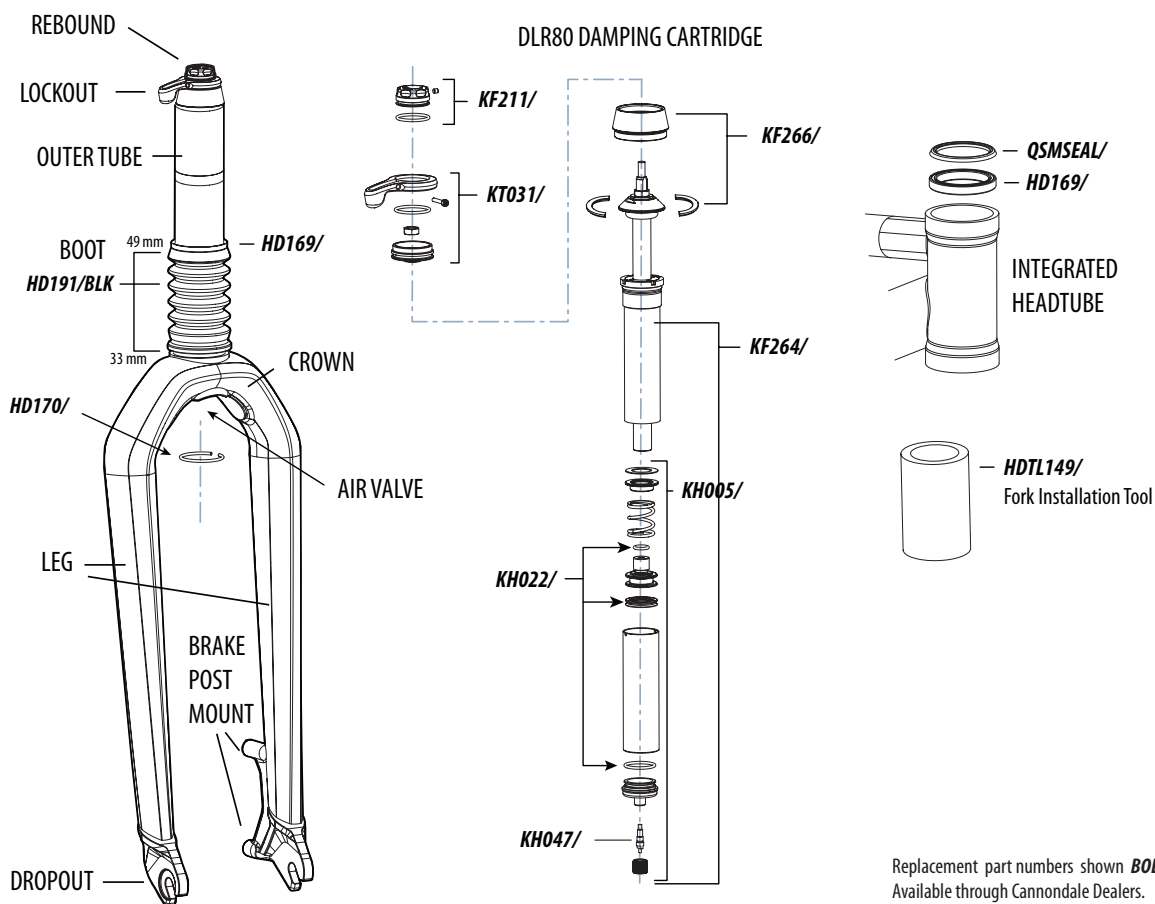


HEADSHOK FATTY DLR80



Replacement part numbers shown **BOLD ITALIC** text. Available through Cannondale Dealers.

Specifications

INTENDED USE - Condition 3, Cross-Country, Marathon, Hardtails
See Intended Use in your **Cannondale Bicycle Owner's Manual**.

HEADTUBE COMPATIBILITY	Headshok Integrated
TRAVEL	80 mm
ADJUSTMENT	Rebound, Lockout, On/Off
SPRING TYPE	Air
RECOMMENDED SAG 10%	8 mm
DAMPING CARTRIDGE	Cannondale DLR80
DAMPER OIL WT.	5W
BRAKE MOUNT	Post Mount (160 mm)
WHEEL	Quick Release

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.

