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Owner's Manual Supplement

August 2003



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/>.



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

Bike Serial No.

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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.

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.

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

About Cannondale Owner's Manual Supplements

Cannondale Owner's Manual Supplements provide important model specific safety, maintenance, and technical information. They are not replacements for the *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, please call 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 from our website. Go to: <http://www.cannondale.com/bikes/tech>

Use of the Manual

If you have any questions about your bike, please contact your Cannondale Dealer. Or, you can contact us using the information on the back cover of this manual.

- 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 completely assembled and inspected for proper operation by a Cannondale Dealer before delivery to the owner.
- This manual includes procedures beyond the scope of general mechanical aptitude.

Special tools, skills, and knowledge may be required.

Whenever you have any doubt about your ability to properly inspect, adjust, or service your bike, please take it to a Cannondale Dealer.



WARNING

Incorrectly servicing or adjusting your bike can make it unsafe to ride.

Do not perform work yourself.

Have all work performed by your Cannondale Dealer.

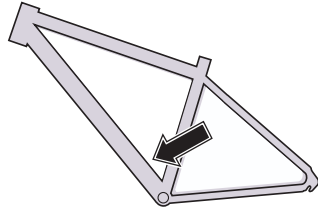
Other Manuals

Many of the components on your bike were not made by Cannondale. When provided by manufacturer, Cannondale packages these manuals and/or instructions with our bikes for delivery to you. We strongly recommend that you read and follow all the manufacturer's specific instructions included with your bike.

A Warning For All Cannondale Bike Frames

Your bike has a very important warning label.

- Please locate it, read it and follow it.
- It is sealed under the frame finish. Do not attempt to remove it.



WARNING INFORMATION

General Safety Precautions



WARNING

ALWAYS read, understand, and follow your Cannondale Bicycle Owner's Manual, all Owner's Manual Supplements, and the manufacturer's component manuals for your bike.

ALWAYS understand the bike and its controls before you ride.

ALWAYS wear a helmet and protective gear appropriate for your ride.

ALWAYS do a Pre-Ride Inspection of your bike before you ride it.

ALWAYS have regular professional service performed by a Cannondale Dealer.

ALWAYS following any crash, drop, impact to the frame, or other harsh treatment, have the frame and components inspected by a Cannondale Dealer.

NEVER ride a cracked or damaged bike or component.

NEVER repair a damaged Cannondale bike (frame, swingarm, fork, or related components). Welding, bonding, cutting, grinding, or other repair processes increase the chance of failure. Dispose of damaged frames and components, to prevent someone from salvaging them from the trash.

NEVER modify your Cannondale frame, swingarm, fork, or related components in any way.

IF YOU IGNORE WARNINGS, YOU CAN HAVE A SERIOUS BIKE ACCIDENT. YOU COULD BE SERIOUSLY INJURED, PARALYZED, OR KILLED.

Jekyll Warning Statement



WARNING

POTENTIAL HAZARD

While the Cannondale Jekyll™ is designed for use in the most demanding off-road conditions, Cannondale cannot anticipate and design around every situation in which you will put yourself. Given the realities of mountain bike riding, the risks you choose to take, and/or the limits of your own ability, you may lose control of your bike.

WHAT CAN HAPPEN

A loss of control may result in severe injury, paralysis, or death.

HOW TO AVOID THE HAZARD

The hazards of mountain biking cannot be avoided completely. They can be minimized with training, practice, progressive learning and experience, by wearing a helmet and other protective gear, and by using good judgement at all times. Regardless of your current ability, there will be a learning curve associated with riding your Jekyll™. Reading and understanding this supplement, the Cannondale Bicycle Owner's Manual, and all warning labels is essential and will help you begin the learning process.

There are additional important warnings throughout this manual. Please read and follow all of them. Many hazards are described, and we have attempted to explain how to avoid or minimize the hazards. Because any fall or crash can result in serious injury or even death we do not repeat the warning of potential consequences every time we call attention to a hazard. Some low speed falls may result in serious injury, and some high speed crashes may result in none. The reality is that the exact nature of the consequences is not predictable.

Please note that this manual supplements the Cannondale Bicycle Owner's Manual. The Owner's Manual contains valuable information regarding the safe operation, adjustment, and maintenance of your bicycle, as well as more complete warranty information. See Section C, "MOUNTAIN BIKE RIDING". Please read the Cannondale Bicycle Owner's Manual thoroughly before riding your bicycle, and keep both it and this supplement for future reference.

Warning About Freeriding



WARNING

Warnings About "Freeriding"

Freeriding, 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, 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?

The stakes are high if you screw up. Realize too late that you aren't up to the challenge, and you run the risk of major injury or even – say it aloud – death, paralysis. In short, extreme riding carries a high degree of fundamental risk, and you bear the ultimate responsibility for how you ride and what you attempt to pull off.

Do you want to avoid these significant risks? Then do not ride this way.

continued on next page

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.

JEKYLL FEATURES AND COMPONENTS

Congratulations

Thank you for purchasing a Cannondale! The Jekyll™ is our moderate-travel, all-mountain full-suspension bike. It is a model that fits between our cross-country race-focused Scalpel™ and our very stout Gemini™ downhill bike.

Selection and Installation of Components on a Frameset

Building a bike from a frameset means making many individual component choices.

Consult your Cannondale Dealer and the manufacturer's instructions and specifications before making a choice. Take into consideration 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.

No matter what components you and your retailer choose, contact the component manufacturer to confirm that the component is compatible with the Jekyll™ and intended for your weight and riding style.

