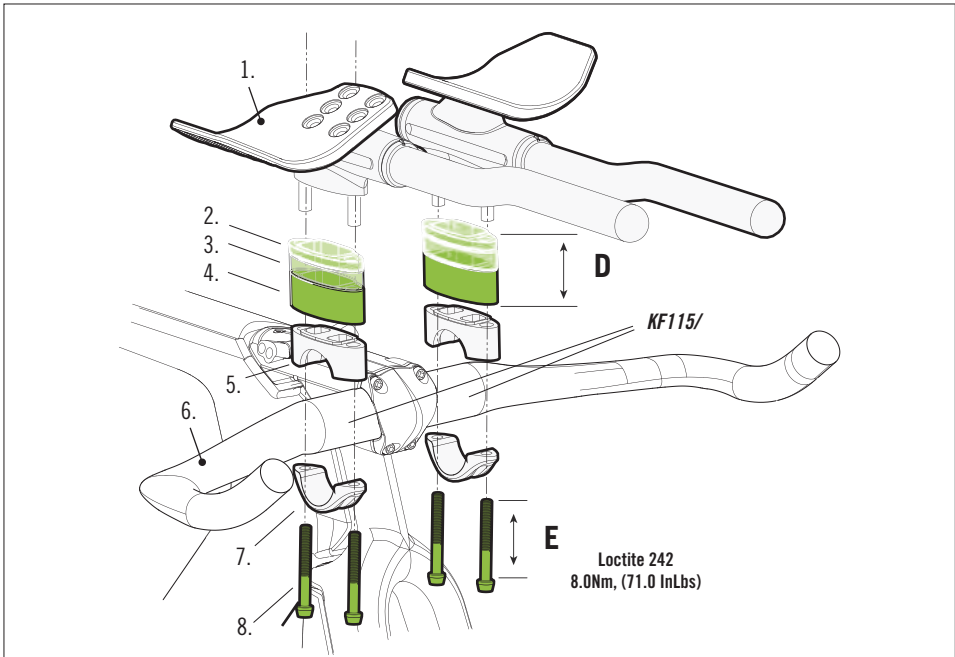
1. Stem
2. Extension
3. Base Handlebar
4. Stem Cap
5. Stem Bolts

"A"	"B"	"C"
STEM LENGTH	EXTENSION LENGTH	BOLT LENGTH
80 mm	--	20 mm
90 mm	10 mm	30 mm
100 mm	20 mm	40 mm
110 mm	30 mm	50 mm
120 mm	40 mm	60 mm

WARNING

STEM & AERO HANDLEBAR EXTENSIONS: Use only one stem extension, no multiples. Use the correct bolt length for the length/height indicated in the table. Always clean and apply Loctite 242 to bolt threads. Tighten uniformly to the specified torque with a torque wrench.

AERO HANDLEBAR EXTENSION



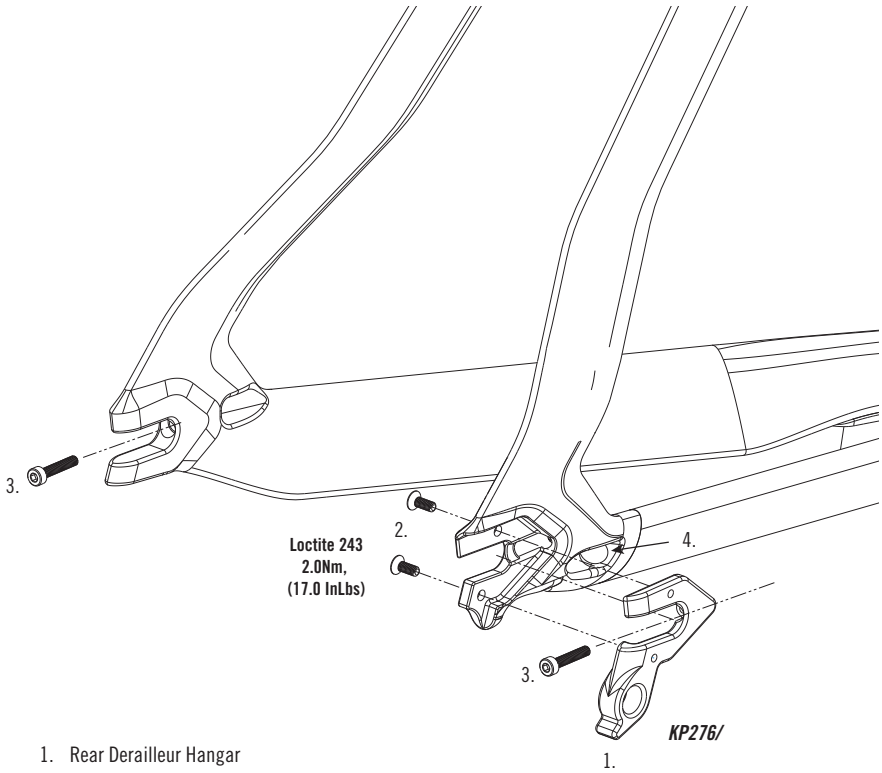
1. FSA Extension
2. 5mm Spacer
3. 10mm Spacer
4. 20mm Spacer
5. Upper Clamp
6. Base Handlebar
7. Lower Clamp
8. Clamp Bolt

