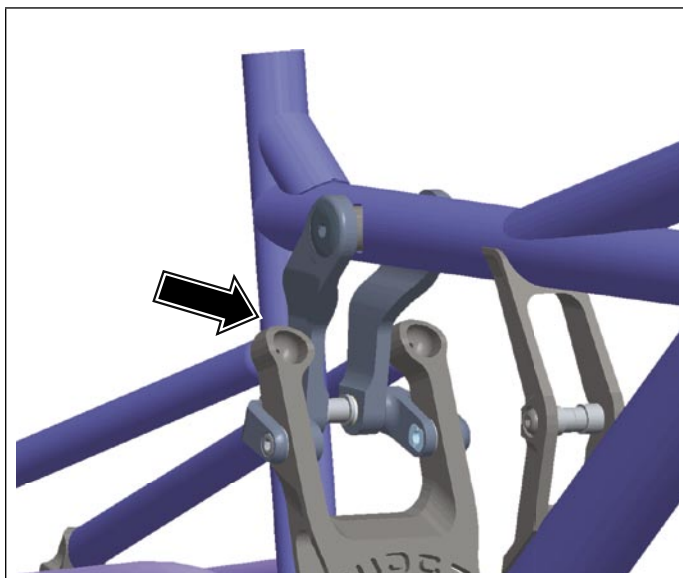


TECH NOTE

Judge DH & Perp Shock Link Kits List

SHOCK LINK UPDATES



Several parts of the Judge DH and Perp shock link assemblies have been updated.

The updated parts will improve the shock link assembly tightness and resistance to wear.

The updated parts of the assembly are shown shaded on page 2 with a brief description of the changes.

Cannondale replacement part kits containing the updated parts are shown in the KIT table on page 2.

SHOCK LINK MAINTENANCE

The tightening torques of the shock link assembly should be checked **BEFORE EVERY RIDE**.

- Checking torques will ensure the proper function of the assembly and help prevent premature wear or damage.
- With a new bike or new parts, a small degree of “break-in” will occur as the new parts wear together. Any play that develops can be taken-up with the pre-ride tightening. If a rider continues to ride the bike with the assembly in a loose condition, damage can occur rapidly. Once the damage happens re-tightening will not fix it.
- Riders who neglect or ignore the maintenance recommendations go on to damage their bikes. The importance of checking tightening torques across the entire bike can not be over stated. The tightening torques and Loctite recommendations for the shock link assembly are listed in the owner’s manual supplement (Judge 118606.PDF, Perp 120027.PDF) and are repeated on page 2.
- A worn shock link system may produce a knocking sound or play. Once damage has been done, the worn out parts will have to be replaced.
- Please note that there is going to be a very very small amount of play in the system from manufacturing tolerances. This is normal. Excessive play, however, is an indication of a loose assembly with possibly worn out parts. “Wear parts” means that the part will, eventually, need to be replaced as the bike is used. Its poor maintenance that will result in early replacement.

IMPORTANT

Failure to observe the maintenance recommendations can result in accelerated wear and damage to the shock link assembly. Wear parts and damage due to neglect or abuse is not covered under the Cannondale Limited Warranty. Please consult the Cannondale Bicycle Owner’s Manual for warranty information.