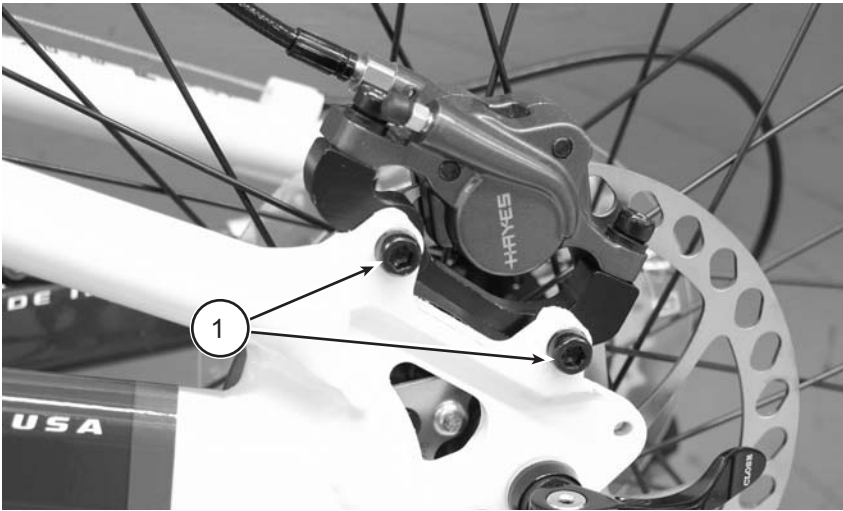
Read and follow the component manufacturers warnings and instructions.

Rear Brakes

All Jekyll™ swingarms are manufactured with rear disc brake mounts (1) conforming to the international design standards. **See Fig. Rb.**

Adding disc brakes is convenient. When selecting a new or aftermarket brake system for your Jekyll™, choose one that mounts to the swingarm and fork using only the existing mounts. Ask your Cannondale Dealer for help.

Fig. Rb



WARNING

Do not modify, clamp, weld or in any way change the existing brake mounts. Any modification to any parts of your bike can damage or weaken it. Riding on a damaged or weakened bike can lead to an accident with death, severe injury or paralysis. Modifying your bike in any way will void any applicable Cannondale warranties. Follow the installation instructions, warnings, and product literature supplied by the brake system manufacturer.

Chainstay Pad

When fitted to the right chainstay, the chainstay pad (1) included with your bike protects the swingarm from potential damage caused by the chain slapping against the chainstay. **See Fig. Cp.** Please inspect this protector frequently. If the protector becomes damaged, abraded, or the hook and loop attachment system becomes damaged, it should be replaced to prevent damage to the swingarm. It should fit tightly to the chainstay. To obtain a new chainstay pad, ask your Cannondale Dealer for Cannondale kit# **KF025/**.

Fig. Cp



Suspension (Front Fork, Rear Shock)

Your model may have any one of several different front forks or rear shocks supplied to Cannondale by various manufacturers. Please read the manufacturer's owner's manual or the instructions provided before attempting any set-up or adjustment.

Crankset / Bottom Bracket

The Jekyll bottom bracket shell is 68mm wide and has English threads. Proper bottom bracket spindle length depends on the crankset being used. Use the spindle recommended by the crank manufacturer.

Chainring Size

Maximum usable chainring size for the Jekyll is 46 teeth. Use of any larger chainrings may damage the swingarm and/or result in contact between the front derailleur cage and the large chainring.

Selecting Tires

When selecting replacement tires, be sure that the properly inflated tire does not contact any part of the swingarm, frame, or fork. The U.S. Consumer Product Safety Commission (CPSC) requires at least 1/16" (1.6mm) 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" (5mm) 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.



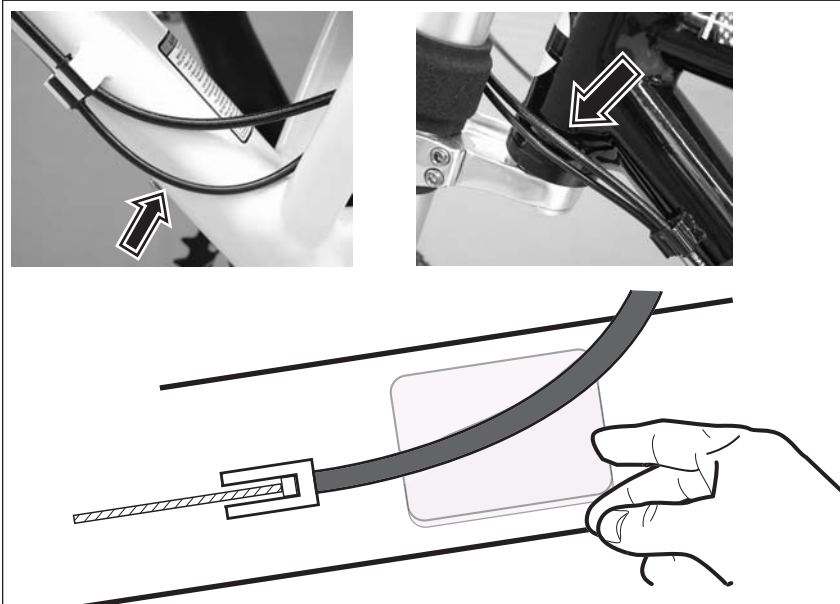
WARNING

Mounting the wrong size tires on your bike can increase the chances that you will have an accident. 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!

Line and Cable Frame Protection

The normal movement and tension of the cables and lines on your bike can rub the frame. Over time, this can result in damage. Because we can't predict where rubbing will occur, we suggest that after your first few rides, you inspect the entire bike looking for signs of rubbing where the cables and lines touch the frame. Apply the guard material included with your bike. See Fig. Fg. The material is very tough and transparent. When applied correctly, it will not affect the beauty of your bike's finish.

Fig. Fg



Applying the adhesive frame guards

To apply the guard material, clean the the frame with a mild detergent and wipe dry with a clean towel. Do not use solvents or harsh chemicals to clean the frame. Trim the adhesive guard material to the shape required. Remove the backing and position the guard under the cable/line. Rub the guard firmly against the frame with your fingers to fix it in place. Periodically, recheck the guards and other areas of the frame as you continue to ride. Replace the guards if they wear out.

