

Lefty Ocho

Owner's manual supplement



cannondale

Explicit Definitions

In this supplement, particularly important information is presented in the following ways:

WARNING

Indicates a hazardous situation which, if not avoided, **may** result in death or serious injury.

NOTICE

Indicates special precautions that must be taken to avoid damage.

Cannondale Supplements

This manual is a "supplement" to your **Cannondale Bicycle Owner's Manual**.

This supplement provides additional and important model specific safety, maintenance, and technical information. It may be one of several important manuals/supplements for your bike; obtain and read all of them.

Please contact your Authorized Cannondale Dealer immediately if you need a manual or supplement, or have a question about your bike. You may also contact us using the appropriate country/region/location information. See Contacting Cannondale in this supplement.

You can download Adobe Acrobat PDF versions of any manual/supplement from our website:
<http://www.cannondale.com>

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 Dealer.

CONTENTS

Safety Information	2-5
Technical Information.....	6-17
Maintenance	18

Your Authorized Cannondale Dealer

To make sure your bike is serviced and maintained correctly, and that you protect applicable warranties, please coordinate all service and maintenance through your Authorized Cannondale Dealer.

NOTICE

Unauthorized service, maintenance, or repair parts can result in serious damage and void your warranty.

Contacting Cannondale

Cannondale USA

Cycling Sports Group, Inc.
1 Cannondale Way, Wilton CT, 06897, USA
1-800-726-BIKE (2453)

Cycling Sports Group Europe B.V

Mail: Postbus 5100
Visits: Hanzepoort 27
7570 GC, OLDENZAAL, Netherlands
Tel: +41 61 551 14 80

SAFETY INFORMATION

Intended Use

Lefty Model	Wheel Size Travel Length	ASTM Intended Use (Symbol)
Ocho Carbon	27.5" / 100mm	 <p>XC - Cross-Country ASTM CONDITION 3</p>
Ocho Alloy	29" / 100mm	

INTENDED - For cross-country riding and racing which ranges from mild to aggressive over intermediate terrain (e.g., hilly with small obstacles like roots, rocks, loose surfaces and hard pack and depressions).

Cross-country and marathon equipment (tires, shocks, frames, drive trains) are light-weight, favoring nimble speed over brute force. Suspension travel is relatively short since the bike is intended to move quickly on the ground and not spend time in the air landing hard.

NOT INTENDED - DO NOT USE:

- No large drops, drop offs, wooden structures, or dirt embankments requiring long suspension travel or heavy duty components.
- For Extreme forms of jumping/riding such as hard core mountain, Free riding, Downhill, North Shore, Dirt Jumping, Huckling etc.
- Tandems
- Motorcycles
- Engine powered vehicles

WARNING

USING THE LEFTY THE WRONG WAY IS DANGEROUS.

Please read your Cannondale Bicycle Owner's Manual for more information about Intended Use ASTM Conditions 1-5, and riding conditions defined by each.

The intended use and riding conditions defined by on-product markings and owner's manual for the specific Lefty fork model MUST match those of the frame.

A mis-match between a Lefty fork and a frame can lead to failure of the frame or Lefty fork. Such a failure can lead to a loss of control, with the risk of serious injury or death to the rider.

If you have any questions consult a Cannondale Dealer or professional bike mechanic with experience in Intended Use conditions in the bicycle industry.

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

Disassembly or Modification

WARNING

MODIFICATIONS CAN LEAD TO SERIOUS FORK DAMAGE OR SERIOUS PERSONAL INJURY.

- Do not modify the Lefty in any way.
- Use only original equipment (OE) replacement parts.
- Do not attempt damage repair yourself. Have any required repair services or procedures perform by an Authorized Cannondale Dealer or Cannondale Authorized Service Center.

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

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.

Damage Inspection & Maintenance

WARNING

AFTER A CRASH OR IMPACT:

Inspect all bike parts carefully for damage. See PART II, Section D. Inspect For Safety in the Cannondale Bicycle Owner’s Manual. Adobe PDF at www.cannondale.com

DO NOT RIDE your bike if you see any sign of damage, such as broken, splintered, or delaminated carbon fiber.

THE FOLLOWING CONDITIONS INDICATE THAT SERIOUS FORK DAMAGE IS PRESENT:

- Any unusual “klunking,” creaking, knocking or unexplained noises.
- A change in travel, and/or function.
- Loss of adjustment features, oil or air leaks, or loose/broken parts.
- Crash or impact damage (cracking, deep scratches, gouges, dents, or bending)
- Carbon which has a soft feel or altered shape
- Visible cracks, a white or milky color present in carbon fiber section

The MAINTENANCE section of this supplement includes information about regular owner maintenance practices that can keep your fork in good operating condition.

Have all service procedures performed by your an Authorized Cannondale Dealer or Authorized Headshok Service Center.

