



➤ **LEFTY HYBRID.**  
OWNER'S MANUAL  
SUPPLEMENT.

*cannondale*



## 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: <http://www.cannondale.com/bikes/tech>.

- This manual is not a comprehensive safety or service manual for your bike.
- This manual does not include assembly instructions for your bike.
- All Cannondale bikes must be completely assembled and inspected for proper operation by a Cannondale Dealer before delivery to the owner.

### 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.

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## SAFETY INFORMATION

### Intended Use

LEFTY TRAVEL	INTENDED USE
120mm 130 mm	All Mountain, Overmountain, ASTM CONDITION 4
100 mm 90mm	Cross-Country, Marathon, Hardtails ASTM CONDITION 3

**LEFTIES ARE NOT INTENDED** - For use in extreme forms of jumping/riding such as hardcore mountain, Freeriding, Downhill, North Shore, Dirt Jumping, Huckling etc.

### WARNING

**UNDERSTAND YOUR LEFTY AND ITS INTENDED USE. USING YOUR LEFTY THE WRONG WAY IS DANGEROUS.**

Industry usage Conditions 1 - 5 are generalized and evolving. Consult your Cannondale Dealer about how you intend to use your bike/fork. Please read your Cannondale Bicycle Owner's Manual for more information about Intended Use and Conditions 1-5.

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

## Damage / Inspection

### WARNING

**RIDING WITH DAMAGE IS DANGEROUS.**

**STOP RIDING IMMEDIATE IF DAMAGE IS PRESENT.**

The following conditions indicate that serious fork damage is present:

- Any unusual “klunking” or knocking noises.
- Change in travel.
- Changes in normal functions.
- Loss of adjustments features, oil leaks, or air leaks.
- Crash or impact damage (deep scratches, gouges, dents, or bending)
- Any small cracks under the bolt head of upper and lower clamp bolts. This inspection requires the removal of the bolts.
- Horizontal cracks above and below the intersection of the upper and lower clamps with the outer tube portion of the Lefty structure.
- Vertical cracks in the outer tube (where the races and needle bearings run). These may show as long, straight lines perhaps several lines parallel to each other.

Please read Inspect For Safety in PART II, Section D. of your Cannondale Bicycle Owner's Manual.

If your LEFTY is damaged, do not ride it. Contact your Cannondale Dealer to arrange service through an authorized service center.

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## Disassembly or Modification

### **WARNING**

#### **DO NOT DISASSEMBLE OR MODIFY YOUR LEFTY IN ANY WAY.**

Improper service or modification can lead to serious fork damage or serious personal injury.

- Do not disassemble the fork.
- Do not attempt modification in any way.
- Do not drill, file, cut or remove material from any part.
- Do not attempt to repair damage.
- Do not weld, clamp, or bond anything to the fork.
- Do not attempt to remove the damping cartridge or other internal fork parts.

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

All other service and maintenance procedures must be completed through an Authorized Headshok Service Center. Contact your Authorized Cannondale Dealer for more information.

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## 29R Travel Reduction

### **WARNING**

#### **DO NOT REMOVE 29"ER TRAVEL REDUCERS.**

LEFTY for 29" wheel bikes have internal travel reducers to maintain correct clearance with the wheel and frame. If reducers are removed or installed incorrectly, and the air spring pressure is lost or too low, and the fork is loaded in a large compression event, a 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.

#### **CHECK FOR MINIMUM TIRE FORK/ FRAME CLEARANCE (10 mm) WITH ALL AIR RELEASED FROM LEFTY AND FULLY COMPRESSED.**

Measure between the top of the properly inflated tire and the bottom of the fork steerer.

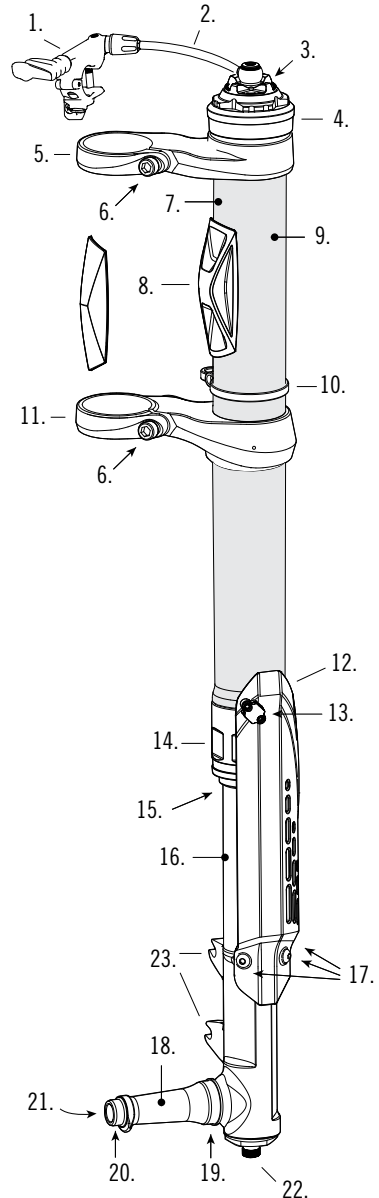
**YOU CAN BE SEVERELY INJURED, PARALYZED OR KILLED IN AN ACCIDENT IF YOU IGNORE THIS WARNING.**



## IDENTIFICATION

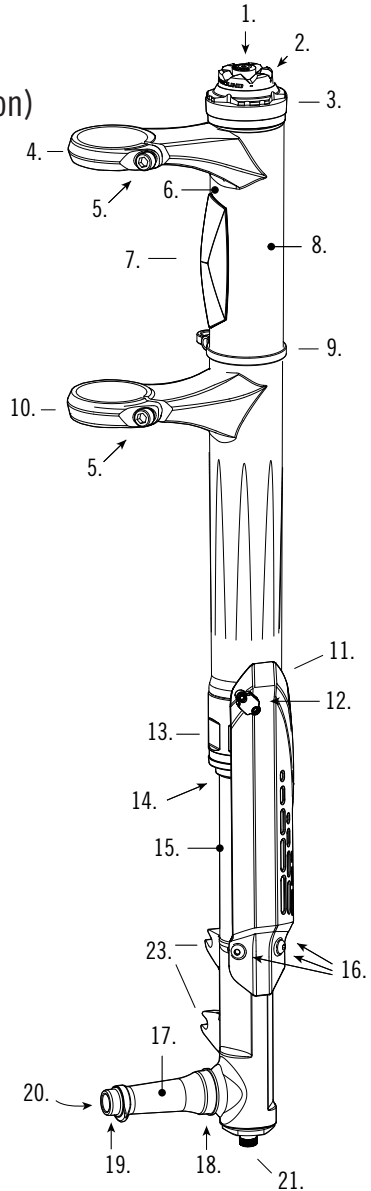
### LEFTY Hybrid Carbon Structure

1. XLR Remote Lockout Assy.
2. XLR Hydraulic Line
3. XLR Rebound Dial
4. XLR/PBR Carbon Outer Collar
5. Bonded Upper Clamp
6. Clamp Bolt
7. Serial Number Location
8. Frame Bumper
9. Carbon Outer Tube (carbon fiber)
10. Brake Housing Guide
11. Bonded Lower Clamp
12. Guard
13. Guard Brake Housing Clamp
14. Lower Collar Assy.
15. Sag O-Ring
16. OPI Inner Tube
17. Guard Mounting Screws
18. Hub Spindle
19. Inner Bearing Land
20. Outer Bearing Land
21. Axle Bolt Threads
22. Schrader Valve



## LEFTY Hybrid OPI - (One Piece Integration)

1. PBR Lockout Button.
2. PBR Rebound Dial
3. XLR/PBR OPI Outer Collar
4. Integrated Upper Clamp
5. Clamp Bolt
6. Serial Number Location
7. Frame Bumper
8. OPI Outer Tube (alloy)
9. Brake Housing Guide
10. Integrated Lower Clamp
11. Guard
12. Guard Brake Housing Clamp
13. Lower Collar Assy.
14. Sag O-Ring
15. OPI Inner Tube
16. Guard Mounting Screws
17. Hub Spindle
18. Inner Bearing Land
19. Outer Bearing Land
20. Axle Bolt Threads
21. Schrader Valve



## ADJUSTMENT

### Setting Sag

Sag is the distance the LEFTY compresses when the bike is statically loaded with your body weight in your riding position. Set it according to the LEFTY travel. Sag is set by changing the air pressure through the Schrader valve at the bottom of the LEFTY.

