



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

### CANNONDALE EUROPE

Cycling Sports Group Europe, B.V.  
Hanzepoort 27, 7570 GC, Oldenzaal,  
Netherlands  
(Voice): +41 61 4879380  
(Fax): +31 5415 14240  
servicedeskeurope@cyclingsportsgroup.com

### 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

[WWW.CANNONDALE.COM](http://WWW.CANNONDALE.COM)

© 2014 Cycling Sports Group  
130920 (08/14)

OWNER'S MANUAL SUPPLEMENT

LEFTY 2.0



**LEFTY 2.0**  
OWNER'S MANUAL SUPPLEMENT

## 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: [www.cannondale.com/manuals](http://www.cannondale.com/manuals).

- 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.

## Table of Contents

<b>SAFETY INFORMATION</b> .....	<b>2</b>
Intended Use .....	2
Damage / Inspection.....	2
Disassembly / Modification.....	3
Tire-to-Crown Clearance .....	3
<b>TECHNICAL INFORMATION</b> .....	<b>4</b>
LEFTY 2.0 Structure .....	4
Wheel Hub .....	5
Setting Sag.....	6-7
XLR Control.....	8
PBR Control.....	9
Wheel Removal .....	10
Wheel Installation .....	11
OPI Steerer.....	12-13
<b>MAINTENANCE</b> .....	<b>14</b>
Schedule .....	14
Cleaning .....	15
Tightening Torques .....	15
Frame Bumper.....	16
Moto Guard.....	16
Brake Line Clamp Positioning.....	17
Manual Reset .....	18
<b>CANNONDALE LIMITED WARRANTY</b> .....	<b>19</b>
<b>REPLACEMENT PARTS</b> .....	<b>20</b>

# SAFETY INFORMATION

## Intended Use

TRAVEL/WHEEL SIZE	INTENDED USE
100 mm / 29'	Cross-Country, ASTM CONDITION 3

**LEFTY 2.0 ARE NOT INTENDED** - For use in extreme forms of jumping/riding such as hardcore mountain, Freeriding, Downhill, North Shore, Dirt Jumping, Hucking 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/SUPERMAX is damaged, do not ride it. Contact your Cannondale Dealer to arrange service through an authorized service center.

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

## 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.

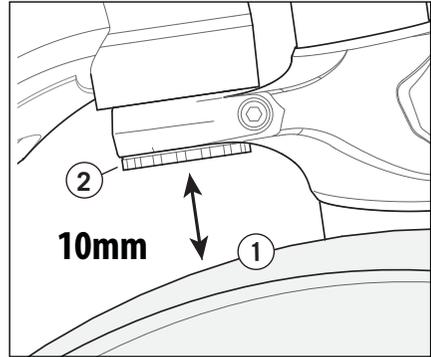
All other service and maintenance procedures must be completed through an Authorized Headshok Service Center. Contact your Authorized Cannondale Dealer for more information.

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

## Tire-to-Crown Clearance

### WARNING

Modification or installation of damping cartridge/spacers other than specified; or installing over-sized tires can result in incorrect tire-to-crown clearance



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.

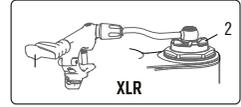
**CHECK FOR MINIMUM TIRE FORK / FRAME CLEARANCE (10 mm) WITH ALL AIR RELEASED FROM LEFTY AND FULLY COMPRESSED.**

Measure between the top of the properly inflated tire (1) and the bottom of the fork steerer (2).