Pre-Ride Checklist

Before every ride do the following:

1. Check the fork boot for damage cracking, splits, or tears. Be sure to check in the folds of the boot. Check for any cables or lines rubbing the boot.
2. Check the attachment of the boot at the top and bottom. The upper and lower boot lips should be fitted over the lower collar and fork lip. **NO PART OF THE FORK INNER TUBE SHOULD BE EXPOSED.**
3. Replace the boot band clamp as required. Always tighten securely. Replacement clamps are available through a Cannondale Dealer.
If you find boot damage, the area under the fork should be inspected for damage. And the damaged boot must be replaced with a new one. Do not try to fix it.
4. Make sure the fork and its adjustment features are operating normally.

Air Pressure

Prior to riding, set fork pressure according to rider weight.



1. Remove the front wheel. See your Cannondale Bicycle Owner's Manual for quick release wheel removal information.
2. Remove the Schrader valve cap at the fork crown. Make sure the crown area is clean. See NOTICE below.
3. Attach a bicycle suspension pump to the valve end. Pressurize the fork according to the table below. Add or release air pressure using the air pump to achieve recommended sag. Replace the valve cap when finished.

RIDER WT. (lbs/kg)	AIR PRESSURE (psi/bar)	NEGATIVE SPRING (color / description)
120 / 54	80 / 5.5	Green / Soft
130 / 59	85 / 5.9	
140 / 63	90 / 6.2	
150 / 68	95 / 6.6	Blue / Standard
160 / 72	100 / 6.9	
170 / 77	105 / 7.2	
180 / 81	110 / 7.6	Red / Firm
190 / 86	120 / 8.3	
200 / 90	130 / 9.0	
210 / 95	135 / 9.3	
220 / 100	140 / 9.7	

PRESSURE LIMITS:

Minimum - 75 psi, 5.2 bar, Maximum - 150 psi, 10.3 bar

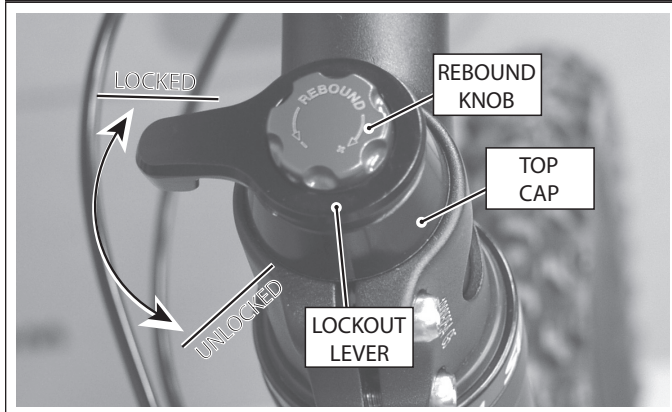
NOTICE

TO PREVENT SERIOUS DAMAGE:

BE SURE TO CLEAN the fork crown area, the valve end, and the pump end before attaching the pump to the fork. If dirt is pumped into the fork air chamber it can cause rapid damage to the air chamber.

OBSERVE THE PRESSURE LIMITS. The wrong air pressure can result in damage or poor fork performance.

Lockout/ Rebound



Rebound - The red rebound knob located at the top of the fork controls how fast the fork returns following compression. There are a total of 2 ¼ turns of adjustment. Turn the knob in the "+" direction (clockwise) for more damping and slower rebound speed. Turn the knob in the "-" direction (counter-clockwise) for less damping and faster rebound speed.

Lockout- The Lockout Lever controls the fork lockout. Rotate the lever completely between the stop points to the LOCKED (no travel) or the UNLOCKED (free fork) fork travel.

Changing Lockout Lever Position

The position of the lever can be changed according to your preference.

To change the position, loosen the set screw on the lockout lever, rotate the lever where you want it, and then retighten the set screw. Do not over-tighten.

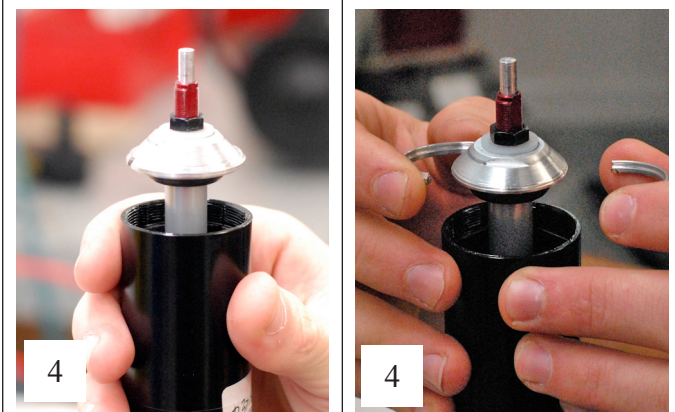
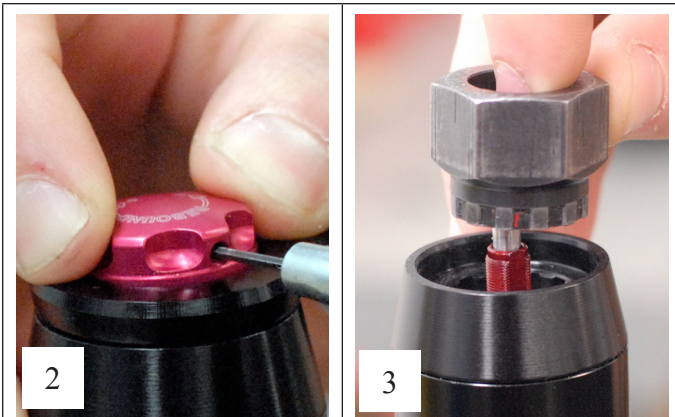