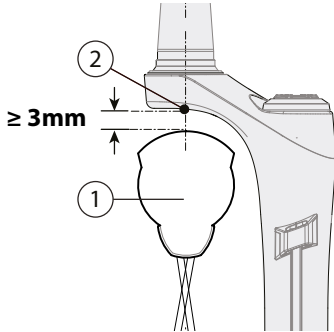
CONTINUING TO RIDE A DAMAGED FRAME /FORK INCREASES THE CHANCES OF FRAME /FORK FAILURE, WITH THE POSSIBILITY OF INJURY OR DEATH OF THE RIDER.

Tire-to-Crown Clearance

WARNING

THE MINIMUM TIRE-TO-CROWN CLEARANCE MUST BE MAINTAINED.

ALWAYS USE SPECIFIED WHEEL SIZE AND COMPATIBLE TIRES.



If tire clearance is less than minimum specified, the rotating tire could come into contact with the frame causing the wheel to stop suddenly. This can throw a rider off the bicycle or result in a loss of control and crash.

To measure clearance:

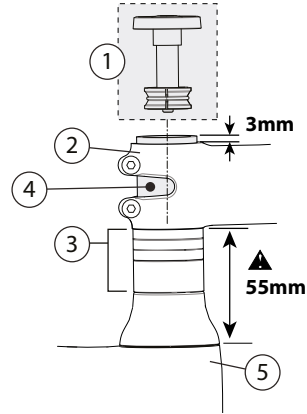
1. Release all air pressure and remove the Schrader valve core.
2. Perform bearing reset. See: "Bearing Reset," in this manual"
3. Fully compress the Lefty and measure the clearance between the top of the correctly inflated tire (1) and the underside of the crown (2) directly above the tire.
4. If the measured clearance is less than specified, the tire shape is not compatible and must not be used.

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

SI Compression Assembly

WARNING

The carbon version of this Lefty must only use the specified Cannondale SI compression assembly (1). See "Specifications."



DO NOT:

- Stack spacers (3) on top of the stem (2) or exceed the 55mm Maximum stack height (total spacer height stacked between the top of the head tube (5) and the stem (2))

Exceeding maximum stack height with spacers (3) or locating spacers on top of the handlebar stem can place significant stress on the steerer tube (4). It could break.

- use other headset compression/preload adjusters, shims, and do not modify the steerer.

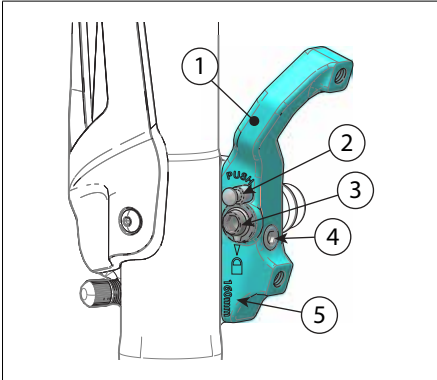
DO:

- Use a torque wrench to tighten stem bolt to manufacturer's recommend torque.

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StopLock Brake Mount

The StopLock brake mount (1) is compatible with post-mount type brake systems. It is secured to the lower leg with a cam bolt locking mechanism.



1. StopLock Brake Mount
2. Release Button
3. Cam Lock Bolt
4. Hourglass Cam bolt
5. Brake Rotor Size

Making External Adjustments

WARNING

Make any external adjustments only when stopped. Attempting to adjust while riding can result in a loss of control.

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WARNING

FOLLOW THE INSTRUCTIONS.

Make sure you follow the instructions. See "Remove, Front Wheel," "Install, Front Wheel."

Follow brake manufacturer's instructions when mounting the brake caliper to Lefty brake adapter.

DO NOT RIDE WITHOUT A PROPERLY MOUNTED, ADJUSTED, AND FUNCTIONING FRONT BRAKE SYSTEM.

The (disc/caliper) acts as an integral secondary wheel retention system. If the system is missing or improperly installed, or if the wheel hub axle bolt should loosen, the front wheel could slide off the spindle end.

Do not attempt damage repair yourself. Have any required repair services or procedures perform by an Authorized Cannondale Dealer or Cannondale Authorized Service Center.