NOTE : *If you find that the guards are wearing out very quickly, consult with your Cannondale Dealer about the routing on your bike.*

Housing Guides and Cable Stops

The various lines and cables routed on your Jekyll™ use combination of cable stops (1) and cable housing guides (2) at various points on the frame and swingarm. **See Fig. Sg.**

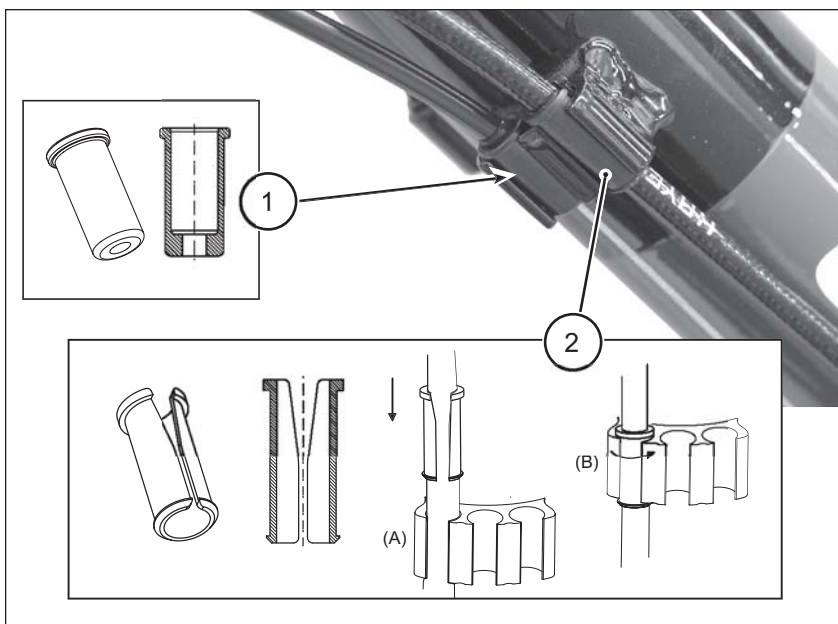
Periodically, you should check to make sure the stops and guides are in good condition and seated properly in the frame guides.

For stops, make sure the stop is seated securely in the frame guide and the housing is fixed within the stop.

For guides, make sure they slide (a) completely into the frame guide and rotate the open side so it faces inward (b).

Have replacements installed if any are damaged or missing.

Fig. Sg

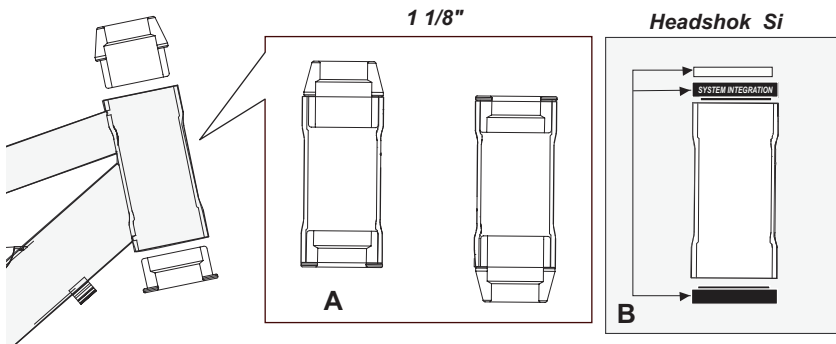
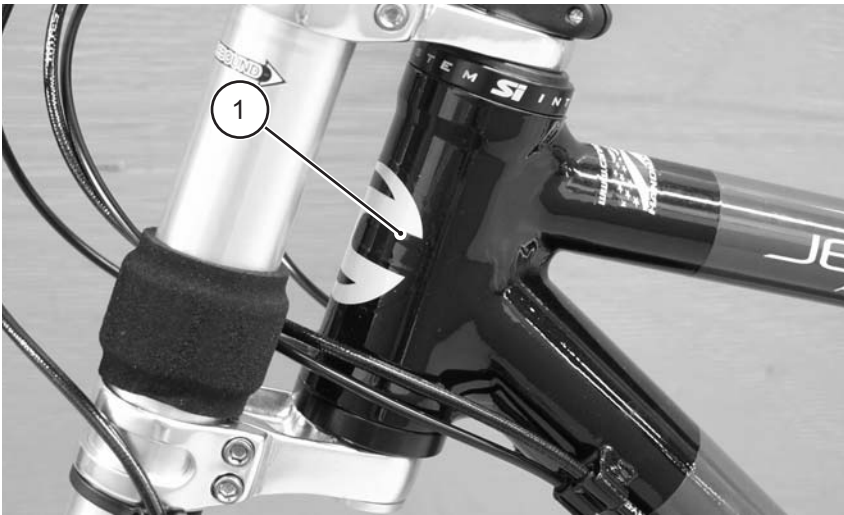


CANNONDALE KIT NO.	REF(QTY)	DESCRIPTION
KF014/	1	Kit, Cable Stop Inserts - 2
KF086/	2	Kit,Hydraul. Brk Guides,10 pcs

Headtube

The Jekyll™'s externally butted headtube (1) is designed to accept Cannondale HeadShok System Integration™ (shown), OnePointFive 1.5" (38.1mm), and 1-1/8" (28.6mm) forks. **See Fig. Ht.** In order to use 1-1/8" steerers special headtube adapters must be installed. These adapters are available through your Cannondale dealer and must be professionally installed.