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

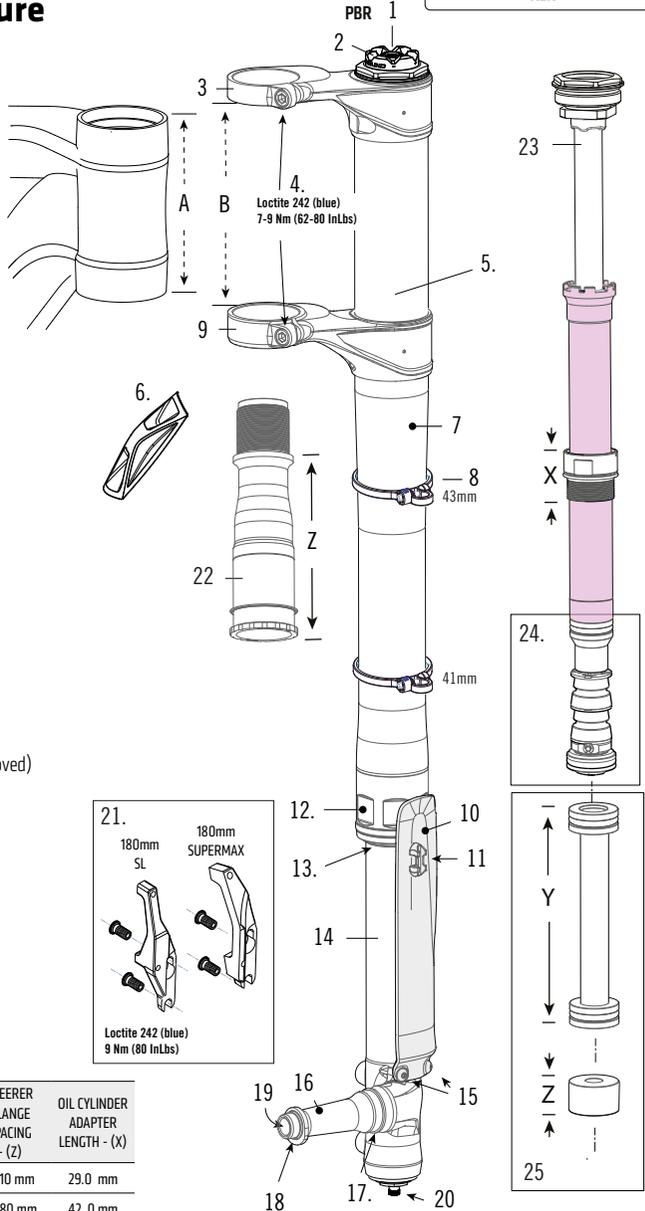
# TECHNICAL INFORMATION

## LEFTY 2.0 Structure



### Identification

1. OPEN / CLIMB mode button
2. PBR Rebound Dial
3. Bonded Upper Clamp
4. Clamp Bolt
5. Serial Number Location
6. Frame Bumper
7. Carbon / Alloy Outer Tube
8. Brake Housing Guide
9. Bonded Lower Clamp
10. Guard
11. Guard Brake Housing Clamp
12. Lower Collar Assy.
13. Sag O-Ring
14. OPI Inner Tube
15. Guard Mounting Screws
16. Hub Spindle
17. Inner Bearing Land
18. Outer Bearing Land
19. Axle Bolt Threads
20. Schrader Valve
21. Brake Adapter
22. Steerer
23. Damping Cartridge (shown removed)
24. SOLO Air Assembly
25. Volume Reducer(s)



A - HEADTUBE LENGTH  
 B - CLAMP SPACING  
 Z - STEERER FLANGE SPACING  
 X - OIL CYLINDER ADAPTER LENGTH

FRAME SIZE	HEADTUBE LENGTH - (A)	CLAMP SPACING - (B)	STEERER FLANGE SPACING - (Z)	OIL CYLINDER ADAPTER LENGTH - (X)
S/M	97.0 mm	100.2 mm	81.10 mm	29.0 mm
LARGE	109.7 mm	112.9 mm	93.80 mm	42.0 mm
X-LARGE	122.4 mm	125.6 mm	106.5 mm	54.0 mm

# Wheel Hub

- Either a SUPERMAX 2.0 (SM HUB) or LEFTY HYBRID (SL HUB) may be used with the LEFTY 2.0 . The wheel hub must be matched with its correct brake adapter. See item 21 on previous page.
- The hub cap is a left-hand thread. It retains the axle bolt assembly within the and should only be removed when replacing the bearings or axle bolts parts, not when removing the wheel.
- The axle bolt is a right hand (normal) thread. Insert a 5 mm allen key. Turn it clockwise to install a wheel. Turn it counter-clockwise to remove a wheel.