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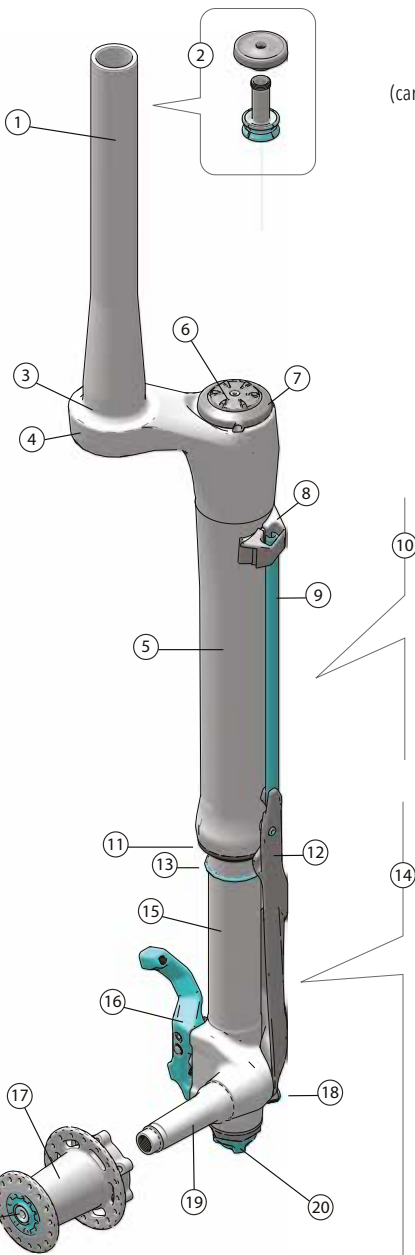
TECHNICAL INFORMATION

Specifications

		Carbon		Alloy	
	Wheel Size	27.5 in.	29 in.	27.5 in.	29 in.
	External Adjustments	Air Pressure, Rebound, Compression, Lockout			
	Remote Compatibility	FOX 2 POS (p/n 820-0701250, R), RockShox OneLoc			
	Recommended Sag - 25%	25mm			
	Axle-to-Crown	490mm	510mm	490mm	510mm
	Travel Length	100mm			
1	Minimum Tire-to-Crown Clearance	3mm			
	Fork Offset	50mm	55mm	50mm	55mm
	StopLock Brake Brake Mount (disc dia./adapter Cannondale p/n)	Minimum: 160mm / K31019 Maximum: 180mm / K31029			
	Hub Compatibility	Lefty 60			
2	Maximum Tire Size: (Width/Dia.)	63mm x 720mm	63mm x 760mm	63mm x 720mm	63mm x 760mm
▲	Headset Compression Assy.	Only Cannondale® p/n - K35058		1-1/8" Star Nut Aheadset® - ASN8	
▲	Maximum Stack Height	55mm		55mm	
	Stem Clamp Dia.	28.6mm			
	Steerer: Type/Taper Length	Tapered 1.5"-1-1/8" / 86mm			
	Crown Race: Type/ Bearing /Degree	Bonded 1.5" / 36 °		1.5" / 36 °	
	Manual Reset Length +/- 5 (mm)	0mm	20mm	0mm	20mm
	Air Pressure Limits	Minimum: 50 psi / 2.4 bar Maximum: 250 psi / 17 bar			
▲	Intended Use	ASTM CONDITION 3, Cross-Country, Marathon, Hardtails.			
▲	Maximum Weight Limit:	Total (rider+all equipment): 305lb / 138 Kg			
<p>Key: ▲ - Indicates a safety related. Read and follow instructions carefully. (1) - Measure with all air pressure released and Lefty fully compressed. "See page 4." (2) - The "maximum width" of a specific tire will change with the tire type/manufacturer/model. A tire width will vary across different point on the tire as well as with the tire ranges of inflation pressure and while riding. This specification is only a guide. Any installed tire, must not be able to contact the Lefty and 3mm of any part of the Lefty maintained.</p> <p>Product and Specifications are subject to change without notice.</p>					

Identification

1. Steerer
2. Headset Compression Assembly (carbon only)
3. Bonded Crown Race (carbon only)
4. Crown
5. Outer Tube
6. Compression Adjuster
7. Remote Housing
8. Brake Line Clip
9. C-Tube Guide, Brake Hose
10. Label, WARNING
11. Wiper
12. Guard - (GuideGuard)
13. Travel Indicator O-Ring
14. Label, Air Pressure
15. Inner Leg
16. Brake Mount Adapter- (StopLock)
17. Lefty 60 Hub.
18. Air Valve (SideCar)
19. Spindle
20. Rebound Adjuster
21. Axle Bolt
22. Serial Number
23. Wheel Size (in.)
24. Fork Offset (mm)



(carbon model shown)

WARNING

To REDUCE the risk of SERIOUS or FATAL INJURY

Regular Professional Maintenance Is Required

See Lefty Owner's Manual Supplement and www.cannondale.com for important safety, service, and use information.