Fig. Ht

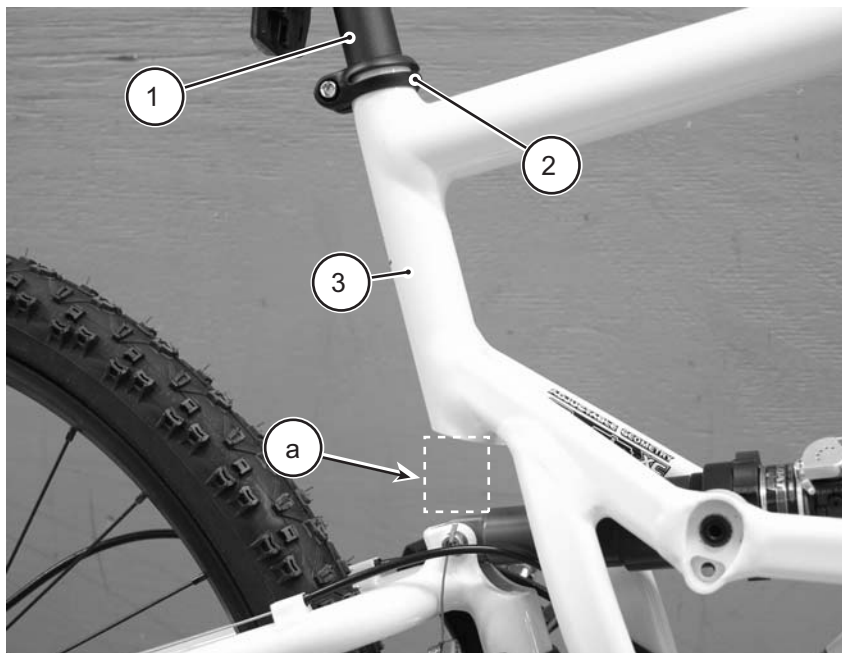


CANNONDALE KIT NO.	REF(QTY)	DESCRIPTION
KF057/	A	Kit, Adapter Cups-Gemini 1 1/8
QHDST/EBO	B	Kit, Headset, 2 cups + 1 bear

Seatpost

Use a 27.2mm seatposts. Clean the seatpost (1) and inner seattube (3) with a clean dry towel, apply a light coating of grease to both inserting the seatpost. Tighten the collar(2), (binder type shown) and tighten securely. The seat/seatpost should not twist or slide in the seattube when secured. Check the clearance each time the seat height is adjusted. Maintain at 1/2" (1.27mm) with rear suspension fully compressed,.

Fig. Sp



CAUTION : Maintain the recommended clearance. The end of the seattube can prevent normal swingarm travel or be crushed.

All seatposts have a "MINIMUM INSERT" line marked on the tube. For your safety, this mark must be at or below the top of the frame seattube. Some seattubes may require cutting to avoid extending into area (a). If the seatpost you use must be cut, we strongly encourage you to have this done by a Cannondale Dealer. Be sure to re-mark the MINIMUM INSERT line on any cut seatpost.

See **B. SADDLE POSITION** on page 24 of your *Cannondale Bicycle Owner's Manual* for more information.

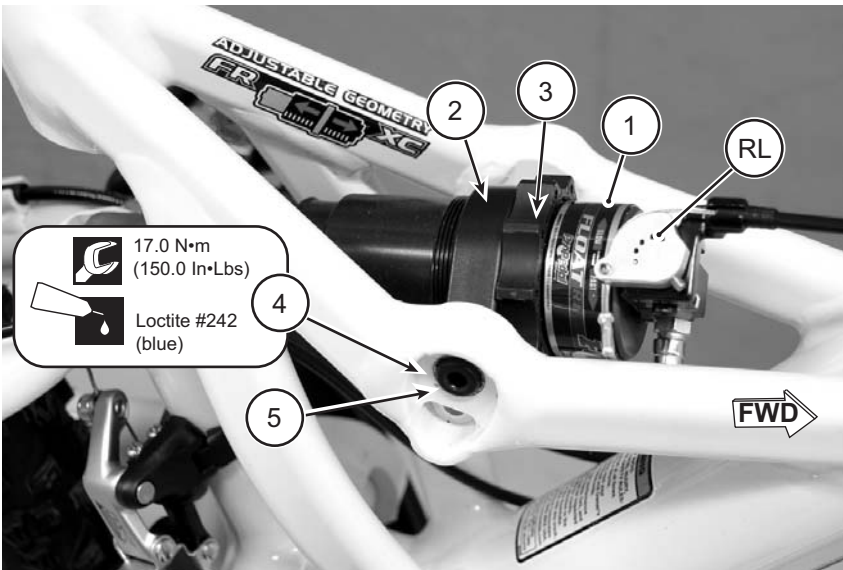
Rear Shock

The rear shock (1) is mounted to the front triangle using a pivoting yoke (2). **See Fig. Rs.** This design enables you to change the geometry of the bike using hand tools. The yoke bolts (4) pivot on a pair of specially designed brass Teflon® coated bushings (5) pressed into the frame. Never grease or oil the bushings; no lubrication is required. In fact, some lubricants may damage or destroy the Teflon® coating. Should your pivot bushings become damaged or wear out, replacements are available through your Cannondaler Dealer.

Because the front derailleur is mounted to the swingarm, any change to the geometry must be followed up with a check of the front derailleur's clearance with the chainrings. **See the WARNING How to Adjust the Rear Shock/Geometry.**

Rear wheel travel for the Jekyll™ is 130mm with an air shock and 110mm with a coil shock, regardless of where the shock is positioned in the yoke.

Fig. Rs



NOTE : Shock shown in Fig. Rs is shown with the Cannondale Remote Rear Lockout System installed.

CANNONDALE KIT NO.	REF(QTY)	DESCRIPTION
KF058/	RL	Kit, Lockout; Complete 2nd.Gen

Adjusting Geometry

Adjusting the geometry of your bike is done by moving the position of the rear shock in the frame. Moving the shock back in the frame raises the bottom bracket height and “steepens” the headtube and seattube angles. **See Fig. FR.** Moving the shock forward in the frame lowers the bottom bracket height and “slackens” the headtube and seat tube angles. **See Fig. XC.** The rear shock can be positioned anywhere in between. The adjustment procedure is explained on the following pages.