## SM hub for SUPERMAX 2.0 / LEFTY 2.0

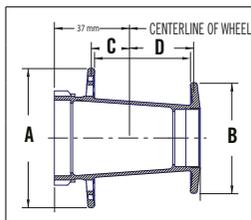
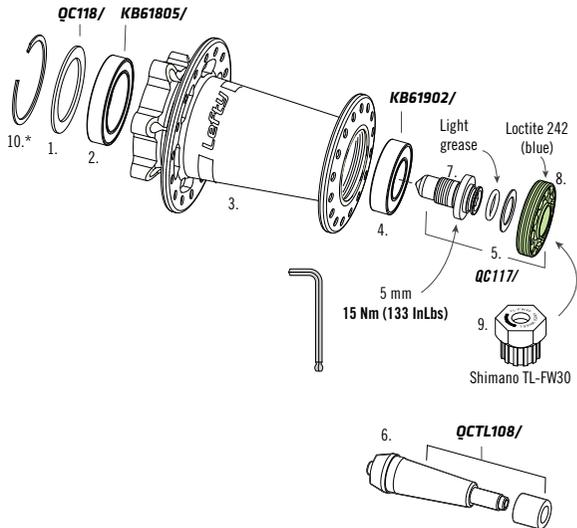
**KH119/28** KIT,HUB, SUPERMAX 28H6-BOLT/BLK  
**KH119/32** KIT,HUB, SUPERMAX 32H6-BOLT/BLK  
 (Items 10, 1,2,3,4,5,7)

## SL hub for LEFTY

**KH105/24H** KIT,HUB, LEFTY 24H6-BOLT/BLK  
**KH105/28H** KIT,HUB, LEFTY 28H6-BOLT/BLK  
**KH105/32H** KIT,HUB, LEFTY 32H6-BOLT/BLK  
 (Items 1,2,3,4,5,7)

### Identification

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
10. SM hub only



DIMENSIONS FOR WHEEL BUILDING		SM HUB	SL HUB
A	Disc Flange Diameter	58.0 mm	
B	Non Disc Flange Diameter	45.0 mm	
C	Disc Flange To Center	25.8mm	18.8 mm
D	Non Disc Flange To Center	34.6mm	31.6 mm

Spoke hole diameter = 2.5mm

## Setting Sag

Sag is the distance the LEFTY 2.0 compresses when the bike is statically loaded with your body weight in your riding position. Set it according to the LEFTY 2.0 travel. Sag is set by changing the air pressure through the Schrader valve at the bottom of the LEFTY 2.0

RIDER WEIGHT		RECOMMENDED AIR PRESSURE LEFTY 2.0 100/29	
LBS	KG	PSI	BAR
100	45	56	3.9
110	50	64	4.4
120	54	71	4.9
130	59	79	5.4
140	64	87	6.0
150	68	94	6.5
160	73	102	7.0
170	77	109	7.5
180	82	117	8.1
190	86	125	8.6
200	91	132	9.1
210	95	140	9.6
220	100	147	10.2
<b>RECOMMENDED SAG</b>		25mm	20mm - MINIMUM 30mm - MAXIMUM
<b>TRAVEL</b>		100mm	

Be aware that conventional pump gages have variations. Therefore, we recommend you to fine tune your set up with the Recommended Sag.

### 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 Supermax 2.0. 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.

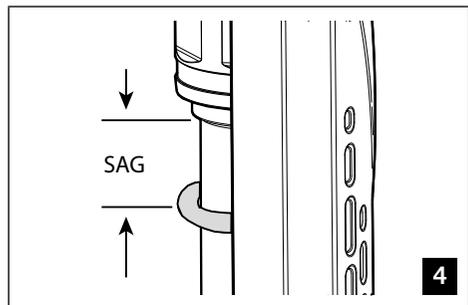
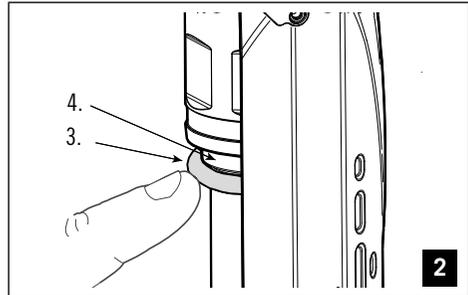
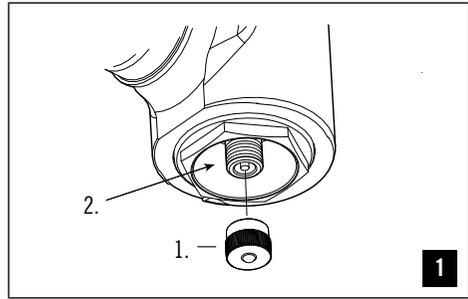
4. Measure the sag distance. **See Figure 4.**