Set Recommended Initial Air Pressure (Set before measuring sag)									
RIDER WT. (lbs)	26		29		RIDER WT. (Kg)	26		29	
	65%	70%	75%	65%		70%	75%		
	PSI	PSI	PSI	Bar		Bar	Bar		
125	81	88	94	55	5.5	6.1	6.6		
135	88	95	101	60	6.0	6.6	7.2		
145	94	102	109	65	6.5	7.2	7.8		
155	101	109	116	70	7.0	7.7	8.4		
165	107	116	124	75	7.5	8.3	9.0		
175	114	123	131	80	8.0	8.8	9.6		
185	120	130	139	85	8.5	9.4	10.2		
200	130	140	150	90	9.0	9.9	10.8		
215	140	151	161	95	9.5	10.5	11.4		
230	150	161	173	100	10.0	11.0	12.0		
240	156	168	180	105	10.5	11.6	12.6		

Fine Tune to 25% Recommended Sag (Adjust the air pressure +/- to set this sag)				
LEFTY TRAVEL (mm)	130	120	100	90
25% SAG (mm)	32	30	25	22
20% SAG - Minimum	26	24	20	18
30% SAG - Maximum	39	36	30	27

### LEFTY AIR PRESSURE LIMITS

Minimum: 50 psi, 3.4 bar

Maximum: 225 psi, 15.5 bar

**To set sag:**

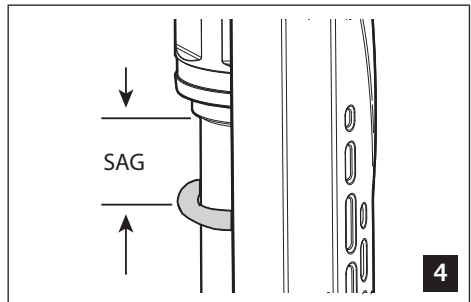
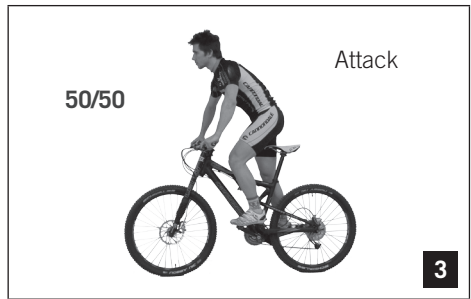
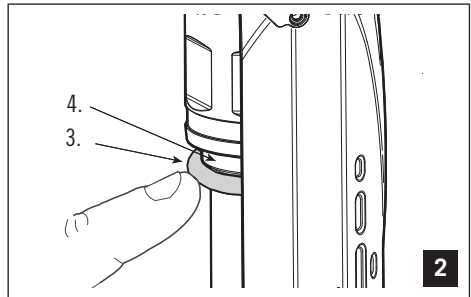
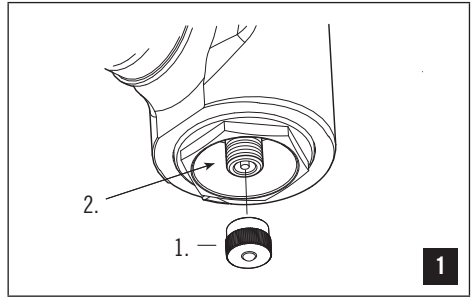
1. Remove the Schrader valve cap (1) at the bottom of the LEFTY. Attach a bicycle suspension pump to the Schrader valve (2). **See Figure 1.**
2. Set the recommended initial starting air pressure according to your weight.
3. Slide the sag O-ring (3) against the wiper seal (4). **See Figure 2.**
3. Sit on bike in riding position and dismount.

Note: Your riding position affects weight distribution and therefore sag. For example, in the "Attack" position (**Figure 3**), the rider's weight is distributed equally front and rear.

4. Measure the sag distance. **See Figure 4.**

**Sag Trouble Shooting**

Too much sag	add air in small increments
Too little sag	reduce air in small increments
Excessive bottom out	increasing air pressure
harsh ride or limited travel	reduce air pressure



**NOTICE**

A dirty pump or valve end can result in contamination, damage, and air loss. Make sure pump and valve are clean before attachment.



## XLR Hydraulic Remote



### OPEN POSITION

In the open position, LEFTY travel is active. The XLR lever button (1) is retracted as shown. To go to the locked position, push the black button in and release it.



### LOCKED POSITION

In the locked position, LEFTY travel is locked. The XLR lever button is extended as shown. Push black button in and release it to return to the open position.

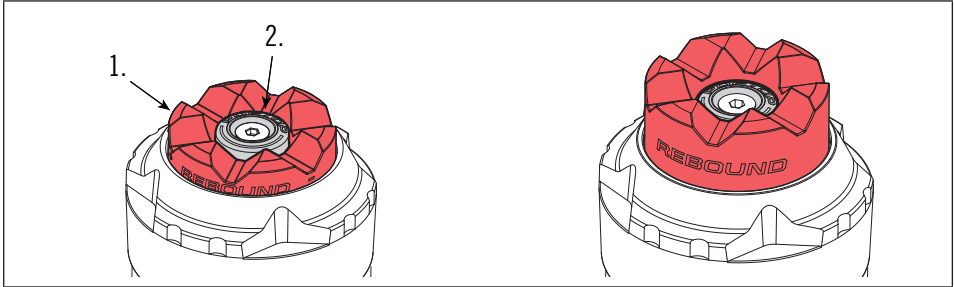
## XLR Rebound Dial



Rotate the red rebound dial in the “--” direction (counter-clockwise) to increase rebound speed (faster).

Rotate dial in the “+” direction (clockwise) to decrease rebound speed (slower).

## PBR Lockout



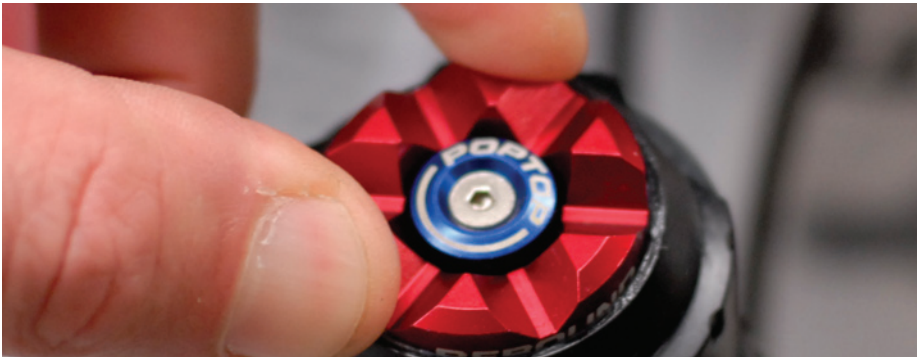
### OPEN POSITION

In the open position, LEFTY travel is active. The red rebound dial (1) is in the down position. To go to the locked position, press the blue button (2).

### LOCKED POSITION

In the locked position, LEFTY travel is locked. The red rebound dial is up. To go back to the open position, press the red rebound dial down until it clicks.

## PBR Rebound Dial



Rotate dial in the “--” direction (counter-clockwise) to increase rebound speed (faster).  
Rotate dial in the “+” direction (clockwise) to decrease rebound speed (slower).

## OPI STEM-STEERER

**The following procedure should only be completed by a professional bike mechanic.**

Before installation, make sure all part surfaces are clean. Apply a high-quality bicycle bearing grease to the surfaces indicated. See shaded areas in illustration, next page. Make sure both upper and lower head tube bearings are fully seated in the headtube.