Fig. FR



Fig. XC

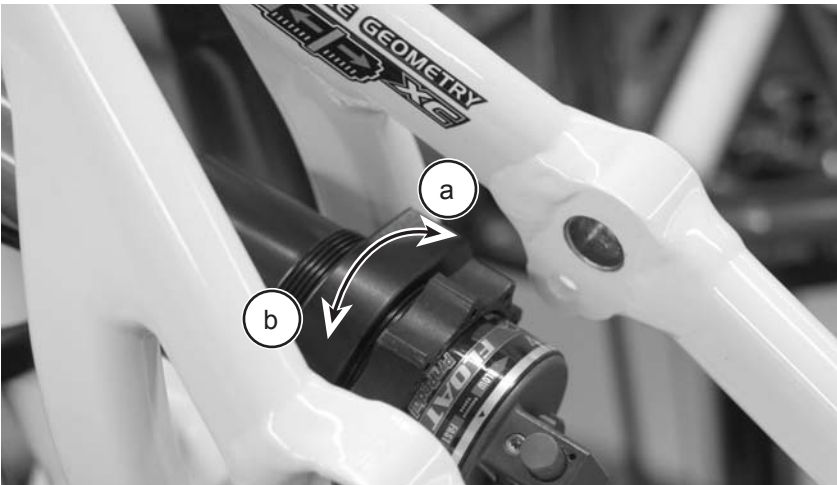


How to Adjust the Rear Shock/Geometry

1. Place the bike in a workstand with the rear wheel only slightly off the ground.
2. Turn the rear shock locking counter-clockwise (when viewed from the front of the bike) with a Park SPA-2 (Red) spanner tool to loosen it. If your bike is equipped with Cannondale Remote Rear Lockout (KF058/), you will need to loosen the cable set screw, disconnect the lockout cable from the lockout cam, and remove the cable and housing from the cable stop bracket on the shock.
3. If the shock on your bike is air-sprung go to the next step. If it is coil-sprung, go to **Coil-spring Shocks**.

3 Remove the two yoke pivot bolts with a 5mm hex wrench. Make sure wrench fully engaged within each bolt head or the wrench may slip and strip out the bolt. Hold the swingarm from dropping while the bolts are removed. Once the bolts are removed, allow the swingarm to pivot down and the shock to pivot down on the rear shock-mounting bolt.

Fig. SA



WARNING

Keep your fingers from between the pivoting swingarm, shock, and frame. If they get caught between any of these pinch points when the yoke bolts are removed, they can be pinched or crushed.

Have an assistant support the weight of the swingarm.

3. Turn the yoke on the shock body. **See Fig. SA.** Turn it in direction (a) to move the shock forward in the frame for a more freeride position .

Turn the yoke in direction (b) to move the rear shock back in the frame for a more cross-country position.

CAUTION: When adjusting the shock in the yoke, the yoke and lockring threads must remain fully engaged with the shock body threads.

4. Apply Loctite #242 (blue) to the bolt threads, align the yoke up carefully to accept the bolts and reinstall bolts. Tighten to 17.0 Nm (150 In-Lbs).
5. Tighten the lockring securely against the yoke. Use a Park SPA-2 (Red) spanner tool.
6. Check the front derailleur clearance with the chainrings.



WARNING

Check the front derailleur position each time the shock geometry is changed. If it is not checked the derailleur cage can contact the chainrings during suspension movement or shifting. If this happens you could also lose control of the bike while riding and have an accident. Also, the derailleur cage or chainrings can be severely damaged.

Following changes in the shock position in the yoke, especially when the shock is moved toward the maximum "FR" position in the yoke, check the derailleur position with no weight on the bike. The derailleur cage should measure approximately 1mm-3mm above the large chainring.

Coil-Sprung Shocks

1. Remove the rear shock-to-swingarm mounting hardware and lower the swingarm so it is clear of the shock end.

To raise the bottom bracket height, turn the shock body in the yoke clockwise (when viewed from the front of the bike).

To lower the bottom bracket height, turn the shock body in the yoke counter-clockwise.

4. Reinstall the shock end onto the swingarm, install the hardware. Tighten to 12.0Nm (106 In-Lbs).
5. Tighten the lockring securely against the yoke.
6. Check the front derailleur clearance with the chainrings.

Sag

Sag is the distance your bike suspension compresses with you seated on the bike, on flat ground, your feet on the pedals, wearing all your gear. The *recommended sag* is intended to maximize the bike's suspension travel with the shock travel. Recommended sag is expressed as a percentage of the shock total travel.

More shock preload results in less sag. Less preload will increase sag. Adjust the rear shock preload so the measured sag is 30% of the shock travel.

CAUTION: Please see the manufacturer's owner's manual for how to adjust the preload for your shock.

Measuring Sag

With no rider on the bike, fully compress the rear suspension once. Slide the shock wiper O-ring (or use a small zip tie) up the shock body (air shock) or shaft (coil shock) so that it contacts the air sleeve or shock. Sit on the bike with your weight distributed evenly between the seat, pedals, and handlebar - as it is when you ride. Do not bounce while positioned. You may find it helpful to lean against a wall or other stationary object. Now dismount the bike, again taking care not to bounce. Measure the distance between the wiper o-ring or zip tie and the air sleeve or shock body. This distance is the suspension sag. Adjust the shock preload (according to the shock manufacturer's instructions) and repeat the sag measurement adjusting the preload until the desired sag measurement is reached.