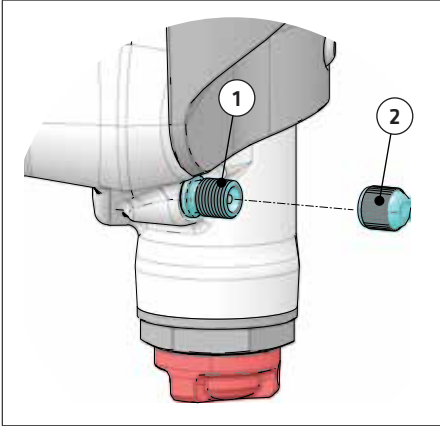
AIR PRESSURE

RIDER WEIGHT		PRESSURE (PSI)	REBOUND
LB	KG		
120	55	97	14
130	59	105	13
140	64	112	11
150	68	120	10
160	73	128	9
170	77	136	8
180	82	143	7
190	86	151	6
200	91	159	5
210	95	167	4
220	100	174	3
230	105	182	2

External Adjustments

Air Pressure

The SideCar air valve (1) is just below the spindle. It is a Schrader valve.



To set air pressure:

1. Remove the valve cap (2), attach a high-quality suspension pump to the valve (1).
2. Pressurize the Lefty Ocho to the recommended air pressure according to the table. See "Recommended Settings."

Compress the Lefty Ocho 30mm, 5-10 times to allow the positive and negative air pressures to equalize. Re-check air pressure. Add or release air as needed.
3. When completed, remove the pump; replace the valve cap.
4. Check the sag. See "Sag," page 9"

Recommended Settings

Rider + Gear Weight		Air Pressure (psi)	Rebound (Clicks out from closed)
Lbs	Kg		
100	45	81	16
110	50	89	15
120	55	97	14
130	59	105	13
140	64	112	11
150	68	120	10
160	73	128	9
170	77	136	8
180	82	143	7
190	86	151	6
200	91	159	5
210	95	167	4
220	100	174	3
230	105	182	2

Please Note: Recommendation for Pressure and Rebound setting are starting points only.

From the starting point, you can fine tune the air pressure, sag, and rebound settings to best match your riding style or needs.

Remember, see "Specifications" to remain within the operating pressure limits.

NOTICE

CLEAN VALVE AREA SURROUNDING VALVE FIRST: Also, make sure the pump end is clean so that dirt or debris is not pumped into the Lefty.

Sag

The rider's position is feet on pedals with weight shift into an "standing attack" position. Sag is directly related air pressure and the distributed weight of the rider on the bike.

The Recommended Sag, found in in the "Specification" section, is a percentage of the full travel. Of course, the Sag % can be adjusted to your riding preference. The GuideGard markings (a) indicates the sag in percent of travel.

To measure sag:

1. Pressurize the Lefty Ocho. See "Air Pressure."
2. Set the Lockout in the Descend mode. See "Lockout."

Compress the Lefty Ocho 30mm, 5-10 times to allow the positive and negative air pressures to equalize.
3. Slide the O-ring (3) against the wiper seal (4).

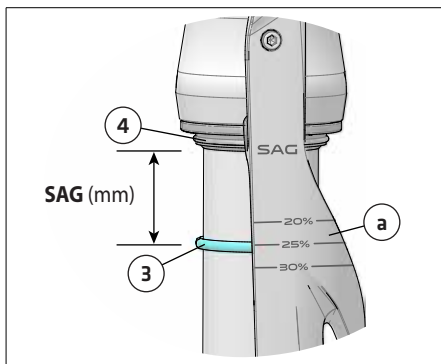
4. Mount bike in a standing attack position, as shown, next figure.

Have another rider help you hold the bike upright.
Avoid bouncing the bike.

Dismount.



5. Measure the SAG as indicated by movement of the O-ring. Corresponding sag percentages are marked on the inside surface of the guard.



To decrease sag, increase air pressure.

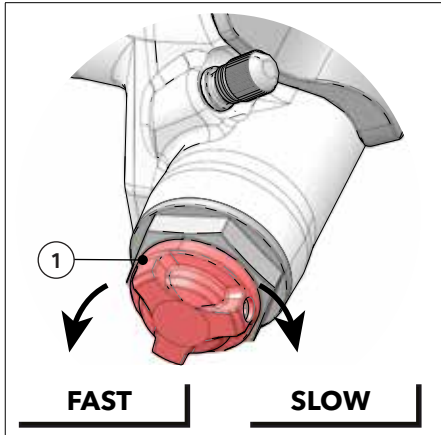
To increase sag, decrease air pressure.

TO OBTAIN ACCURATE AIR PRESSURE AND SAG READINGS:

Each time you change air pressure, compress the travel 30mm, 5-10 times to allow air between the positive and negative air chambers to equalize.

Rebound

The Rebound adjuster (1) is located at the bottom of the Lefty Ocho. Rebound controls the speed that Lefty Ocho returns after being compressed.



To set initial:

1. Close the adjuster by rotating it clockwise toward the "SLOW" direction with your fingers until the adjuster stops.
2. Determine the number of "clicks" according to the table. See "Recommended Settings".
3. From closed, turn the adjuster counter-clockwise toward the "FAST" direction with your fingers and count the "clicks" as you hear or feel them until you reach the desired setting.