**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 MODE

In the open mode, LEFTY travel is active. The button (1) is in (retracted as shown). To set the open mode, press and release the button).



## CLIMB MODE

To set climb mode, press and release the button so it is out (as shown). Climbing mode is not a fully locked-out condition; rather travel will only respond at a higher threshold of force. Compression damping is very firm.

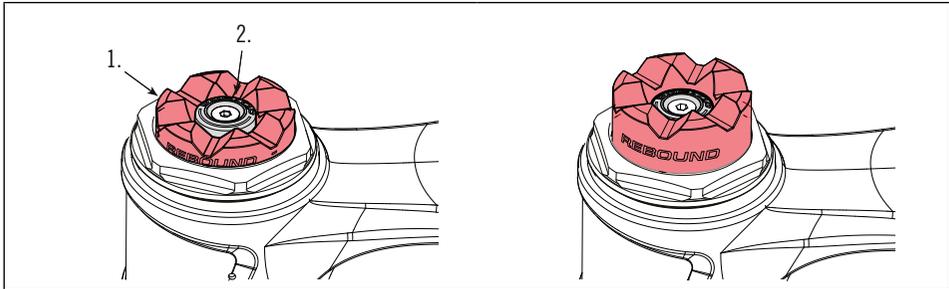
**CAUTION:** Riding over very harsh terrain the climbing mode can result in damage.

# 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).

## OPEN / CLIMB mode button



### OPEN MODE

In the open mode, LEFTY travel is active. The rebound dial button (1) is down.

To set the open mode, press down the rebound dial (1) until it clicks into this position.

### CLIMB MODE

To set climb mode, press and release the center button (2) and the rebound dial will pop up. Climbing mode is not a fully locked-out condition; rather travel will only respond at a higher threshold of force. Compression damping is very firm.

**CAUTION:** Riding over very harsh terrain the climbing mode can result in damage.

## 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).

# Wheel Removal

1. If needed, loosen the brake line clamp on the front of the moto guard so the line can move freely. This will make handling the brake caliper and attached adapter easier.
2. **See Figure 1.** Use a 5 mm Allen key to loosen and back out both brake adapter mounting bolts enough so that the adapter and attached caliper can slide up and be removed from the spindle together. It is not necessary to completely remove the adapter bolts.

Carefully move the brake caliper out of the way and protect it from damage.

2. **See Figure 3.** Insert a 5 mm Allen key into the axle hub bolt and turn it counter-clockwise.

Continue turning the extraction bolt until the wheel is disengaged and can be removed easily from the spindle end.

**See Figure 4.**

## 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. Wipe the spindle clean with a dry shop towel. Apply a high-quality bike grease to I.D. of the bearings inside the hub.

### WARNING

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

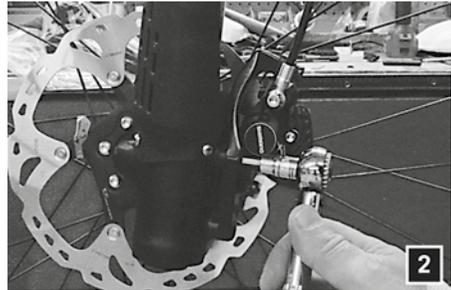
2. Slide the wheel straight onto the spindle. Turn the axle bolt clockwise to engage the spindle threads. Make sure the wheel and spindle are supported while tightening the hub bolt.
3. Once the hub has been drawn onto the hub completely, use torque wrench to tighten to final 15.0 Nm (133.0 InLbs). **See Figure 1.**
4. Reinstall the brake adapter onto the spindle bosses making sure that the brake disc locates properly between the pads.