NOTICE

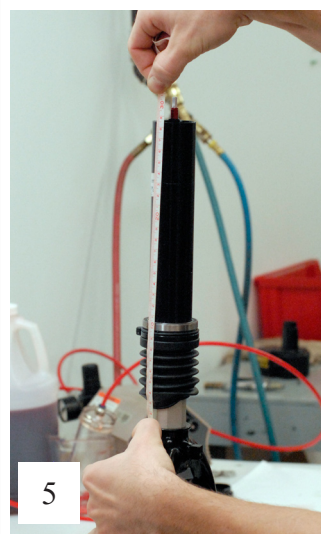
Do not over-tighten. Use a torque wrench.

Needle Bearing Reset Procedure

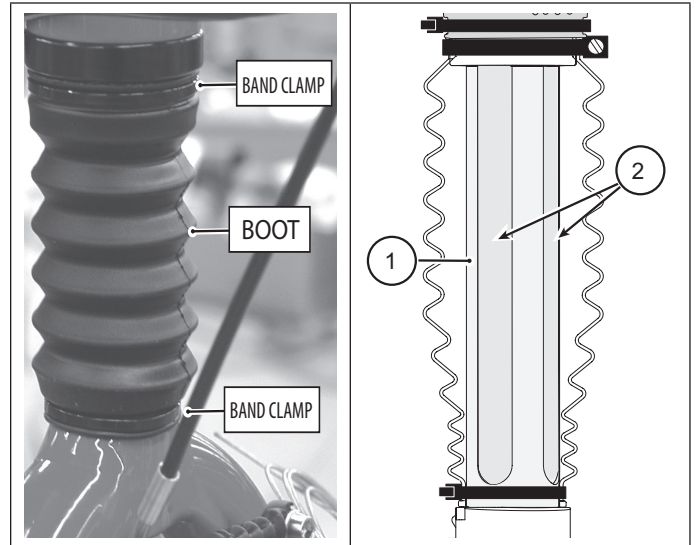
1. Release all the fork air pressure.
2. Loosen the rebound knob set screw and lift off the rebound knob.
3. Insert a Shimano TL-FW80 freewheel tool into the top cap of the fork and turn it counter-clockwise to loosen and remove the top cap.
4. Lower the outer tube and remove the two split rings.
5. Repeatedly cycle the outer tube upward until the the length from the crown flange to the top edge of the tube is 285 mm.



Make sure telescope is fully extended when taking the measurement.



Fork Boot



The boot protects the internal parts (inner tube(1) , races (2) , lubricant, needle bearings, and other internal parts) from contamination and damage. If the boot is loose or damaged, dirt, water, dust, salt spray or other contaminants can quickly damage the fork.

1. Place bike in a work stand and remove the front wheel.
2. Carefully remove the upper and lower band clamps securing the boot.
3. Lift the unsecured boot up to expose the inner tube. Wipe away any old grease with a clean lint-free shop towel. Cycle the fork and repeat the process to remove old grease.
4. Thoroughly inspect the inner tube (1) and inner races (2) for any signs of corrosion or damage. Some very light wear to the inner races is normal, however, they are worn-out if any scratches or grooves are evident. If heavy corrosion is present they must be replaced. If ridges can be felt by the tip of a rolling ball point pen over the race, the races should be replaced. If damage is found, the damaged parts must be replaced new before the fork is ridden.

NOTICE

TO PREVENT SERIOUS DAMAGE: Do not use solvents or spray chemicals to clean. Protect the exposed fork from contaminants.