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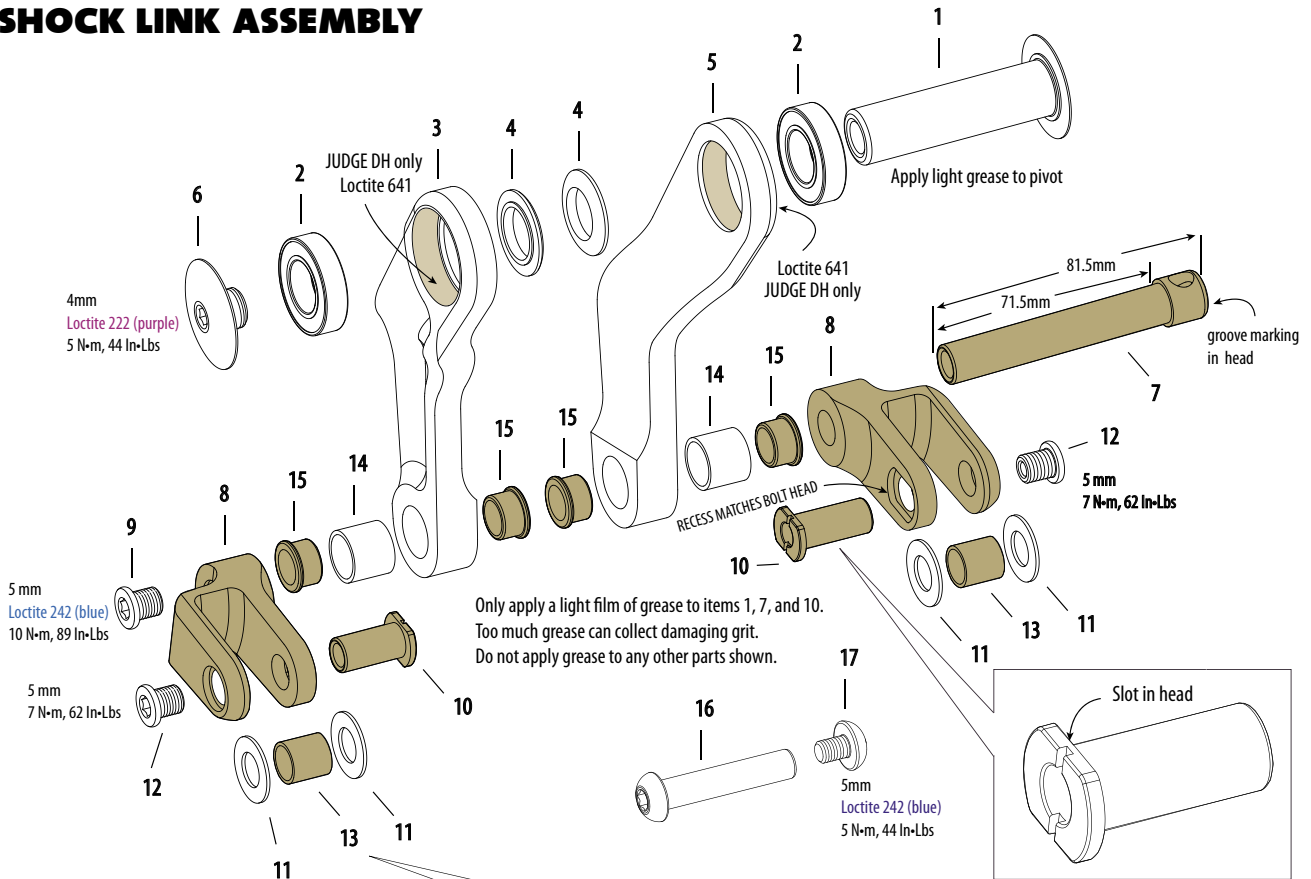
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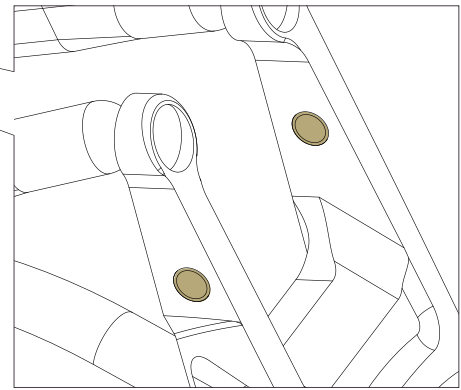
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SHOCK LINK ASSEMBLY



Special Note:
When tightened properly, the Y-Links (8) will not clamp down or tighten down all the way on the swing arm or Teflon washers (11).

DESCRIPTION OF UPDATED PARTS (shown shaded)	
3 & 5	Apply Loctite 641 Retaining Compound to bearing bore.
7	Shock bolt shortened to improve tightness (updated dimensions shown), groove in head
8	New recess bolt head shape to improve fit.
10	Updated bolt, slot in head.
13	Material changed from teflon-coated steel to oil-impregnated bronze to improve wear. Following installation of the new bushing into the swingarm, it is not necessary to size the bushings with the tool. The steel teflon-coated bushing require sizing following installation.
15	Material change to stainless steel to resist wear.



SWINGARM

CANNONDALE KIT #	KIT	KIT CONTENTS “()” indicates quantity
QC759/	SHOCK MOUNTING HARDWARE	7, 9, 16, 17
QC760/	UPPER SHOCK LINK ASSEMBLY W/ LINK ARMS	1, 2(2), 3, 4(2), 5, 6, 7, 8(2), 9, 10(2), 11(4), 12(2), 13(2), 14(2), 15(4), 16, 17
QC761/	UPPER SHOCK LINK ASSEMBLY W/O LINK ARMS	1, 2(2), 4(2), 6, 7, 8(2), 9, 10(2), 11(4), 12(2), 13(2), 14(2), 15(4), 16, 17
QC765/	BUSHING PRESS TOOL	Special Cannondale tool to remove and install items 13, 14, 15.
QC766/	HIGH-WEAR HWARE	9, 11(4), 12(2), 13(2), 14(2), 15(4)
QC767/	Y-LINKS KIT	8(2), 9, 10(2), 11(4), 12(2), 13(2),

REF	QTY	PARTS
1	1	Top Tube Pivot Axle
2	2	Bearing
3	1	Upper Link Arm, Drive Side
4	2	Bearing Shield
5	1	Upper Link Arm, Non-drive Side
6	1	Top Tube Pivot Nut
7	1	Shock Axle
8	2	Swingarm “Y” Link
9	1	Shock Axle Nut
10	2	Axle
11	4	Teflon Washer
12	2	Swingarm Axle Nut
13	2	Swingarm Sleeve Bushing
14	2	Link Arm Sleeve Bushing
15	4	Axle Bushing
16	1	Front Shock Mounting Bolt
17	1	Front Shock Mounting Bolt Screw