See Full Speed Ahead's (FSA) assembly instructions for information on the set-up and adjustment of the extensions.

FSA: <http://www.fullspeedahead.com/>

"D"	"E"
SPACER STACK HEIGHT	BOLT LENGTH
0mm	25mm
5mm	25mm
10mm	25mm
15mm	40mm
20mm	40mm
25mm	40mm
30mm	55mm
35mm	55mm
40mm	55mm
45mm	70mm
50mm	70mm
55mm	70mm
60mm	85mm
65mm	85mm
70mm	85mm

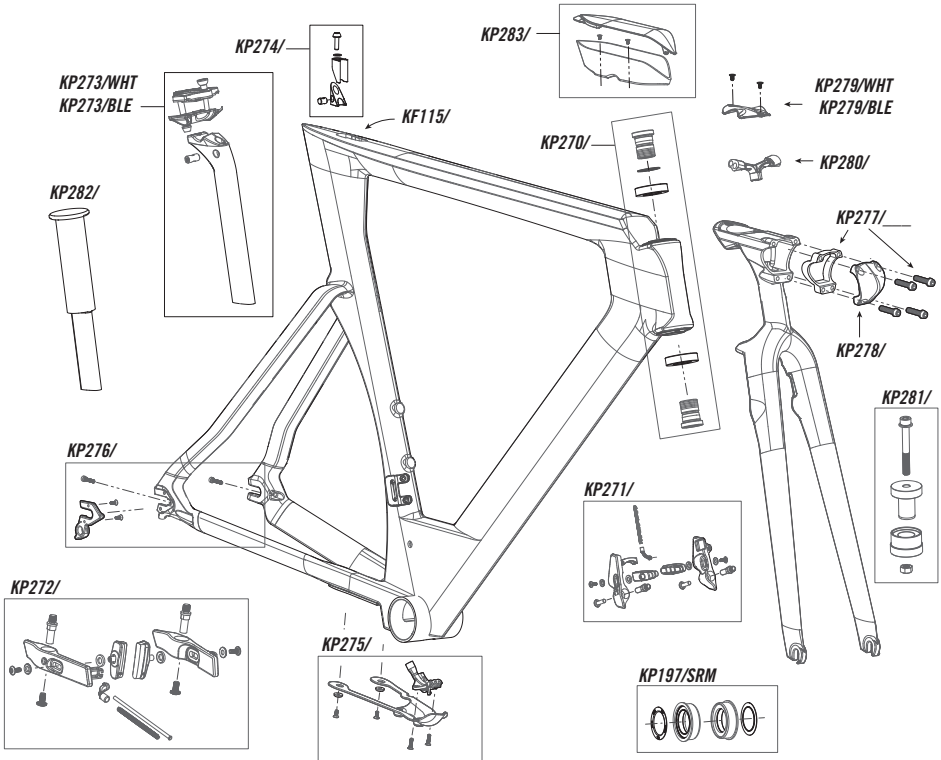
REAR DROPOUTS



1. Rear Derailleur Hangar
2. Mounting Screws
3. Wheel Centering Screws
4. Housing Exit Hole

REPLACEMENT PARTS

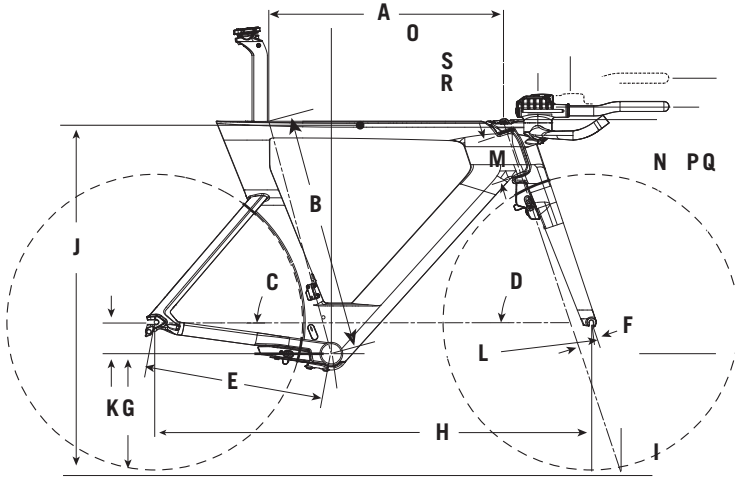
The following replacement part kits are available through a Cannondale Dealer:



CODE	DESCRIPTION
KP270/	KIT,HEADSET,SLICE RS
KP271/	KIT,BRAKE,SLICE RS,FRONT CRB
KP272/	KIT,BRAKE,SLICE RS,REAR CRB
KP273/WHT	KIT,SEATPOST,SLICE RS
KP273/BLE	KIT,SEATPOST,SLICE RS
KP274/	KIT,SEATBINDER,SLICE RS
KP275/	KIT,BB CABLEGUIDE,SLICE RS
KP276/	KIT,DER HANGER,SLICE RS
KP277/10	KIT,STEM EXTENTION,SLICE RS
KP277/20	KIT,STEM EXTENTION,SLICE RS

CODE	DESCRIPTION
KP277/30	KIT,STEM EXTENTION,SLICE RS
KP277/40	KIT,STEM EXTENTION,SLICE RS
KP278/	KIT,STEM,FACEPLATE,SLICE RS
KP279/WHT	KIT,STEM, GUIDE COVER, SLICE RS
KP279/BLE	KIT,STEM, GUIDE COVER, SLICE RS
KP280/	KIT,GUIDE,CABLE H-TUBE SLICE RS
KP197/SRM	KIT,BB,PRESSFIT 30, 68/73 SRM
KF115/	KIT,GEL,DYNAMIC,CARBON SEATPOST
KP281/	KIT,TOOL,HEADSET SLICE RS
KP282/	KIT,TOOL,DUMMY SEATPOST,SLICE RS
KP283/	KIT,STORAGE BOX,SLICE RS

GEOMETRY



	Sizes (cm)	50	52	54	56	58
A	Top Tube	50.4	51.9	53.4	54.9	56.4
B	Seat Tube Length	50.0	51.0	53.0	55.0	57.0
C	Seat Tube Angle (Degrees)*	*VARIABLE	*VARIABLE	*VARIABLE	*VARIABLE	*VARIABLE
D	Head Tube Angle (Degrees)	71.5 °	71.5 °	71.5 °	71.5 °	71.5 °
E	Chain Stay Length	40.5	40.5	40.5	40.5	40.5
F	Fork Rake	4.5	4.5	4.5	4.5	4.5
G	Bottom Bracket Height	26.5	26.5	26.5	26.5	26.5
H	Wheelbase	96.2	97.8	99.4	101.0	102.7
I	Trail	6.5	6.5	6.5	6.5	6.5
J	Standover At Top Tube Midpoint	76.5	77.5	79.5	81.5	83.5
K	Bottom Bracket Drop	7.2	7.2	7.2	7.2	7.2
L	Front Center	56.5	58.0	59.7	61.3	62.9
M	Head Tube Length	7.0	8.0	10.2	12.3	14.4
N	Stack	50.0	51.0	53.0	55.0	57.0
O	Reach	36.9	38.2	39.2	40.1	41.1
P	Pad Stack Lowest	53.5	54.5	56.5	58.5	60.5
Q	Pad Stack Highest	60.5	61.5	63.5	65.5	67.5
R	Pad Reach Shortest	44.1	45.4	46.4	47.3	48.3
S	Pad Reach Longest	48.1	49.4	50.4	51.3	52.3

PAD STACK AND PAD REACH ARE MEASURED TO THE CENTER OF THE PAD. SUBTRACT 40MM FOR REAR OF PAD. FSA AERO EXTENSIONS AND ARM RESTS. * THE SLICE RS SEAT POST IS REVERSIBLE. A FULL RANGE OF ANGLES FROM 74 TO 79 DEGREES IS ACHIEVABLE DEPENDING ON THE RIDER'S PREFERENCE AND/OR THE EVENT.



WARNING! READ THIS SUPPLEMENT AND YOUR CANNONDALE BICYCLE OWNER'S MANUAL. BOTH CONTAIN IMPORTANT SAFETY INFORMATION. KEEP BOTH FOR FUTURE REFERENCE.

CANNONDALE USA

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