Compression and Rebound Damping Adjustment

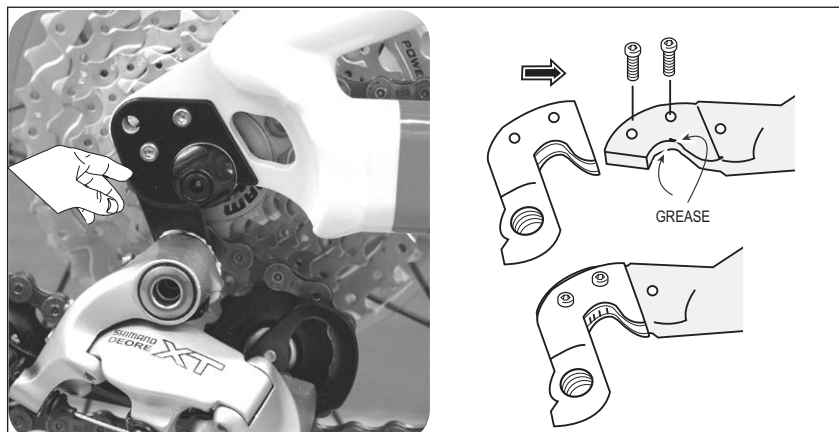
Adjusting compression and rebound damping allows you to change how quickly the shock reacts to changing terrain. The shock compresses when you hit a bump in the trail, and rebounds after your rear wheel passes over the bump. Many rear shocks offer you the ability to adjust rebound, and some compression, with knobs or dials on the exterior of the shock body. Some FOX Shox, for example, feature a red knob for rebound adjustment and a blue one for compression.

See your rear shock owner's manual for details on how to adjust your compression and rebound settings.

Rear Derailleur Hanger

The Jekyll rear derailleur hanger is removable and replacements are available through your Cannondale dealer.

Fig. Rd



CANNONDALE KIT NO.	REF(QTY)	DESCRIPTION
A239X/EBO		Kit, Der. Hanger, Current Mtn.

Replacement

1. Remove the rear derailleur from the old/damaged derailleur hanger.
2. Remove the two small screws securing the derailleur hanger to the dropout. Use the small allen (hex key) wrench included with the kit.
3. Remove the derailleur hanger from the dropout.
4. Clean both sides of the dropout thoroughly and check for any damage to the dropout or frame. Do not install a new derailleur onto a broken, cracked, or damaged dropout or frame.
5. Apply a thin film of bicycle grease to the flats on the dropout to minimize "creaking," a noise sometimes caused by the slight shifting of the hanger during derailleur movement.
6. Position the new derailleur hanger onto the dropout.
7. Install the new screws included with the kit. Tighten the screws snug.

CAUTION : 1. Be sure to use the screws included with the kit.
2. Do not over-tighten the screws; you can strip the hanger threads.

8. Close the quick release skewers **very tightly** and check the derailleur hanger alignment normally.

9. Check to make sure that the screw ends can not interfere with the rear sprocket.

10. Re-attach the rear derailleur to the derailleur hanger and check the inboard and outboard limit adjustment and the index adjustment (where applicable).



WARNING

When you have completed the installation, be sure to properly adjust and tighten wheel quick release skewers.

Front Derailleur

All Jekylls require a standard "bottom-pull" type front derailleur with a 31.8mm clamp diameter.

Because the front derailleur mounts to the swingarm, and has a limited range of vertical adjustment, some derailleur designs (like Shimano "Top Swing") are not compatible.

Following geometry adjustments (moving the rear shock backward and forward in the yoke), the front derailleur clearance with the chainrings must be checked.

Fig. Fd



WARNING

Anytime the geometry of the rear shock is changed, the front derailleur position must be checked. If it is not checked the derailleur cage can contact the chainrings during suspension movement or shifting. If this happens you could also lose control of the bike while riding and have an accident. Also, the derailleur cage or chainrings can be severely damaged.

Following changes in the shock position in the yoke, especially when the shock is moved backward in the yoke, check the derailleur position with with no weight on the bike. The derailleur cage should measure approximately 1mm-3mm above the large chainring. See Fig. Fd.

CLEANING AND MAINTENANCE

General Guidelines

- Clean and dry your bike before inspecting or working on it. Regular cleaning will minimize the chances of corrosion.
- Clean fastener threads before reinstalling. Re-apply the specified Loctite # to bolt threads before reinstallation. Use an accurate torque wrench where indicated.



WARNING

Always use the proper tools and wear safety glasses when working on your bike.

CAUTION: Never position the clamp of a work stand on frame seattube. Position the stand clamp on the seatpost. Make sure the seat post is clamped in the seattube securely.

CAUTION: Never power wash or use abrasive or harsh chemical cleaner/solvents on your bike. Power washing can force lubricants out and force contaminants in to bearings and other “sealed” areas. This will promote corrosion, damage, or accelerated wear. Abrasives and solvents will damage the bike finish (clearcoat/decals/base paint).

CAUTION: Do not machine (or “re-face”) the frame (bottom bracket, heatube, seattube). All frame surfaces are accurately machined at the Cannondale factory.

Jekyll Supplemental Maintenance

The following table is intended as a supplemental maintenance for your Jekyll. Please consult your *Cannondale Bicycle Owner's Manual* and talk to your Cannondale Dealer about you and your riding style.

JEKYLL ITEM TO CHECK	YOU (Every Hours)			CANNONDALE DEALER
	Initial	5	10	25
Renew rear shock pivot frame bushings and yoke mounting bolts.				As required
Check/Lubricate Sw ingarm Pivot Assembly				X
Check for proper operation of all controls	Before Every Ride			X
Inspect Frame and Sw ingarm for cracks or damage	Every 10 Hours			X
Replace the chainstay pad	As needed			
Check cable guides and stops		X		X
Check lines/cables for rubbing, install guards	As needed			
Retorque nuts, bolts, fasteners See Tightening Torques in this manual.	X		X	X



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.

Every 25 hours schedule a service tune-up/checkup with your Cannondale Dealer.

Cannondale Limited Warranty

For complete information regarding your Cannondale Limited Warranty, please refer to your *Cannondale Bicycle Owner's Manual*.