To fine tune:

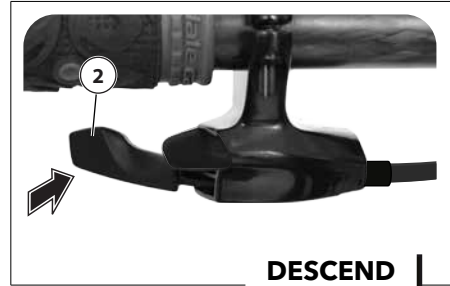
Each click towards the "SLOW" direction decreases the speed that the Lefty Ocho returns after being compressed.

Each click toward the "FAST" direction increases the speed that the Lefty Ocho returns after being compressed.

Lockout

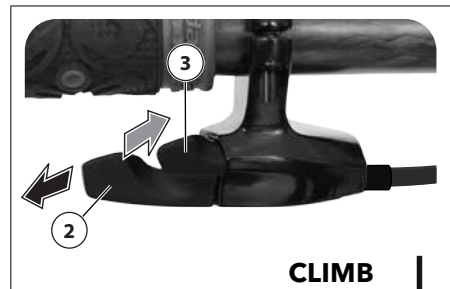
Lefty Ocho has both a Descend and a Climb mode. You can switch between modes while riding using the handlebar mounted remote lever.

To set to descend mode, press the handle lockout paddle (2) with your thumb until it latches in place as shown.



- travel is active and absorbs changes in terrain by compressing and extending.
- maximum bump absorption.

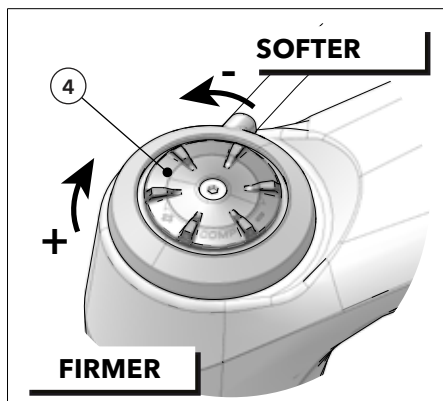
To set to climb mode, press the lockout release (3) with your thumb. The lockout paddle (2) will return to the position shown.



- travel responding only when large bumps are encountered
- results in maximum efficiency on smooth surfaces while still providing movement during large impacts.

Compression

The compression adjuster (4) is the black knob on the top of the Lefty Ocho crown. The adjuster controls how easily the Lefty Ocho compresses from rider input.



To adjust:

Turn the compression adjuster clockwise, towards the +, to make the Lefty Ocho harder to compress under rider inputs.

Turn the compression adjuster counter-clockwise, towards the -, to make the Lefty Ocho easier to compress under rider inputs.

NOTICE

Do not force the adjuster past the stops.

Forcing the adjuster beyond the stops will damage the damper internals.

Set-Up Steps

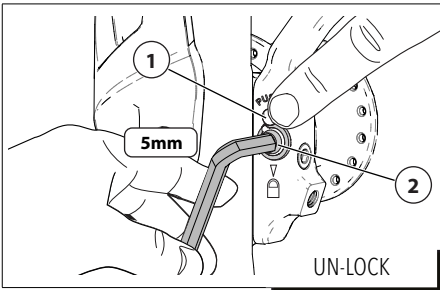
Follow these steps in order, after you understand the external adjustments.

1. Set **Lockout** to **Descend** mode.
2. Set the **Air Pressure**.
3. Check **Sag**. Adjust sag as necessary.
5. Set the **Rebound**.
5. Set the **Compression**.

Remove, Front Wheel

See also, "StopLock Brake Mount."

1. Secure the bike in a work stand with the front wheel off the ground slightly.
2. Press in and hold the StopLock brake release button (1) while turning the cam bolt (2) counter-clockwise to unlock the mount. (Brake caliper not shown for clarity)



3. Pull the brake mount with attached brake caliper backwards until caliper is clear of the brake rotor.



NOTICE

- Do not allow the brake to hang by the brake line.
- Support the removed brake mount/caliper to prevent damage of the brake system while it is detached.

4. Insert a 5mm hex key into the Lefty wheel hub axle bolt on the driveside of the bike.

Turn the axle bolt counter-clockwise. Continue turning until the axle bolt is completely dis-engaged from the spindle.



NOTICE

- Make sure the axle bolt is completely dis-engaged before attempting to remove the wheel.
- Never pull the wheel off forcefully. If the axle bolt is still engaged this will damage the threads.

5. Slide the wheel off the spindle end.

Important:

While the wheel is off, take steps to prevent damage to the spindle .