6. Use a stiff nylon brush to rub in a high-quality bicycle grease onto the inner tube and bearing races.
Cycle the fork and re-apply grease. Cycling moves the new grease inside the fork onto the outer tube races and bearing cages.
Avoid applying grease to the areas just under the boot/zip tie. Wipe it off the inner tube and inner boot to ensure that boot does not slide up when zip tie is re secured.
7. When you are finished, inspect the condition of the boot. Make sure it is undamaged. Replace it if it is. Re secure the boot and reassembly the fork.

Maintenance

Maintenance of your fork is important to your safety and to the useful life of the fork. Frequent inspection by you and regular professional service by your Cannondale Dealer can help ensure years of safe/trouble-free operation.

YOU BEFORE AND AFTER RIDING:

INSPECT - Clean and inspect entire fork for cracks or damage. Things that can indicate a serious problem: (1) Unusual "klunking" or knocking noises (2) changes in travel (3) Over-extended or compressed boot (4) Changes in the way the fork has been working (5) Loss of adjustment features. (6). Sudden air loss or leaking fluid.

Check the fork boot for damage cracking, splits, or tears. Be sure to check in the folds of the boot. Check for any cables or lines rubbing the boot. Check the attachment of the boot at the top and bottom. The upper and lower boot lips should be fitted over the lower collar and fork lip. Replace the zip ties and cable guides (clamps) as required. Always tighten securely. Replacement boots, zip ties, and cable clamps are available through a Cannondale Dealer.

If you find boot damage, the area under the fork should be inspected for damage. And the damaged boot must be replaced with a new one. Do not try to fix it.

CHECK ADJUSTMENTS - Make sure the adjustment features of your fork (air pressure, lockout, and rebound) function normally.

PERFORMED BY CANNONDALE DEALER :

RE-GREASE TELESCOPE	Every 25 Hours
BEARING RESET	Every 25 Hours
BOOT REPLACEMENT	As Needed (Annual recommended)
DISASSEMBLY, INSPECTION, REBUILD - Inspect and disassembly of telescope and races, bearings, main telescope parts, damper cartridge, fluids, seals, etc.	NORMAL: Every 100 Hrs

Safety Information

WARNING

NOT FOR JUMPING USE. See "SECTION B. Intended Use" in your Cannondale Bicycle Owner's Manual.

SERVICE BY PROFESSIONAL BIKE MECHANIC ONLY. Special tools are required. All air pressure must be released before servicing any fork. Never attempt to work on a pressurized fork.

DO NOT MODIFY THE FORK IN ANY WAY. Do not attempt to alter or modify the fork in an attempt to install accessories. Please consult with your Cannondale Dealer.

DO NOT RIDE ON A DAMAGED FORK. STOP RIDING A DAMAGED FORK IMMEDIATELY. Follow the fork maintenance schedule of this supplement. Additionally, please ask your Cannondale Dealer to help you develop a complete maintenance program. Frequent checks are necessary to identify the problems that can lead to an accident.

Our Factory Tech Room (North America) and Headshok Service Centers (Europe) provide professional services through Cannondale Dealers for all Headshok suspension forks. Please ask your dealer about the service programs available for your model fork.

YOU CAN BE YOU SERIOUSLY INJURED, PARALYZED OR KILLED IF YOU IGNORE THESE WARNINGS.

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>

Contact Cannondale

<p>CANNONDALE USA Cycling Sports Group, Inc. 172 Friendship Road, Bedford, Pennsylvania, 15522, USA (Voice): 1-800-BIKE-USA (Fax): 814-623-6173 custserv@cyclingsportsgroup.com</p>	<p>CANNONDALE EUROPE Cycling Sports Group Europe, B.V. mail: Postbus 5100 visits: Hanzepoort 27 7570 GC, Oldenzaal, Netherlands (Voice): + 41 61.4879380 (Fax): 31-5415-14240 servicedeskeurope@cyclingsportsgroup.com</p>
<p>CANNONDALE AUSTRALIA Cycling Sports Group Australia Pty Limited Unit 8, 31-41 Bridge Road Stanmore, NSW 2048, Australia (Voice): 61-2-85954444 (Fax): 61-2-85954499 cannondale@cyclingsportsgroup.com.au</p>	<p>CANNONDALE JAPAN Namba Sumiso Building 9F, 4-19, Minami Horie 1-chome, Nishi-ku, Osaka 550-0015, Japan (Voice): 06-6110-9390 (Fax): 06-6110-9361 cjcustserv@cannondale.com</p>
<p>CANNONDALE UK Cycling Sports Group Vantage Way, The Fulcrum, Poole, Dorset, BH12 4NU (Voice): +44 (0)1202 732288 (Fax): +44 (0)1202 723366 sales@cyclingsportsgroup.co.uk</p>	