Follow these steps carefully:

1. Install the upper bearing seal onto the upper headtube bearing. The open side of the seal faces the bearing.
2. Position the Lefty onto the headtube by sliding the Lefty clamps over the head tube and seal.
3. Slide the nylon washer onto the OPI stem with rounded side facing the shoulder of the stem.
4. Apply grease to fully cover stem bearing surface and the internal steerer threads. Also apply grease to the inner race of the upper and lower headtube bearings. Slide the desired number of spacers onto the stem. You may use 0-3 spacers onto the OPI stem. Use only OPI spacers. See the warning below.
5. Make sure the Lefty is aligned over the head tube bearings, insert stem (with nylon washer, and desired spacers) through upper clamp/ seal and onto the bearing. With a soft mallet, carefully drive stem straight down until fully seated.
6. Next, install the nylon washer onto steerer with the rounded side of the washer facing the steerer bottom flange. Grease entire steerer lower bearing surface and the steerer threads.
7. Insert steerer into bearing and carefully hand thread into stem. Do not use a tool. Continue hand threading until the steerer

contacts the lower clamp surface.

8. Tighten the steerer to 12 Nm using the Shimano TL-FC33 bottom bracket tool and a torque wrench. This step draws the stem and spacer stack to the upper clamp. When tightened, align the stem and only hand tighten the upper clamp bolt.
9. Re-tighten the steerer to 12 Nm, ensuring the stem and Lefty do not move relative to each other. Then, hand tighten the lower clamp bolt.
10. Finish by tightening both the upper and lower Lefty clamp bolts to the final torque of 7 - 9 Nm.
11. Apply Loctite 242 and tighten the handlebar clamp bolts evenly and equally in a cross pattern to 6 Nm.

### **WARNING**

**USE ONLY 0-3 OPI SPACERS. DO NOT USE OTHER SPACERS.** Installing extra or different spacers will result in inadequate thread engagement between the stem and steerer resulting in serious damage. A damaged stem/steerer can break without warning and you could lose control of your bicycle.

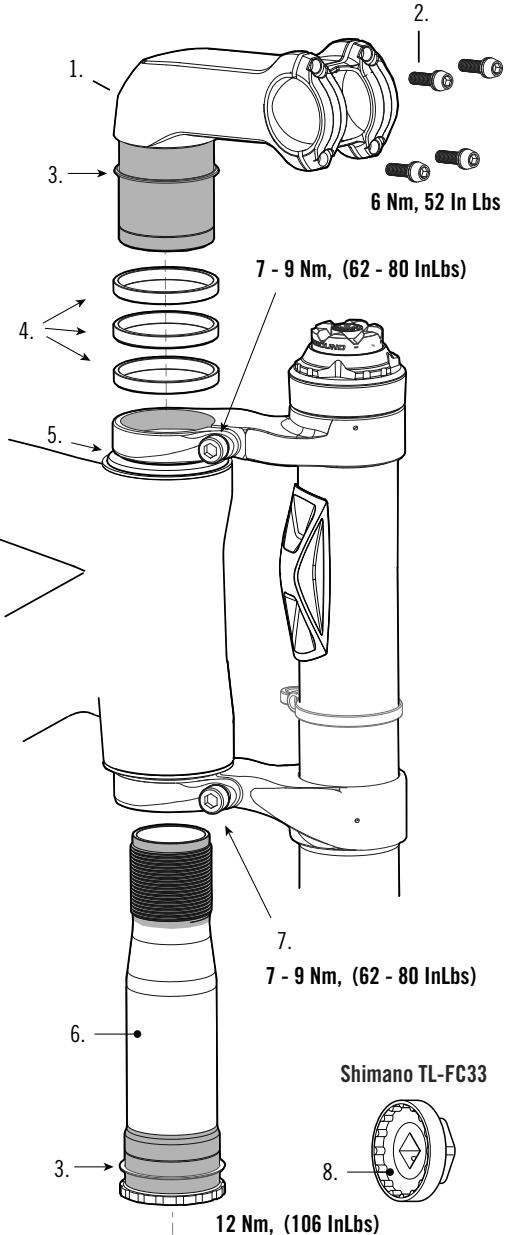
### **NOTICE**

USE A TORQUE WRENCH.

The recommended tightening torque for Lefty clamp bolts with the OPI stem system is 7 Nm. Do not exceed 9 Nm.

Over-tightening can damage the OPI steerer parts .

1. OPI Stem
2. Stem Bolts (4X)
3. Nylon Washer
4. Spacers (0-3)
5. Headshok Bearing Seal
6. OPI Steerer
7. LEFTY Clamp Bolts
8. Shimano Tool TL-FC33



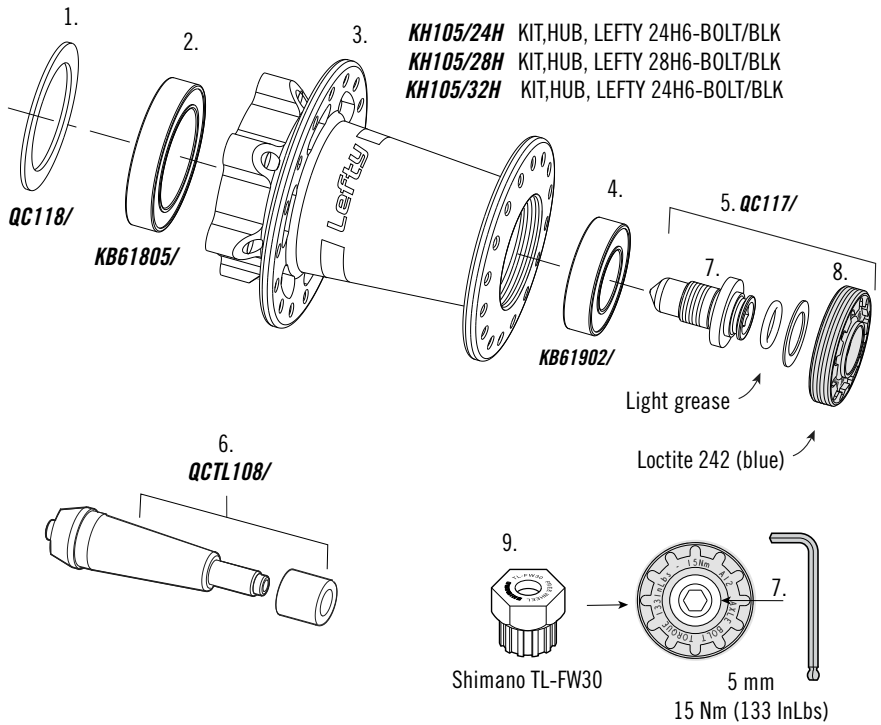
**OPI Stem-Steerers Kit List**

CODE	SIZE	H-BAR DIA. (mm)	RISE*	LENGTH (mm)
QSH090+6318/BBQ	STEM, OPI, 31.8, +6D, 090	31.8	+6	90
QSH100+6318/BBQ	STEM, OPI, 31.8, +6D, 100	31.8	+6	100
QSH110+6318/BBQ	STEM, OPI, 31.8, +6D, 110	31.8	+6	110
QSH120+6318/BBQ	STEM, OPI, 31.8, +6, 120	31.8	+6	120
QSH090-5318/BBQ	STEM, OPI, 31.8, -5D, 090	31.8	-5	90
QSH100-5318/BBQ	STEM, OPI, 31.8, -5D, 100	31.8	-5	100
QSH110-5318/BBQ	STEM, OPI, 31.8, -5D, 110	31.8	-5	110
QSH120-5318/BBQ	STEM, OPI, 31.8, -5D, 120	31.8	-5	120
QSH090-15/BBQ	STEM, OPI, 31.8, -15D, 090	31.8	-15	90
QSH100-15/BBQ	STEM, OPI, 31.8, -15D, 100	31.8	-15	100
QSH110-15/BBQ	STEM, OPI, 31.8, -15D, 110	31.8	-15	110
QSH120-15/BBQ	STEM, OPI, 31.8, -15D, 120	31.8	-15	120
KH078/STD	STEER,OPI,STD (Included with stem)			
KH078/XL	STEER,OPI,XL (Optional)			