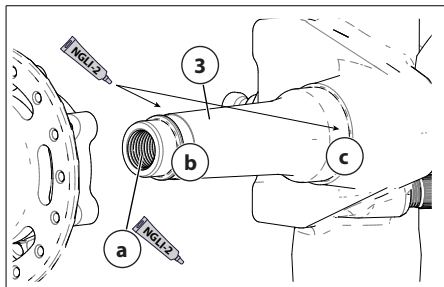
Allow the bike to remain in the stand until the wheel is re-installed.

Likewise, while the wheel is removed, be sure to protect the wheel, hub, and brake rotor from damage or contamination. Cover the hub opening to prevent contamination of the inside of the hub.

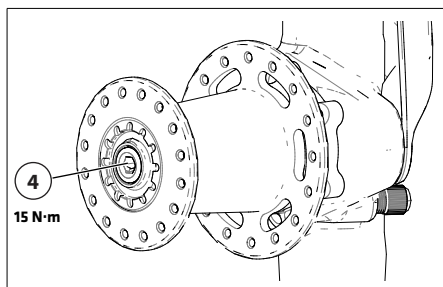
Install, Front Wheel

See also, "StopLock Brake Mount."

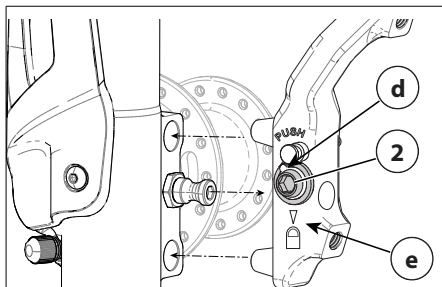
1. With bike in a work stand, clean the spindle (3), and axle threads (a). Apply light grease the threads (a) and outer (b) and inner (c) hub bearing lands.



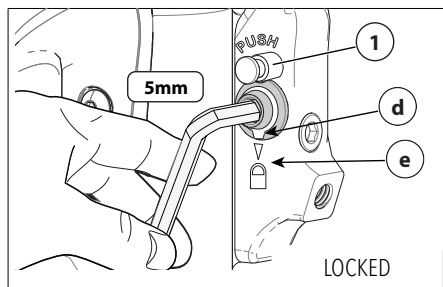
3. Check the inside of the Lefty wheel hub for dirt or contamination, wipe clean if necessary. Apply light grease to the hub bearing inner races.
4. Align and slide the wheel straight on to the spindle. Use a 5mm hex key by hand to start the axle bolt (4) a few threads to confirm correct thread engagement. Once confirmed, tighten the axle bolt to 15 N·m with a torque wrench.



5. With the brake mount cam bolt (2) turned upward so the white flag (d) is pointing away from the locked symbol (e) slide the brake mount/caliper into the Lefty. As you do this, make sure the brake rotor locates between the brake pads.



6. Turn the cam bolt (2) to align the white flag (a) points downwards at the lock symbol (b) and the push button (1) pops out and clicks into place.



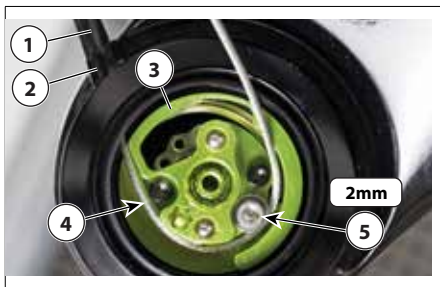
7. Spin the wheel to make sure it rotates freely.
8. Be sure to test the brakes for proper function before riding.

WARNING

- Use a torque wrench to tighten.
- Prevent grease contamination of brake caliper, pads and brake rotor.

Lockout, Setup

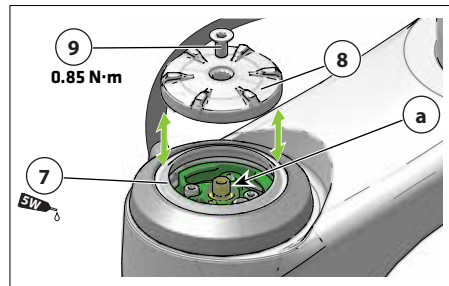
1. Cut a length of 4mm derailleur housing (1) to extend between the handlebar lockout remote lever and remote housing (2) stop. Install an inline barrel adjuster 20-30mm from the lever end.
2. Set handlebar lockout remote to climb mode.
3. Remove compression knob screw (9) and lift off the compression knob (8) to expose the lockout pulley (3).
4. At the lockout lever, feed the shift cable (4) end through to the remote housing. Pull the cable tight to seat the housing in the housing stop.
5. Loosen anchor bolt (5) and feed the cable under the bolt and in the channel as shown.