Please Register Your Warranty

Complete the Cannondale Warranty Registration Card (tear-out) in the front of your *Cannondale Bicycle Owner's Manual*. Locate the serial number on your bike and write it on the card where indicated. Apply postage to the card and drop it in the mail. Our mailing information is on the back cover of this manual.

Or, you can complete an online registration form through our website. Have your serial number ready and go to <http://www.cannondale.com/warrantyregistration>. Complete the online form.

Or, ask your Cannondale Dealer to help you.



WARNING

Failure to register your warranty can result in you not getting important safety recall information directly from Cannondale. Be sure to register your warranty as described, visit <http://www.cannondale.com/bikes/tech/recalls.html>, or contact us at 1-800-BIKE-USA.

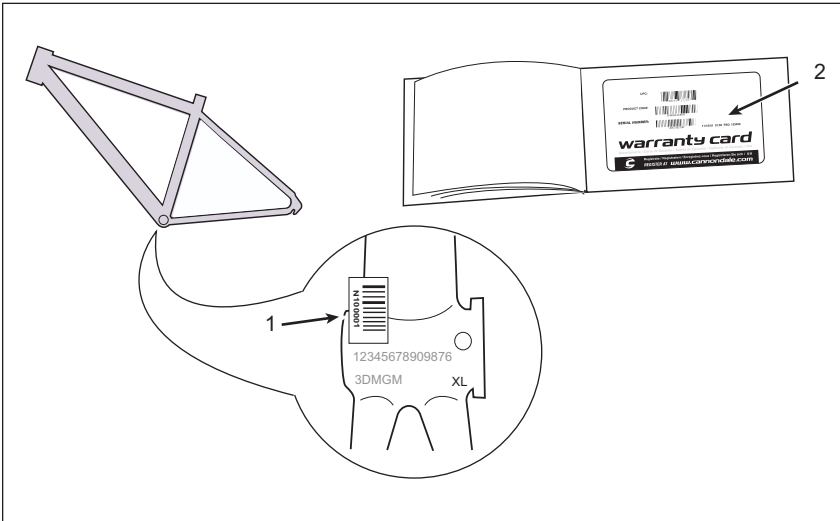
Serial Number

The bike serial number (1) is located on a barcode label on the bottom bracket. **See Fig. Sn.**

Other numbers "stamped" into the bottom bracket are used in the manufacturing process and may NOT be unique to your bicycle.

A copy of the number is printed along with other numbers on the "Warranty Card" (2) on the inside back cover of your *Cannondale Bicycle Owner's Manual*.