### NOTICE

- LOCATE BRAKE ROTOR BETWEEN THE PADS.

Apply Loctite 242 (blue) to the threads and tighten the adapter mounting bolts to 9 Nm, (78 IN Lbs). **See Figure 2.**

5. Spin the wheel to make sure it moves freely. Be sure to test the brakes for proper operation before riding.



### WARNING

**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.

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.**

# OPI Stem Steerer Installation Instructions

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

1. Inspect the condition of the headtube bearings. Make sure they are in good condition, installed and seated properly, and not damaged. If damage is found, replace both bearings with new ones.
2. Use a clean shop towel to remove any dirt and/or residual grease from the headtube and bearing surfaces.
3. Place the upper bearing seal onto the upper headtube bearing with the open side of the seal facing the bearing.
4. Position the LEFTY onto the headtube by sliding the clamps over the head tube and seal.
6. Slide the thin nylon washer onto the OPI stem with rounded side facing downward. Then, slide the desired number of outer spacers (0 to 3) onto the stem.
7. Apply a high-quality bicycle bearing grease, to the stem below the outer spacers, stems internal steerer threads, and the inner race of the upper and lower headtube bearings.
8. Make sure the LEFTY clamp bolts are loosened. Align the clamps on the headtube over the bearings and insert the stem with the spacers through the upper clamp and into the upper headtube bearing. With a soft mallet, carefully drive stem straight down until fully seated into the upper clamp.
9. Slide the O-Ring onto the steerer. Apply grease to the steerer lower bearing surface and the steerer threads.
10. Slide the required red chamfered spacer onto the steerer. The chamfer faces down.
11. Slide a matching number of inner spacers onto the steerer above the red chamfered spacer. Ex. If you have no outer spacers under the stem, you will not install any inner spacers. If you installed three outer spacers; you will install three inner spacers.
12. Insert steerer with the spacers through the lower clamp and bearing and carefully hand thread into stem.
13. Use Shimano tool TL-FC33 bottom bracket tool and a torque wrench to tighten the steerer slowly to 12 Nm. Tighten the steerer to 12 Nm.  
  
Align the stem and only hand tighten the upper clamp bolt.
14. 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.
15. Finish by tightening both the upper and lower Lefty clamp bolts to the final torque of 7 - 9 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.

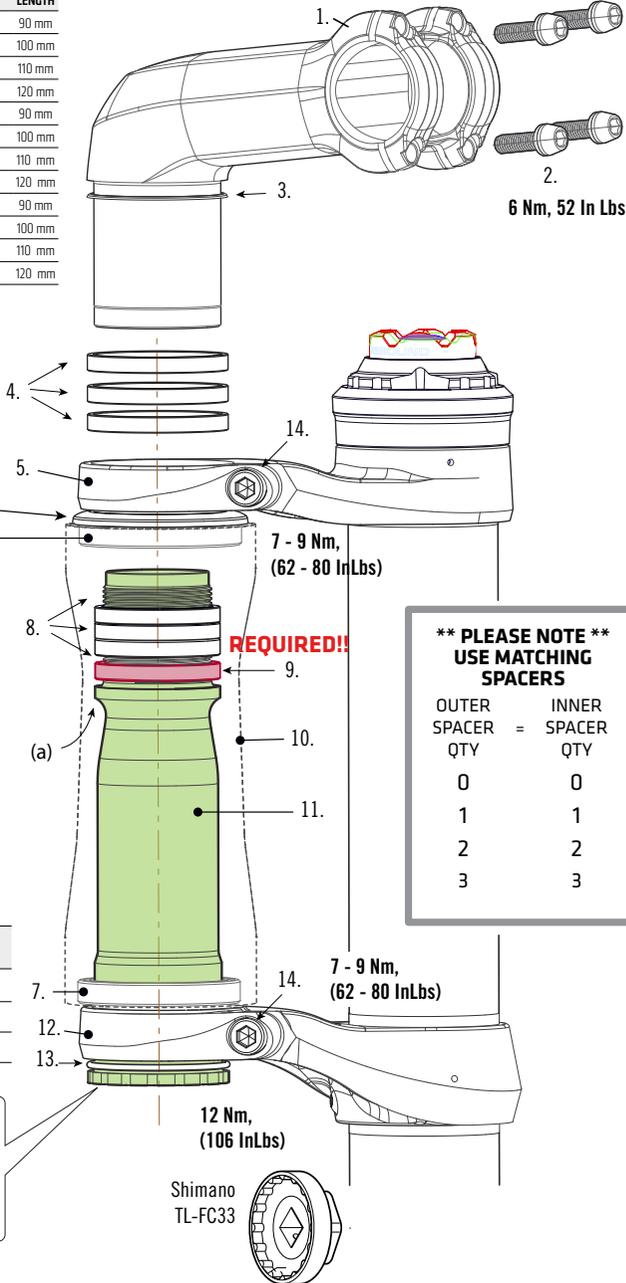
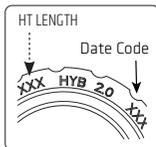
Over-tightening can damage the OPI steerer parts .