6. Pull the cable tight and tighten the anchor bolt (5) to 0.25Nm.



7. Use the barrel adjuster to remove cable slack.
8. Trim the cable 30mm from the cable anchor bolt, install a cable crimp (6) and tuck the cable into the pulley pocket as shown. The cable end must not protrude above the lockout pulley. This will interfere with the compression adjuster knob.
9. Lubricate the adjuster seal (7) with 5W or lighter suspension oil. Do not use grease
10. Insert the compression adjuster knob (8) over the splines (a) on the compression rod. Lightly tighten the compression knob screw (9). Rotate the compression adjuster knob fully clockwise then fully counter clockwise to seat the compression adjuster seal.



11. Hold the compression adjuster knob stationary with your fingers, tighten the screw (9) to 0.85 Nm.

NOTICE

Over-tightening the screw (9) will result in compression knob being difficult to turn or damage.

GuideGuard

The GuideGuard (6) and protects the Lefty lower leg from damage and the C-tube (3) supports the brake line.

Periodically, check the GuideGuard and C-tube to make sure they are in good condition and attached properly with the mounting screws.

NOTICE

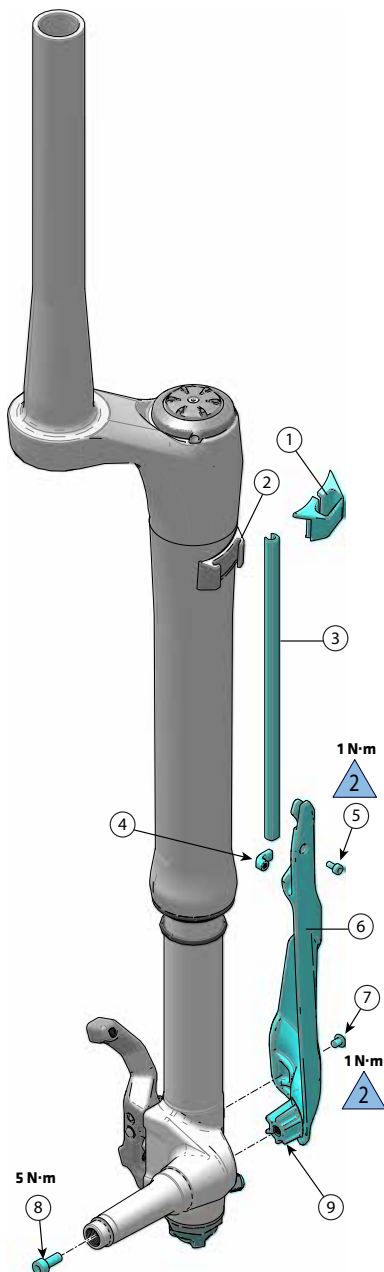
Do not ride, stop riding if parts are missing or damaged.

Replace both the Guide-Guard (6) parts or C-tube (3) with a new ones.

Replacement

1. Place the bike in a workstand and remove the front wheel. See "Wheel Removal."
2. Insert a 4mm hex key through the drive-side of the Lefty spindle until into the head of the fixing bolt (8). Turn counter-clockwise and remove the bolt from the spindle end.
3. Lift the upper rubber clip (1) holding the guide (3) to the clip mount (2) of the Lefty.
4. Remove the small fixing screw (7). Release the brake line from within the guard tube (3) and remove the guard (6) and attached C-tube (3) from the Lefty.
5. Fit the new parts to the Lefty in reverse order.

Apply Loctite where indicated and tighten all fasteners to the specified tightening torque.



Brake Hose Routing

1. Loosen the 2.5mm hex bolt at the top of the GuideGuard so the hose clamp can move freely. Let the hose clamp hang downwards.



2. Route the brake hose through the channel at the top of the GuideGuard. Rotate the hose clamp so it covers the brake hose. Torque and the hose clamp to 1.5Nm with a 2.5mm hex wrench.

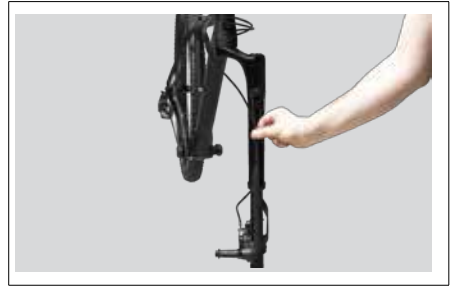


3. Check the brake hose and ensure that it does not contact the Lefty lower leg, brake rotor or wheel spokes.
 - a. If the brake hose contacts the Lefty lower leg, remove the StopLock brake mount, rotate the brake caliper 360 degrees clockwise and reinstall the brake mount.

- b. If the brake hose contacts the brake rotor or wheel spokes, adjust the brake banjo angle and/or loosen the hose clamp and draw more brake hose above the GuideGuard.

4. Unclip the upper cable guide from the fork by pushing it upwards.

5. Clip the bottom end of the C-tube over the brake hose. Slide the C-tube downwards until it bottoms out on the GuideGuard then clip onto brake hose.