## LEFTY Hybrid Wheel Hub

1. Hub Bearing Seal
2. Inner Hub Bearing
3. LEFTY Hub Shell
4. Outer Hub Bearing
5. Axle Bolt Assy.
6. Lefty Hub Wheel Building Tool
7. Axle Bolt
8. Hub Cap (Left-hand thread!)
9. Shimano Tool TL-FW30



DIMENSIONS FOR WHEEL BUILDING		
A	Disc Flange Diameter	68.0 mm
B	Non Disc Flange Diameter	54.0 mm
C	Disc Flange To Center	18.8 mm
D	Non Disc Flange To Center	31.6 mm

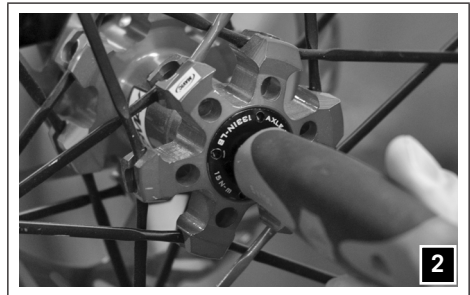
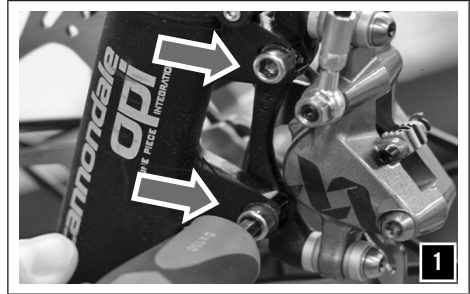
## Wheel Removal

1. **See Figure 1.** Use a 5 mm Allen key to loosen the brake caliper mounting bolts enough to remove the brake caliper from the mounting tabs.

Note brake alignment shims between brake bosses and the caliper. Replace correctly during reinstallation.

2. **See Figure 2.** Insert a 5 mm Allen key into the axle hub bolt and turn the the hub extraction bolt counter-clockwise.

Continue turning the extraction bolt until the wheel can be removed easily from the spindle end. **See Figure 3.**



### NOTICE

- Make sure the axle bolt is completely disengaged before attempting to remove the wheel. Never try to pull the wheel off forcefully.
- When the wheel is off, to keep dirt out, cover the hub opening.
- Protect spindle from damage when wheel is removed.



## Wheel Installation

1. Inspect inside the wheel hub for contamination and the condition of the hub seal. Take corrective action if necessary.

Wipe the spindle clean with a dry shop towel.

Apply a high-quality bike grease to I.D. of the bearings inside the hub.

2. Slide the wheel straight onto the spindle.
3. Turn the axle bolt clockwise to engage the spindle threads.

Make sure the wheel and spindle are supported while tightening the hub bolt.

4. Once the hub has been drawn onto the hub completely, use torque wrench to tighten to final 15.0 N•m (133.0 In•Lbs).
5. Reinstall the brake caliper. Tighten bolts to 78.0 In•Lbf (9.0 N•m).
6. Spin the wheel to make sure it moves freely. Be sure to test the brakes for proper operation before riding.

### WARNING

**DO NOT CONTAMINATE BRAKE CALIPER, PADS, OR ROTOR WITH GREASE.**

### WARNING

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

The Lefty (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.

When mounting IS compatible brake systems:

Follow brake manufacturer's instructions when mounting the brake caliper to the spindle brake bosses. Do not modify the fork in any way.

**PLEASE ASK YOUR CANNONDALE DEALER FOR HELP WHEN INSTALLING COMPATIBLE FRONT BRAKE SYSTEMS.**

## **NOTICE**

- LOCATE BRAKE ROTOR BETWEEN THE PADS. Replace shims that are in use, be sure the shims are positioned between the caliper (adapter if any) and inner face of the fork mounts, not under the head of the caliper bolts.
  
- USE ONLY THE LEFTY 16mm CALIPER BOLTS TO MOUNT THE BRAKE. Longer bolts can result in contact with the brake rotor causing severe damage. Check clearance between the bolt tips and rotor after remounting the caliper. Order replacement bolts - Cannondale p/n LEFTYBOLTS/.



## MAINTENANCE

### Schedule

This schedule is intended as a guide only. You must establish a schedule appropriate to your riding style and conditions.

SERVICE ITEM	FREQUENCY (NORMAL RIDING)
Check For Damage (pg. 3)	Pre/Post Ride
Check Tightening Torques (pg. 17)	First Ride/ Every 4-5 Rides
Replace Frame Bumper, Guard (pg. 18)	As Needed
Manual Reset (pg. 19)	50 Hours
Telescope Lubrication*	100 Hours
Air Spring/Damping Cartridge Inspection *	100 Hours
Telescope Rebuild *	200 Hours
* Indicates Authorized Cannondale Dealer Only service.	
<b>RACING</b> - If you race with your LEFTY, you will have to perform the items listed twice as often. (i.e. 50hrs becomes 25hrs)	

#### SCHEDULE PROFESSIONAL FORK SERVICE ANNUALLY (Minimum)

Annually, or when problems are indicated you must have your LEFTY serviced through a Cannondale Dealer or an Authorized 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. YOU CAN BE SEVERELY INJURED, PARALYZED OR KILLED RIDING ON A BROKEN OR POORLY MAINTAINED FORK.** Ask your Cannondale Dealer to help you develop a complete maintenance program, one that suits where and how you ride.

## Cleaning

Clean using only a mild soap and water solution. Clean water and common liquid dish washing soap will work best. Be sure to cover the adjusters with a clean plastic bag secured with a rubber band or masking tape. Spray off heavy dirt before wiping. Spray indirectly.

### NOTICE

- DO NOT USE A PRESSURE WASHER. Use a low pressure garden hose. Power washing will force contaminants into the fork promoting corrosion, immediately damaging, or result in accelerated wear.
- DON'T DRY WITH COMPRESSED AIR FOR THE SAME REASON.

## Tightening Torques

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

Description	Nm	In Lbs	Loctite™
LEFTY Upper/Lower Clamp Bolts	7-9	62-80	242 (blue)
Guard Screws	1.0	9	242 (blue)
LEFTY Wheel Axle Bolt	15	133	
OPI Stem-Steer Handlebar Bolts	6	52	242 (blue)
OPI Steerer	12	106	

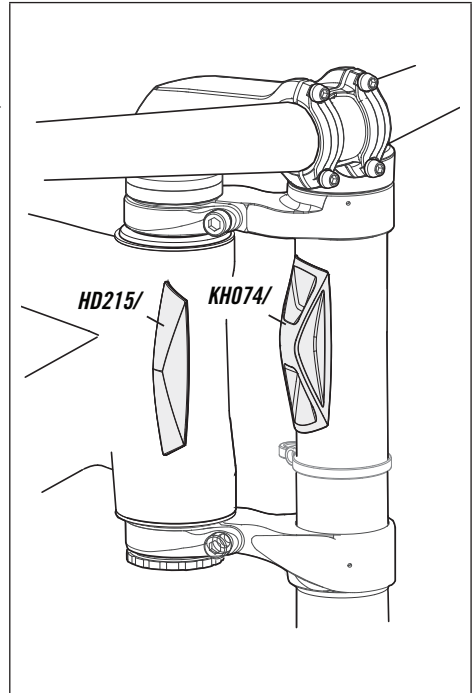
## Frame Bumper

The LEFTY frame bumper is located on the outer tube between the clamps. The bumper cushions the frame from contact with the LEFTY. Replace it with a new one if it ever becomes damaged, torn, or missing.