**OPI STEMS**

CODE	SIZE	H-BAR	RISE*	LENGTH
QSH090+6318/BBQ	STEM, OPI, 31.8, +6D, 090	31.8 mm	+6	90 mm
QSH100+6318/BBQ	STEM, OPI, 31.8, +6D, 100	31.8 mm	+6	100 mm
QSH110+6318/BBQ	STEM, OPI, 31.8, +6D, 110	31.8 mm	+6	110 mm
QSH120+6318/BBQ	STEM, OPI, 31.8, +6,120	31.8 mm	+6	120 mm
QSH090-5318/BBQ	STEM, OPI, 31.8, -5D, 090	31.8 mm	-5	90 mm
QSH100-5318/BBQ	STEM, OPI, 31.8, -5D, 100	31.8 mm	-5	100 mm
QSH110-5318/BBQ	STEM, OPI, 31.8, -5D, 110	31.8 mm	-5	110 mm
QSH120-5318/BBQ	STEM, OPI, 31.8, -5D, 120	31.8 mm <td -5	120 mm	
QSH090-15/BBQ	STEM, OPI, 31.8, -15D, 090	31.8 mm	-15	90 mm
QSH100-15/BBQ	STEM, OPI, 31.8, -15D, 100	31.8 mm	-15	100 mm
QSH110-15/BBQ	STEM, OPI, 31.8, -15D, 110	31.8 mm	-15	110 mm
QSH120-15/BBQ	STEM, OPI, 31.8, -15D, 120	31.8 mm	-15	120 mm

- 1. OPI Stem
- 2. Stem Bolts (4X)
- 3. Nylon Washer
- 4. Outer Spacers (0-3)
- 5. Upper Clamp
- 6. Headshok Bearing Seal
- 7. Headshok Bearing
- 8. Inner Spacers (0-3)
- 9. Chamfered Spacer (Required)
- 10. Headtube
- 11. OPI Steerer
- 12. Lower Clamp
- 13. O-Ring
- 14. Clamp Bolts

STEERER KIT	FRAME SIZE	HEADTUBE LENGTH
KH148/97	S/M	97.0 mm
KH148/110	LARGE	110 mm
KH148/122	X-LARGE	122 mm



**\*\* PLEASE NOTE \*\***  
**USE MATCHING SPACERS**

OUTER SPACER QTY	=	INNER SPACER QTY
0		0
1		1
2		2
3		3

EN

# 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)	WHO?
Check for damage	Pre/Post ride	Bike owner
Please wipe excess lubrication from lower leg/slider to avoid brake contamination	Pre/Post ride	Bike owner
Check for Tightening Torques	First Ride / Every 4-5 rides	Bike owner
Replace Frame Bumper, Guard	As Needed	Bike owner
Manual Reset	50 hours	Bike owner
Telescope Lubrification	100 hours	Dealer
Damper Service: Air spring/Damping Cartridge Inspection	100 hour or every year	Dealer
Full Service (Telescope Rebuild + Damper service)	200 hours	Headshok Service Center
<b>RACING</b> - If you race with your LEFTY 2.0, 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 2.0 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™
Upper/Lower Clamp Bolts	7-9	62-80	242 (blue)
Guard Screws	1.0	9	242 (blue)
Wheel Axle Bolt	15	133	
Brake Adapter Mounting Bolts	9	80	242 (blue)

## Frame Bumper

The bumper cushions the frame from contact with the LEFTY 2.0. Replace it with a new one if it ever becomes damaged, torn, or missing.