6. Insert the brake hose through the split in the back of the upper cable guide. Insert the upper cable guide into the base and push down to fully seat it.



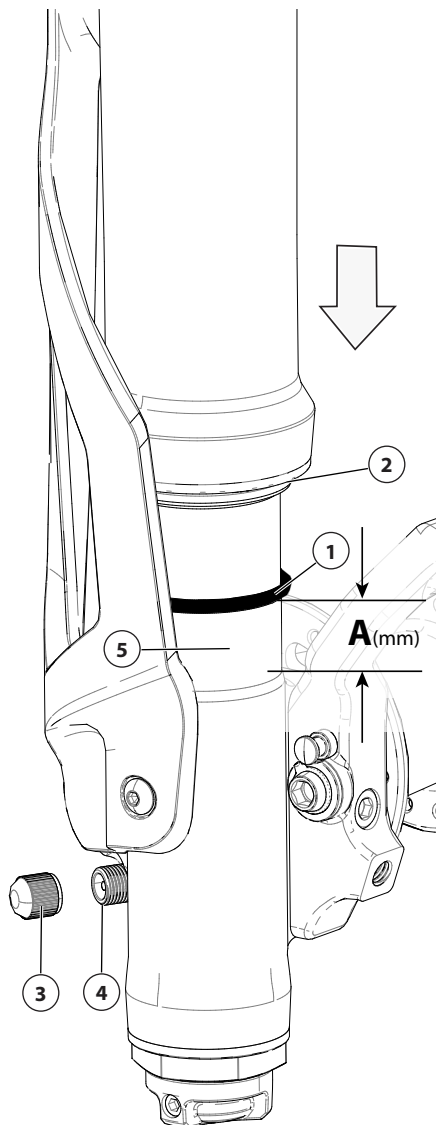
Manual Bearing Reset

Perform the following procedure with the bike on the floor.

1. Slide the travel indicator o-ring (1) against the wiper seal (2).
2. Remove the Schrader valve cap (3) from the Sidecar valve (4) and thread a shock pump onto the valve. Record the air pressure and use the shock pump bleed valve to deflate the Lefty.
3. Hold the shock pump bleed valve open and fully compress the Lefty by pushing down on the handlebars.
4. Firmly bottom out the Lefty several times.
5. Measure the glossy stanchion tube (5) below the travel indicator o-ring (1). Repeat step 4 until that measurement matches the stanchion length that corresponds to your Lefty in the table below.

Travel (mm)	Wheel Size (in)	Reset Length (A) +/- 5mm
100	27.5	0
	29	20

6. Thread a shock pump onto the SideCar valve and pump your Lefty up to the air pressure recommended for your riding weight. See "Initial Set-Up."
7. Unthread the shock pump from the SideCar valve. Compress the Lefty 10 times to allow the positive and negative air pressures to equalize.



MAINTENANCE

Schedule

This schedule is intended as a guide only.

You must establish a schedule appropriate to your riding style and conditions. All service items indicated as "Owner" are found in this supplement.

Service Item	Frequency/Interval	Performed By	See page
Damage Inspection	Before Every Ride	Owner	3
Check Fastener Torque	First Ride & Every 4-5 Rides	Owner	all
Manual Bearing Reset	Every 50 Hours	Owner	17
100 Hour Service : (Telescope Lubrication, Air Spring Service, Damper Inspection)	Every 100 Hours/ Annually	Authorized Cannondale Dealer or Authorized Headshok Service Center	
Full Service: (Telescope Rebuild, Air Spring Service, Damper Service)	Every 200 Hours/ Bi-Annually	Authorized Headshok Service Center	

Please Note:

Shorter service intervals are recommended for riders seeking the highest possible performance or who experience the following situations:

- High frequency of riding
- Adverse conditions while riding
- Bicycle storage in an area of high humidity, large temperature changes or outdoor conditions

SCHEDULE PROFESSIONAL FORK SERVICE ANNUALLY (Minimum)

Annually, or when problems are indicated you must have your fork serviced through a Authorized Cannondale Dealer or a Headshok Service Center. Disassembly and inspection by a suspension professional is required to evaluate the internal and external parts, identify wear or damage. Damaged parts must be replaced with new ones and the work must also include any work described in any technical bulletins or product recalls.

WARNING

Frequent maintenance and inspection is important to your safety.

Ask your Cannondale Dealer to help you develop a complete maintenance program, one that suits where and how you ride.

YOU CAN BE SEVERELY INJURED, PARALYZED OR KILLED RIDING ON A BROKEN OR POORLY MAINTAINED FORK.



Warning! Read this supplement and your cannondale bicycle owner's manual. Both contain important safety information. Keep both for future reference.

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