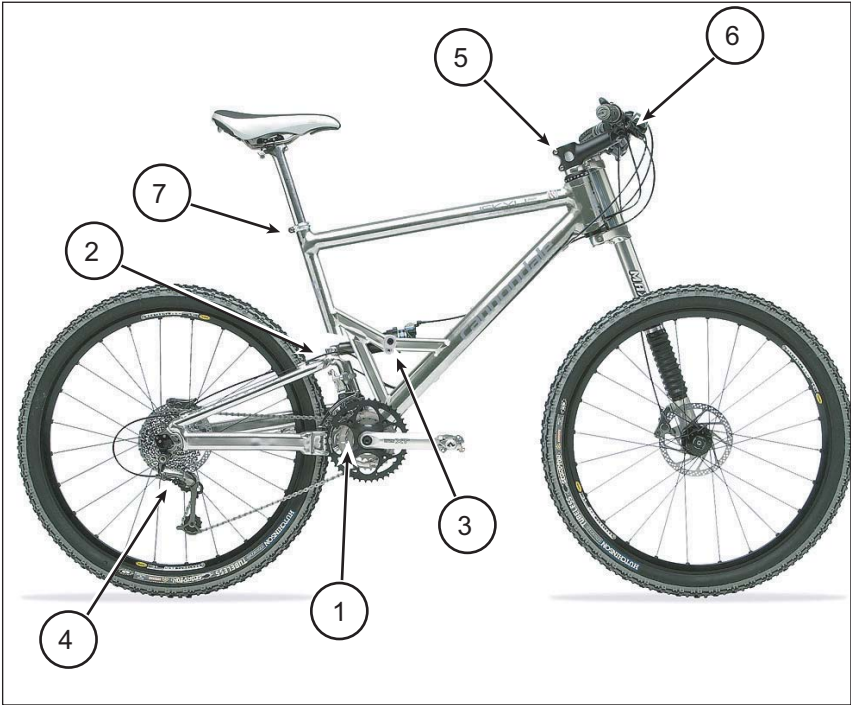
Fig. Sn



Tightening Torques

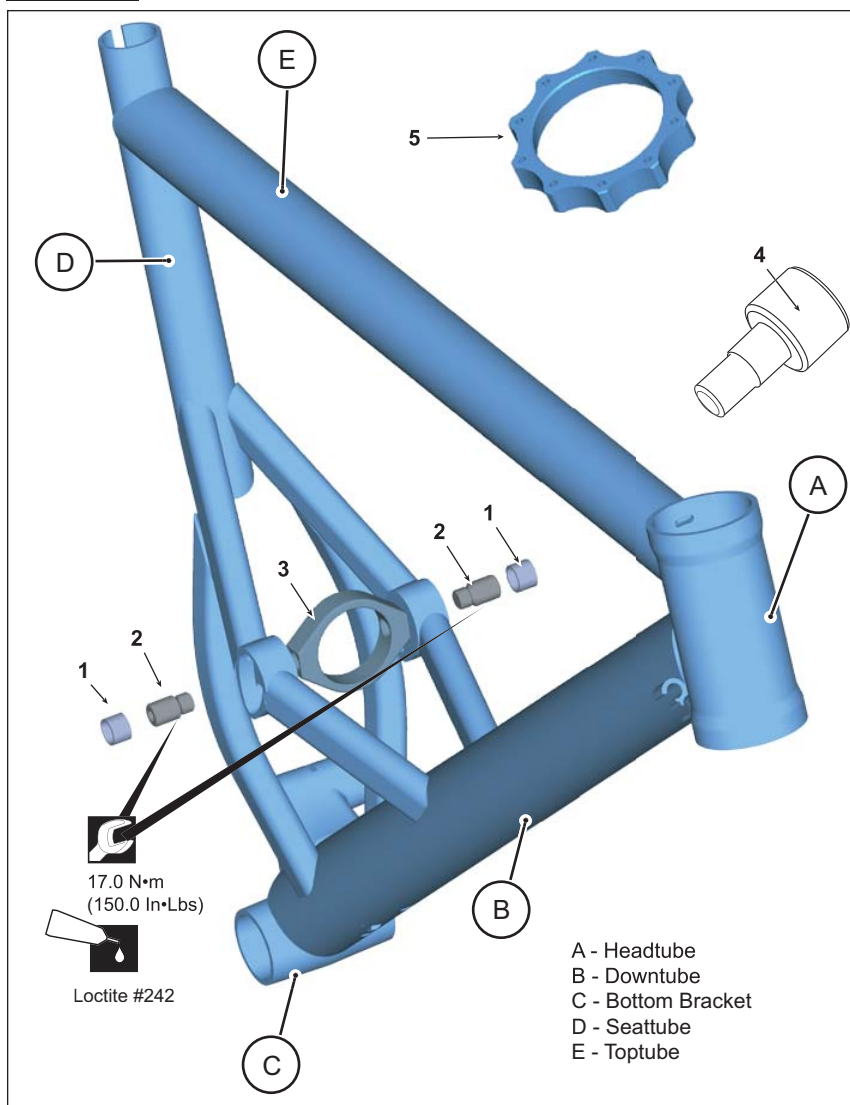
Here are the values to use when checking your Jekyll's bolts for proper torque. Not found here are component-specific values (for crank bolts, rotor bolts, etc.). These values will vary depending on the components on your particular bike. Please consult the manufacturer of the component in question for the correct torque value to use.

Fig. TT



REF	DESCRIPTION	N•m	In•Lbs	Loctite
1	Swingarm pivot	27	240	No
2	Shock-to-swingarm mounting bolt	12	106	242
3	Shock yoke bolts	17	150	242
4	Rear derailleur-to- hanger bolt	5	44	242
5	Stem bolts	10.5	94	242
6	Handlebar mounting bolts	10.5	94	242
7	Seat binder bolt	8 to 9	70 to 80	No

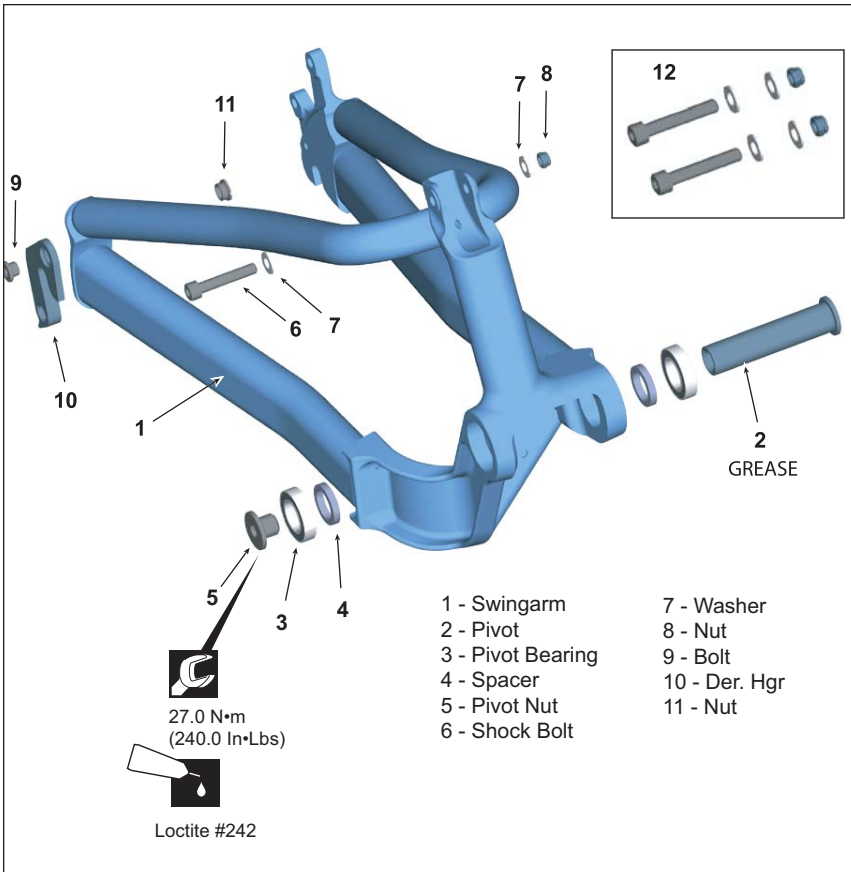
Frame

Fig. JF

CANNONDALE KIT NO.	REF(QTY)	DESCRIPTION
A449/	6	Kit, Shock Mount HWare, SV/RAV
KT001/	4	Kit, Tool, Jekyll Bushings
KF020/	5	Kit, Lock Ring, Jekyll Shock - FOX
KF015/	3	Kit, Yoke for Jekyll Shock- FOX
KF013/	1(2), 2(2)	Kit, Bushings and Bolts, Jekyll

Swingarm

Fig. JS



CANNONDALE KIT NO.	REF(QTY)	DESCRIPTION
KF051/	9,10,11	Kit,Der Hanger;Single Sided 2
A449/	12	Kit, Shock Mount HWare, SV/RAV
KF008/	2,5,4(2)	Kit, Pivot-Sw ing Arm Hardw are
A417/	3,(2)	Kit, Bearings, Sw ing Arm Pivot

OWNER NOTES

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