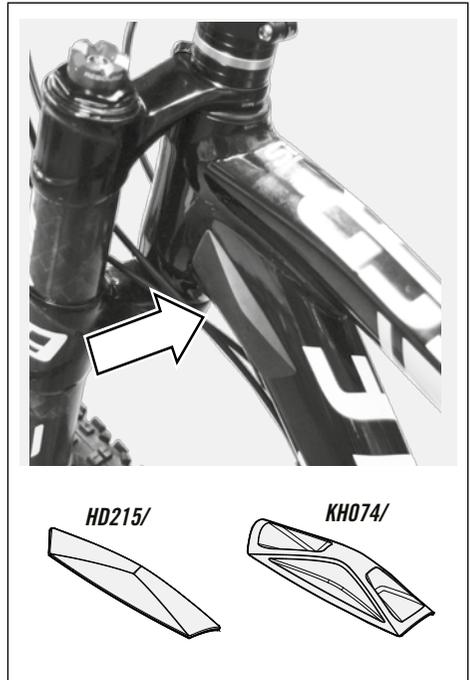
**REPLACEMENT:** Clean surfaces well. Remove the backing from the new bumper, position and affix by pressing firmly against the frame.

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.

The bumper is designed to be applied to either the bicycle frame or the LEFTY/SUPERMAX outer tube. Select the best location to depending on the shape of your frame.

### NOTICE

Damage to your frame or fork can result from using the wrong bumper or positioning a bumper incorrectly. Ask your Cannondale Dealer for help.



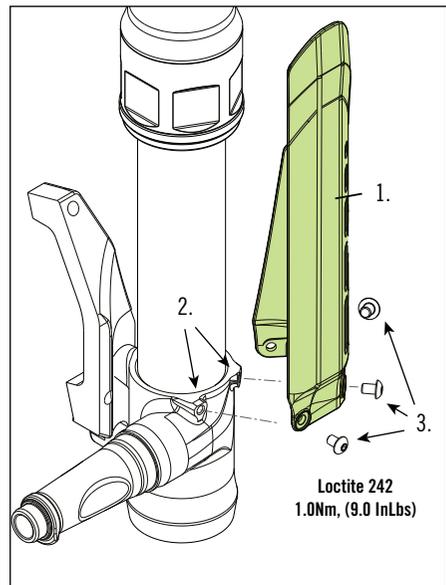
## Moto Guard

The 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



## Proper Brake line Routing

Align the upper and lower clamps so that the brake line passes vertically through them to the the brake line guide on the guard.

Make sure the brake line is saddled completely in the brake line guide and secured/fixed firmly with the cable tie.

To tighten the cable tie, use a cable guide tool. If the tie is too loose it will permit the brake line to move in the guide.

Route the line as shown to the brake caliper.