**REPLACEMENT:** Before replacement, gently clean the LEFTY outer tube with warm soapy water and wipe dry. Remove the backing from the new bumper, position and affix by pressing firmly against the outer tube.

**IMPORTANT:** Be sure to position the bumper so that when the handlebar is rotated to the left, the bumper prevents fork contact with the the frame. Frame damage can result from using the wrong bumper or positioning a bumper incorrectly. Ask your Cannondale Dealer for help.

1. Standard clamp width bumper.
2. Tall clamp width bumper



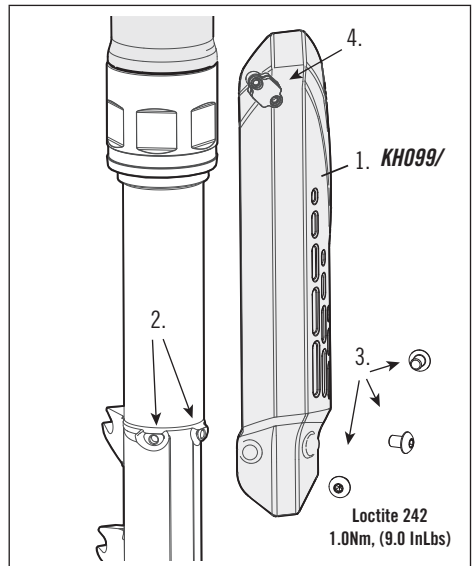
## Moto Guard

The LEFTY hybrid moto guard protects the inner tube surface from damage. It also supports the brake line. Check it periodically. Make sure it is in good condition and attached properly.

### NOTICE

Replace guard with a new one if it becomes damaged. It is a normal wear item.

1. Guard
2. Mounting points
3. Mounting screws



## Manual Reset

Perform every 50 hours.

1. With your bike on the floor.
2. Cover the brake rotor with a clean shop towel. Remove the Schrader valve cap and hold the valve to release all air pressure. It is normal for a small amount of oil to be expelled with the escaping air.

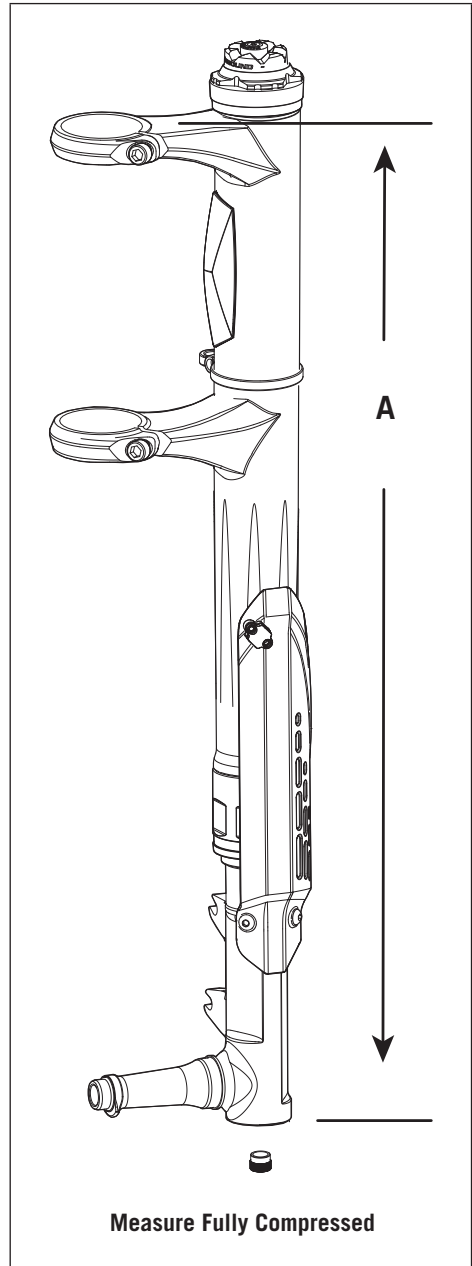
**WARNING**

Contamination can result in reduced or lost braking performance.

3. Hold the valve open while fully compressing the LEFTY with the handlebar until it bottoms out. With the air out, using moderate force, bottom out the LEFTY firmly several times.
4. Now, measure from the bottom of the spindle to the top of the outer collar. Repeat step three until the correct measurement for your LEFTY is reached.

LEFTY	LENGTH (A)
29"	578 +/- 3mm
26"	548 +/- 3mm

5. When you are finished, reset sag. See page 6.





## Cannondale Limited Warranty

Cannondale Headshok (LEFTY, Fatty, Solo) suspension products are covered under the terms and conditions of the Cannondale Limited Warranty. It is available on the Policies page of our website at: <http://www.cannondale.com>

Be sure to read the exclusions listed in the limited warranty. For example, damage from accidents and improper maintenance are not covered.

### Definitions related to forks:

The fork structure is covered in the FRAMES section of the Cannondale Limited Warranty. "Fork structure" means certain structural parts of the fork, specifically the fork legs, outer tube, the steerer tube, steerer tube clamps and the inner tubes with attached dropouts or spindle. The boot, air filter assembly, cable clamps, needle bearings, races, and bushings which are part of the telescopic assembly are normal wear and tear items and ARE NOT covered by the limited lifetime warranty.

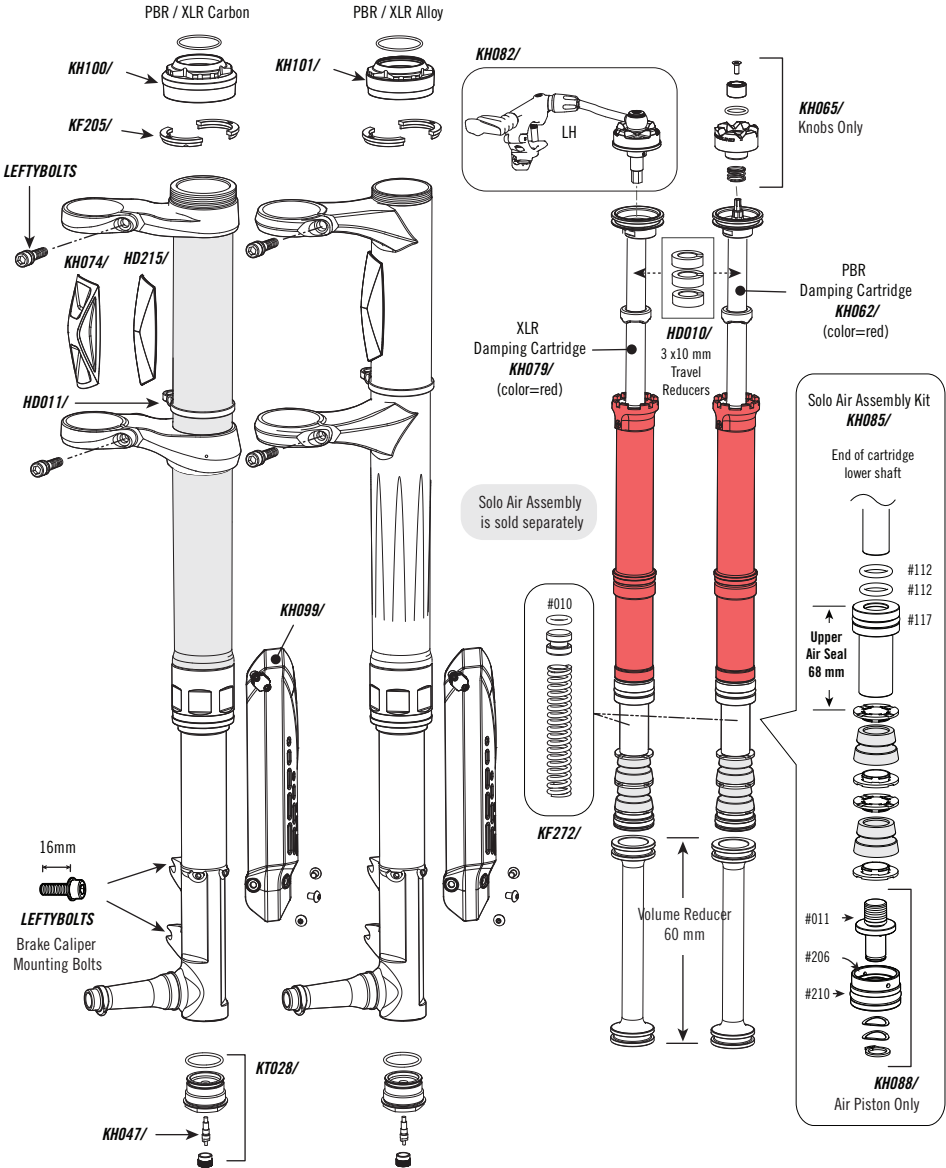
The internal fork internal parts are covered by the 1 year (2 years in EU countries) warranty against defects in materials or workmanship described in the COMPONENTS section of the Cannondale Limited Warranty. "Internal fork parts" are defined as items such as damping cartridges and their internal parts, seals, o-rings, air cylinders, air pistons, springs, elastomers, bumpers, bushings, needle bearings, races, and oil. Normal wear and tear on these items is NOT covered by this 1 year (2 in EU) warranty. Like brake pads on a car, you should expect to have these items professionally replaced or renewed as you use the fork and they wear.

### Fork Warranty Claims

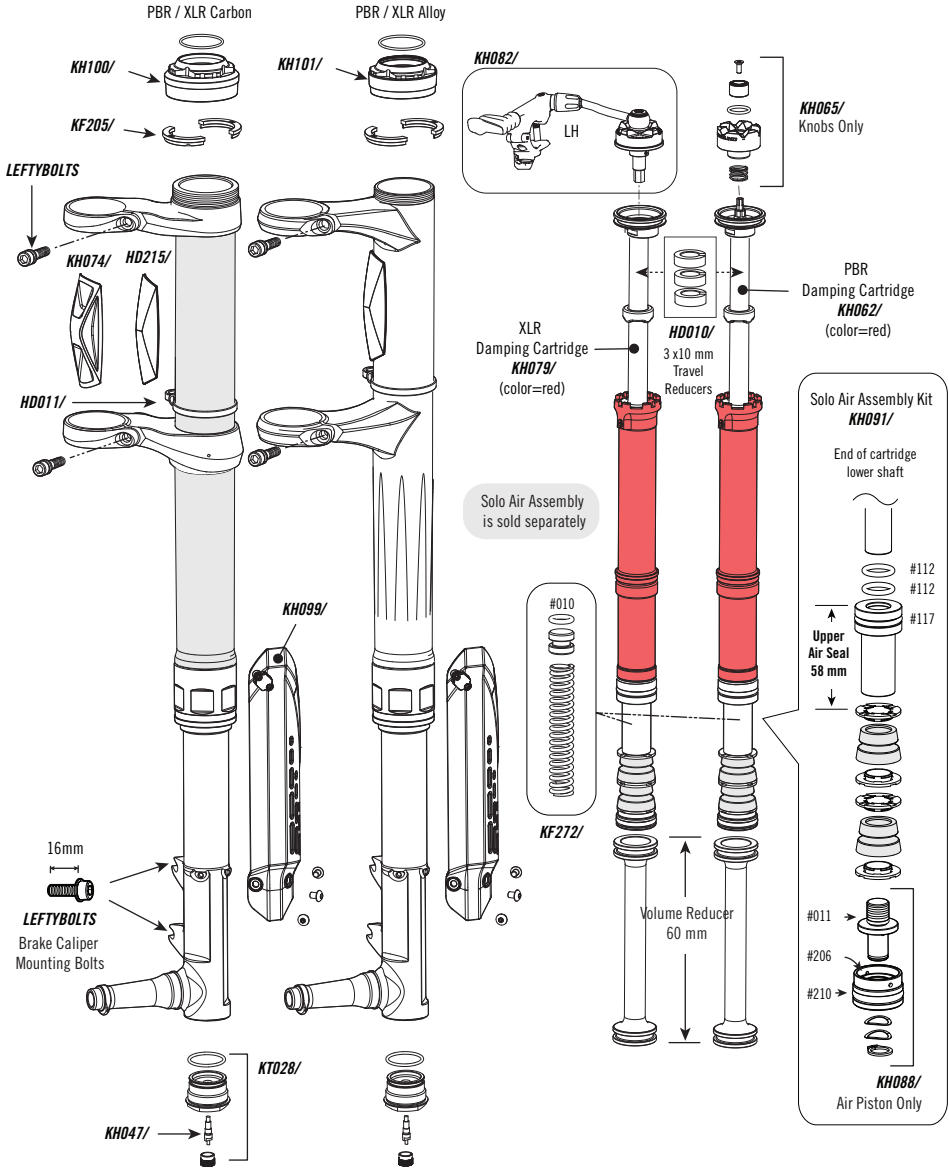
For any warranty claim to be considered, the bicycle/fork must be brought into an Authorized Cannondale Retailer on the continent on which the bicycle/fork was purchased. The bicycle/fork must be in assembled condition and accompanied by the original, dated sales receipt for the bicycle/fork.

Dealer Locator at: <http://www.cannondale.com/Dealerlocator>

# APPENDIX A. - LEFTY 29"/ 90mm Kit List

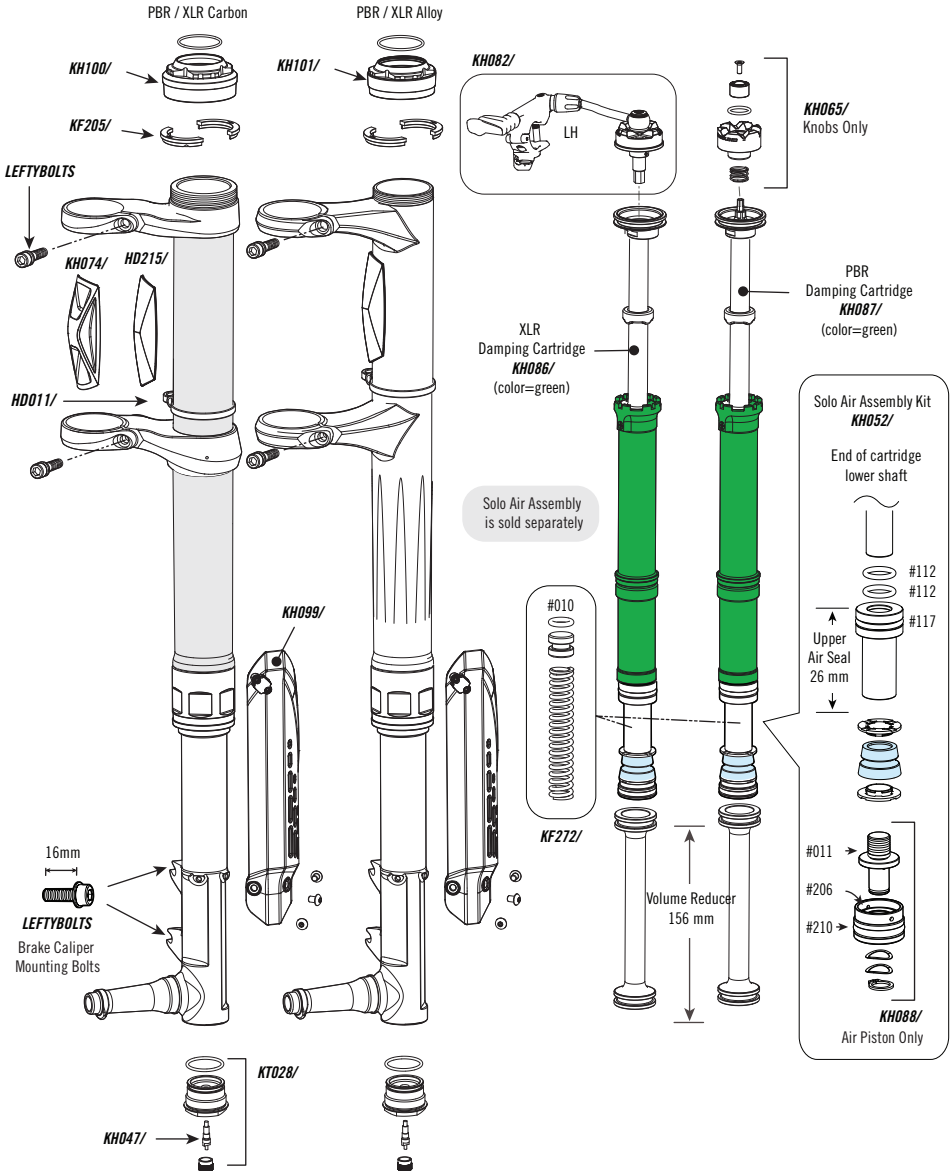


## APPENDIX A. - LEFTY 29"/ 100mm Kit List

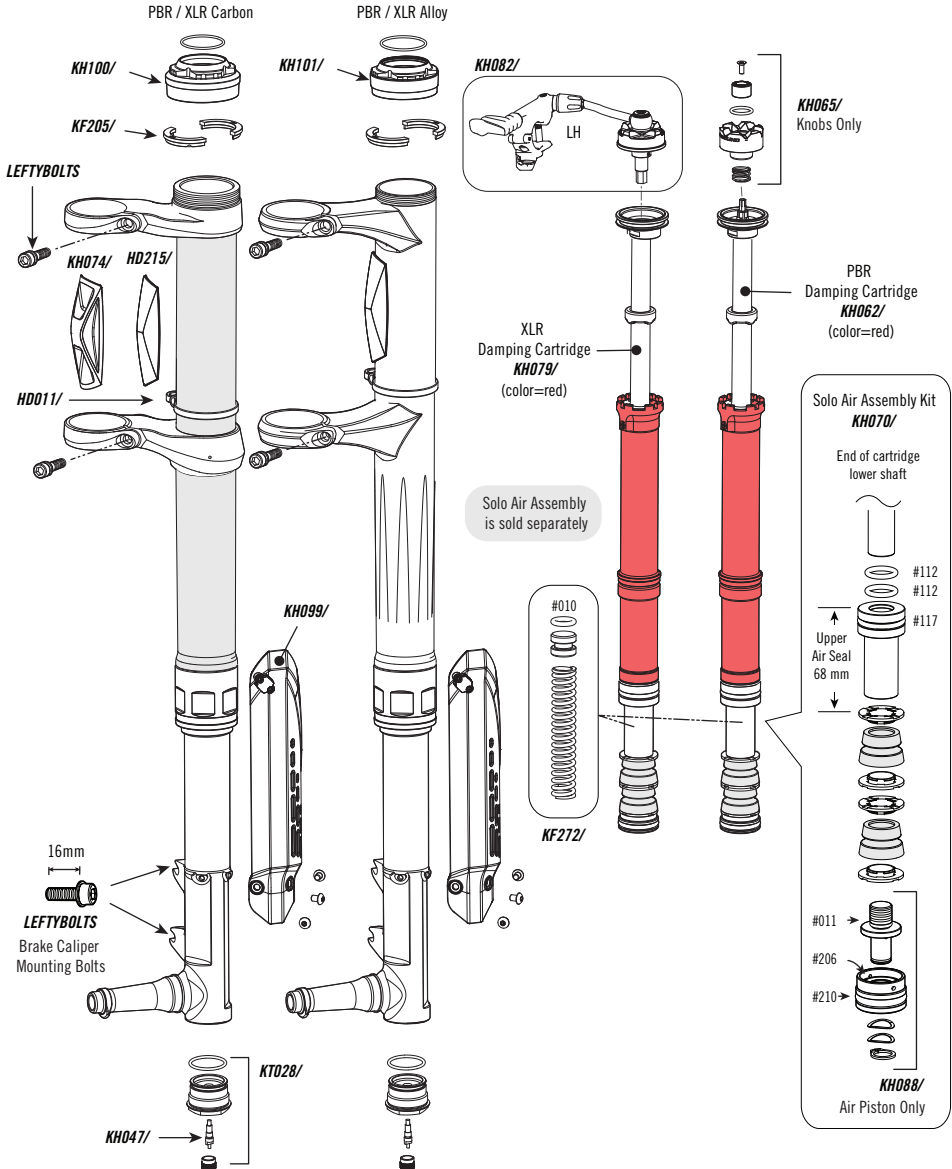




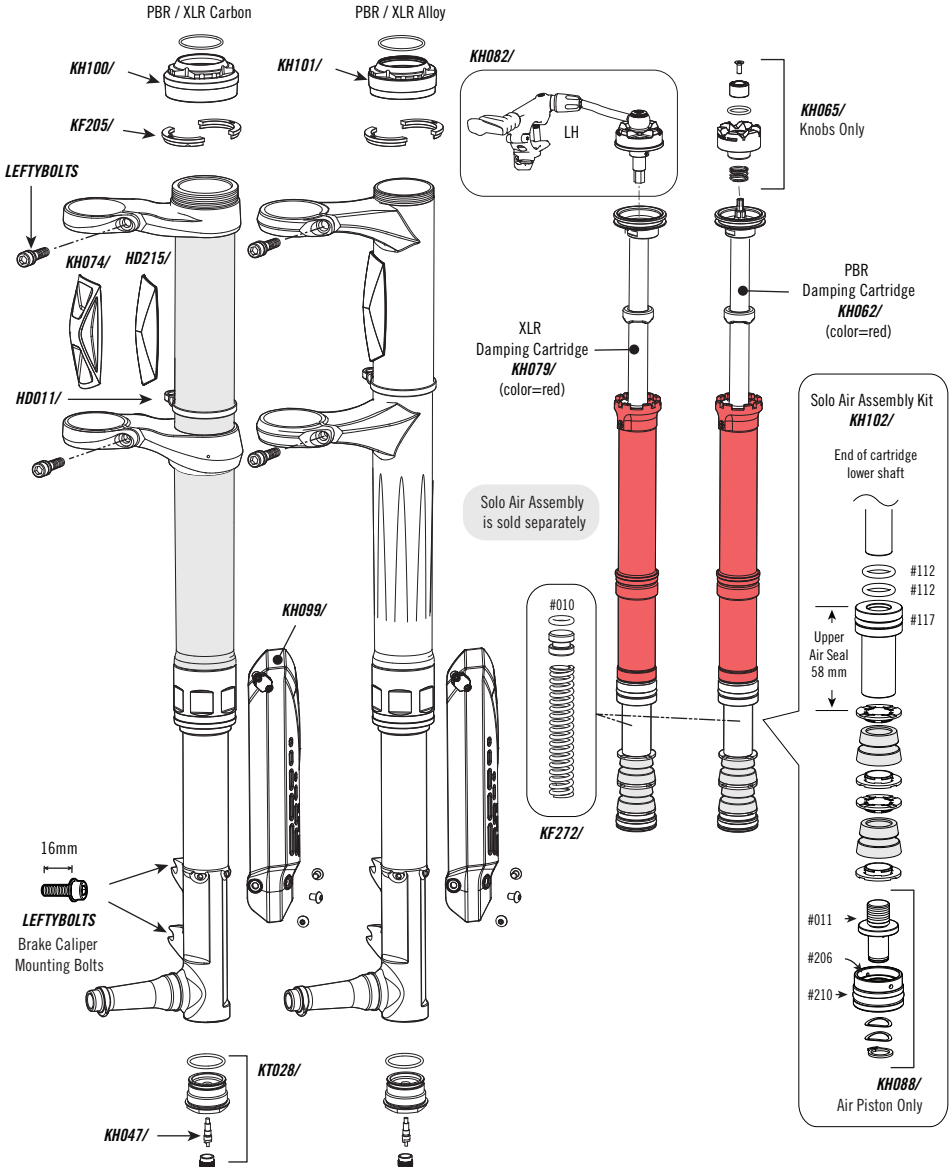
# APPENDIX A. - LEFTY 26"/ 100mm Kit List



## APPENDIX A. - LEFTY 26"/ 120mm Kit List



# APPENDIX A. - LEFTY 26"/ 130mm Kit List



## APPENDIX B. - LEFTY TECHNOLOGY

### ISOLATED DAMPER

Sealed cartridge damper keeps air and oil separate for consistent, predictable damping

### HYBRID NEEDLE BEARING SYSTEM

This new feature combines the friction-free action of our needle bearings with all-weather sealing and the additional support of a lower glide bearing. Smoother action under all loads and less maintenance than other forks.

### BOOT-FREE

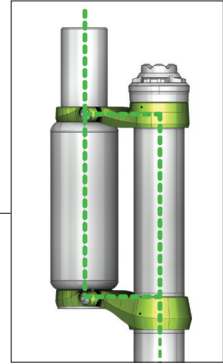
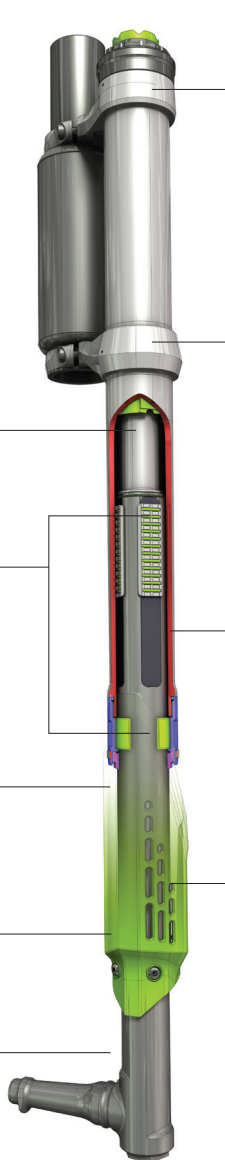
The new Durathon seal system eliminates the need for the old accordion boot for a cleaner look

### MOTO GUARD

Detachable moto-style guard protects lower leg from rocks and debris

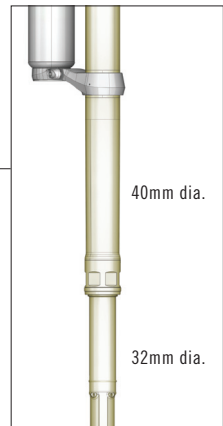
### OPI LOWER LEG/AXLE

The One-Piece-Integrated lower leg and tapered 25mm-to-15mm axle are forged from a single piece of aluminum for incredible strength and stiffness.



### DUAL INTEGRATED CROWNS

Dual Crowns clamp to an oversize steerer above and below the headtube, distributing loads more evenly for a stronger and stiffer fork



### INVERTED DESIGN

Like racing motorcycle forks, Lefty has the larger diameter fork tube on top, the best arrangement for fighting flex and increasing strength

**SELF-RESETTING**

New integrated bearing stops allow needle bearings to reset themselves during regular riding, reducing the need for manual resetting for more trouble-free riding.

**NEEDLE BEARINGS**

Sandwiched between hardened, polished steel races on the inner and outer legs, these friction-free bearings handle the bulk of the forces, allowing the fork to stay super-active under all loads.

**LUBRICATING OIL BATH**

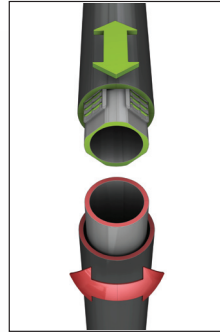
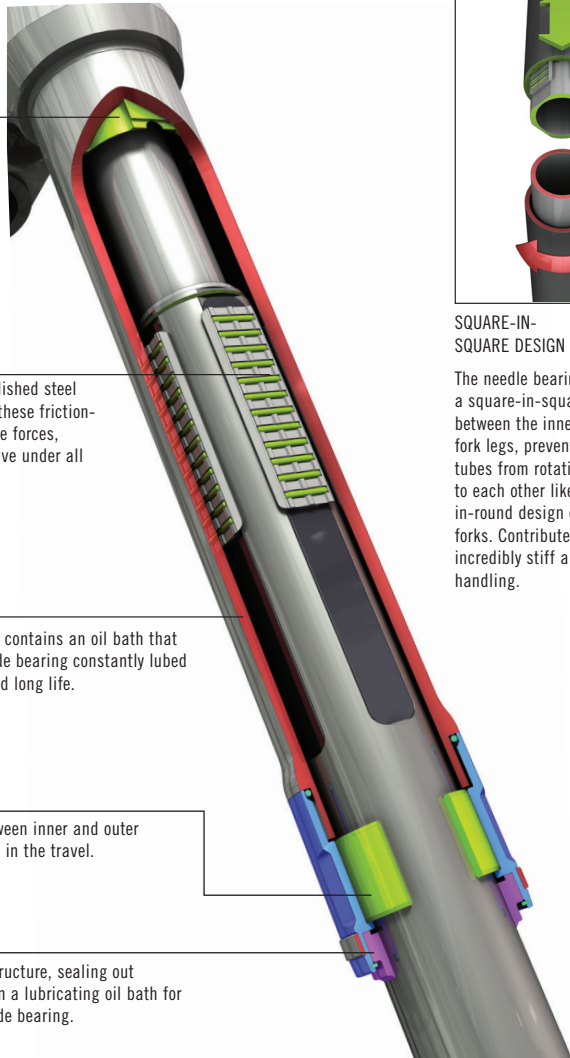
Space between inner and outer leg contains an oil bath that keeps the needle bearings and glide bearing constantly lubed for buttery smooth performance and long life.

**GLIDE BEARING**

Increases contact and overlap between inner and outer legs, reducing flex, especially deep in the travel.

**DURATHON SEAL SYSTEM**

Completely seals the fork structure, sealing out contaminants and holding in a lubricating oil bath for the needle bearings and glide bearing.



**SQUARE-IN-SQUARE DESIGN**

The needle bearing races form a square-in-square interface between the inner and outer fork legs, preventing the two tubes from rotating relative to each other like the round-in-round design of traditional forks. Contributes to Lefty's incredibly stiff and precise handling.

Lefty's advanced isolated damper and integrated airspring work with the free-moving hybrid needle bearing system to deliver the smoothest, most controlled suspension response possible.

Each Lefty model's damper and airspring are custom-tuned to deliver the ideal suspension response for the fork's travel and intended riding style.

## POPTOP PLATFORM

Restricts fork movement for efficiency when actuated with the XLR or PBR control, but blows open with bump impact for greater control and comfort.

## VARIABLE BLOW-OFF THRESHOLD

Each model comes with a platform setting that is appropriate for its travel and usage (can be factory adjusted to rider preference).

## VARIABLE SPEED SENSITIVE DAMPING

Each Lefty has speed-sensitive high and low speed compression and rebound damping circuits, custom tuned for the fork's travel and usage.

## METAL DAMPER COMPONENTS

Damper body, shafts, pistons and oil caps are all machined from high-grade alloys for maximum durability and performance.



## ON-THE-FLY REBOUND ADJUSTABLE

Convenient fork-top rebound controls allow on-the-fly adjustment.

## ISOLATED DAMPER TECHNOLOGY

Sealed damper isolates oil and prevents it from mixing with air, for consistent, controlled performance.

## INTERNAL PRESSURE COMPENSATER PISTON

Controls heat expansion of the oil for consistent damping from the top of the hill to the bottom.

## SOLO-AIR SELF-ADJUSTING NEGATIVE SPRING

Lefty air pistons all feature SRAM's SoloAir technology which automatically adjusts the negative airspring to perfectly match the positive. Fluid response and controlled return at for all rider weights.

## CUSTOM AIRSPRING VOLUME

Lightweight air volume spacers deliver spring rates that perfectly match the travel and intended usage of each fork.