## Minimum Clamp Height - (A)

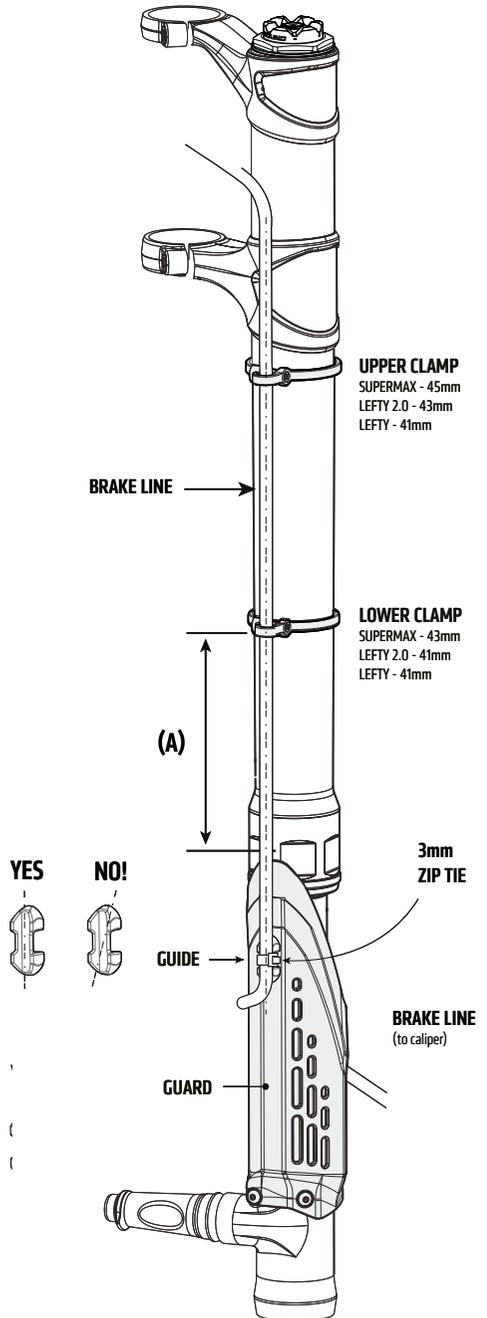
(from the top of the GUARD to the LOWER CLAMP)

To prevent the guard from contact with the brake line clamp during movement, position the clamp according to the table below.

SUPERMAX	(A) Travel + 30mm
160mm/27.5	190mm
140mm/27.5	170mm
130mm/29	160mm

SUPERMAX LEFTY 2.0	(A)
160mm/27.5	190mm
140mm/27.5	170mm
130mm/29	160mm

LEFTY 2.0	
100mm/29	130mm



EN

# Manual Reset

## NOTICE:

Do not disassemble or open for the following procedure.

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.

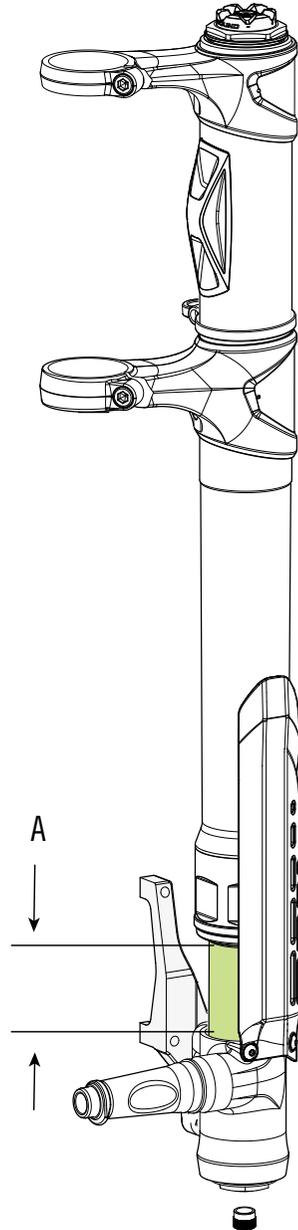


## WARNING

Contamination can result in reduced or lost braking performance.

3. Hold the valve open while fully compressing the LEFTY 2.0 with the the handlebar until it bottoms out. With the air out, using moderate force, bottom out the LEFTY 2.0 firmly several times.
4. Now, measure length of exposed inner tube as shown. Repeat step three until the correct measurement for your LEFTY 2.0 is reached.
5. When you are finished, reset sag.

LEFTY/LEFTY 2.0	LENGTH (A)
100mm/29	35mm +/- 3



**Measure Fully Compressed**

# CANNONDALE LIMITED WARRANTY

Cannondale Headshok (Supermax 2.0, 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: [www.cannondale.com](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. 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: [www.cannondale.com/Dealerlocator](http://www.cannondale.com/Dealerlocator)

# cannondale

## REPLACEMENT PARTS - 2015 LEFTY 2.0 PBR/XLR 100 - 29'

The following replacement part kits are available through a Cannondale Dealer:

