RIDE DRIVEN YETI SINCE 85 CYCLES

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RIDE DRIVEN YETI SINCE 85 CYCLES

2011 AS-R 7 OWNER'S MANUAL

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YETI

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Overview

WELCOME TO THE TRIBE

Congratulations on your purchase of a new Yeti bicycle and welcome to the Yeti Tribe. We are confident your new bicycle will exceed your expectations for value, performance and ride quality. Each frameset and component has been custom specified and designed to enhance your riding experience. Whether you are a beginner cyclist or a seasoned-pro, Yeti bicycles will provide endless hours of two-wheeled fun.

GENERAL INFORMATION

This model-specific manual is designed to be used in conjunction with the general Yeti Owner's Manual and the manuals supplied by the suspension manufacturers. If you did not receive the Yeti Owner's Manual or the manual provided by the suspension manufacturer, download the materials off the Internet, or contact you dealer.

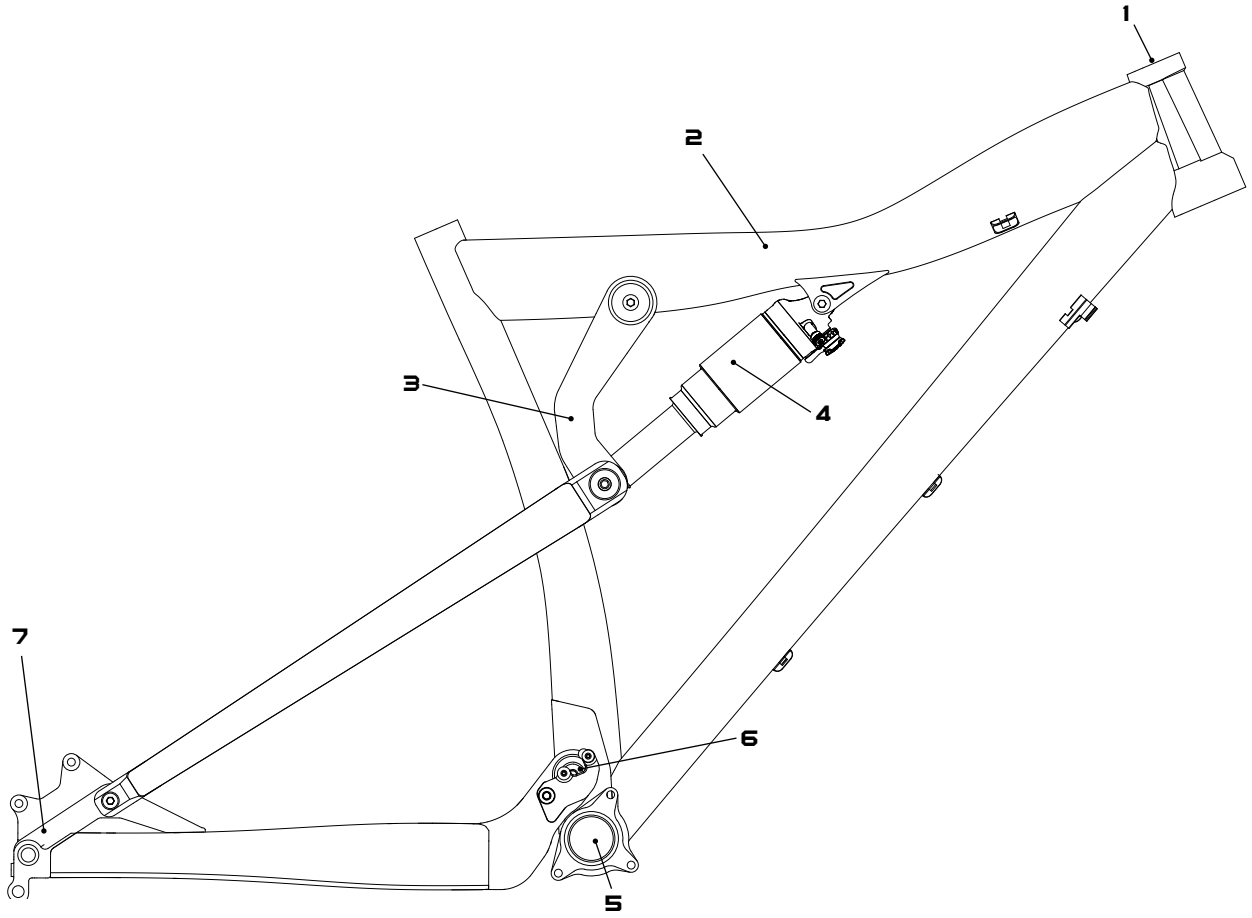
Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility and when done properly helps reduce the risk of injury and damage to your bicycle. This manual outlines basic setup and maintenance recommendations of your new Yeti. Because it is impossible to anticipate every situation or condition that may occur during the assembly, setup and maintenance of your bicycle, Yeti recommends that all service and repairs be performed by an authorized Yeti dealer.

This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. The combination of the safety alert symbol and the word "Warning" indicates a potentially hazardous situation in which, if not avoided, could result in serious injury or death. The combination of the safety alert symbol and the word "Caution" indicates a potentially hazardous situation in which, if not avoided, may result in minor injuries or damage to your bicycle or a component of your bicycle. Be sure to read and understand all "Warnings" and "Cautions".

⚠ **Warning:** Make sure you review and understand the warnings, instructions and content of this manual and accompanying manuals for your bicycle.

⚠ **Warning:** Technological advances have made bicycles and bicycle components more complex and the pace of innovation is increasing. It is impossible for this manual or accompanying manuals to provide all the information required to properly repair and maintain your bicycle. In order to help minimize the changes of injury, it is critical for you to have work performed by an authorized Yeti dealer.

Frame Features



1. **TAPERED HEADTUBE**
   The bottom cup uses the 1.5" and the top cup is 1-1/8". This creates a very stiff front end in combination with a tapered fork without adding additional weight.

2. **HYDRFORMED TOP TUBE**
   The hydroformed tube produces a stronger, lighter, and more rigid tube for increased stiffness while reducing weight. It also allows for greater stand-over clearance.

3. **CARBON DOGBONE**
   The dogbone here at Yeti is an integral part of our suspension design. Structurally, the dogbone significantly reduces side to side flex of the swingarm. Additionally it prevents any side loading on the rear shock. This is important as to not limit the performance or life of the rear shock. With any design, the shock should not be depended on for structural support

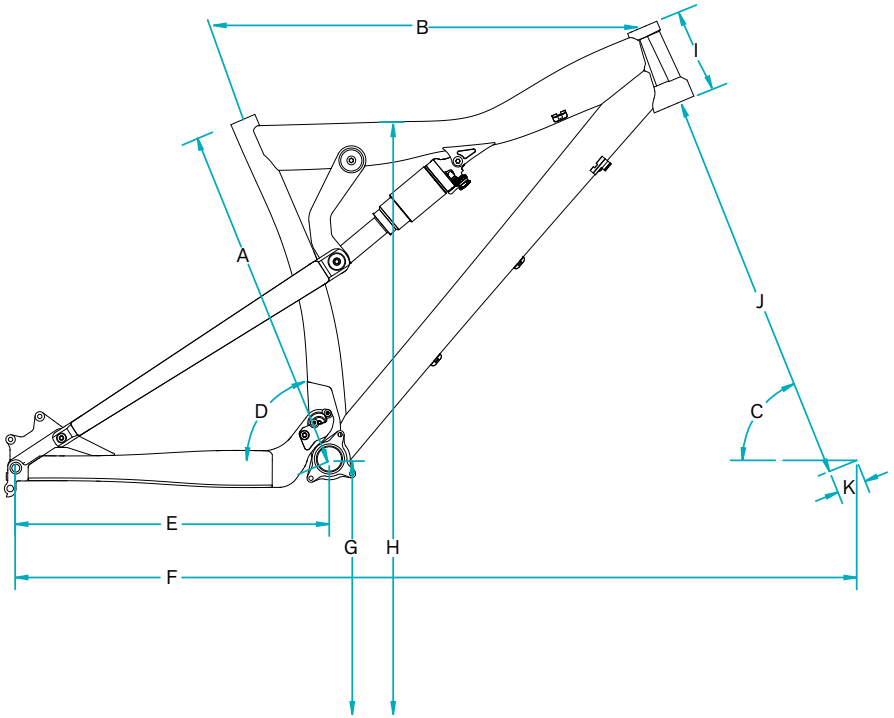
4. **SHOCK**
   8.5" eye-to-eye / 2.5" stroke. The frame accommodates a Fox RP23, DHX 5.0 AIR, or DHX RC4.

5. **BOTTOM BRACKET**
   73mm bottom bracket shell

6. **FRONT DERAILLEUR MOUNT**
   The AS-R 7 utilizes a direct mount placed on the main pivot for the front derailleur. This allows the front derailleur to stay in perfect shift alignment throughout the frame travel.

7. **DROPOUTS**
   The rear dropouts use a 142mm spacing with a 12mm axle.

Geometry



GEOMETRY AS-R 7

160 MM FORK

	SM	MD	LG
A	17.7	18.9	19.9
B	22.6	23.6	24.6
C	67.0	67.0	67.0
D	66.8	66.8	66.8
E	16.9	16.9	16.9
F	44.5	45.5	46.5
G	13.8	13.8	13.8
H	31.5	32.0	32.0
I	4.50	4.50	5.10
J	21.45	21.45	21.45
K	1.55	1.55	1.55

*All measurements are in inches.

MAINTENANCE? Not sure how to work on your own bike? Contact your authorized Yeti dealer or visit www.parktool.com and check out the repair help section. This section contains detailed instruction on many of the service items listed in the maintenance schedule.

Maintenance

MAINTENANCE Following these guidelines will help maintain the performance of your bicycle and prevent more serious problems from arising. It is important to remember that service intervals can vary depending on climate, trail conditions and riding frequency.

ACTION	WEEKLY	MONTHLY	3 MONTHS	ANNUALLY
Clean and lube chain	x			
Check tire pressure	x			
Clean bike of mud and debris (never spray water directly into frame or components)	x			
Check brake function	x			
Check shock pressure, if applicable	x			
Check for loose bolts and tighten, if necessary	x			
Check headset and tighten / loosen, if necessary		x		
Thoroughly clean pivot points with a rag (do not lubricate)		x		
Replace brake pads, if necessary			x	
Check tires for wear			x	
Check spoke tension and retention, if necessary			x	
Check chain for worn, damaged, or loose links, replace chain if necessary			x	
Complete tune-up performed by an authorized Yeti dealer				x

TORQUE We have attached a brief list of torque specifications for bolts and components that may need to be tightened while performing basic maintenance. This is just a guide. For specific torque, specifications, please contact the component manufacturer directly.

TORQUE SPECS	
Pivot Bolts	125 - 150
Derailleur Hanger Bolts	30 - 45
Handlebar Binder Bolt	150 - 180
Stem Binder Bolt	175 - 260
Seatpost Binder Bolt	150 - 180
Saddle Clamp Bolts	175 - 250
Rear Derailleur	70 - 86
Front Derailleur Clamp	45 - 60
Chainring Bolts	88 - 132

Caution: The torque specifications listed should be used as a guide when performing maintenance. Technological advances have made bicycles and bicycle components more complex, and the pace of innovation is increasing. Because of these advances, Yeti recommends that you refer to the torque specifications of the manufacture's component you are adjusting. In order to help minimize the chances of injury, do not perform any maintenance that you are no confident can be completed within your abilities.

Setup-Fox RP23

1 **AIR PRESSURE** The main air spring controls the sag of the shock. For the AS-R 7 to ride properly it is important to setup the shock with the correct amount of sag. For general riding use 25-30% of the shock stroke. To increase sag reduce the main spring air pressure. To reduce sag increase the main spring air pressure. Refer to the quick start guide to get your starting air pressure.

2 **SAG** Once you have set your baseline air pressure you need to measure the sag. To measure the sag slide the travel indicator (O-Ring) up against the shock body. With a friend supporting the bike, sit on the saddle (do not bounce) and allow your body weight to compress the shock. Once you have compressed the shock, get off the bike and measure the distance between the shock body and the new position of the travel indicator (O-Ring). This is your sag. Refer to the guide below for the percentage of sag equivalents for the measurement recorded.

Firm ride - 25% sag **Plush ride -** 30% sag

3 **PRO-PEDAL** The pro-pedal dampening has two settings and three levels of adjustment and is controlled by the blue lever (formerly the lock-out lever). The two settings are open and propedal. Use each setting to adjust the shock for different riding conditions and situations. For example use propedal for riding to the top of the mountain and then switch to open for the descent.

The pro pedal knob has three different levels of dampening: (1) light, (2) medium and (3) heavy pro-pedal. If the bike feels too firm, put it on a light setting, and if it feels too sluggish, turn it to the stiffer setting.

4 **REBOUND** The rebound adjustment has 8-10 clicks of adjustment. The rebound knob is the red adjustment dial located above your blue pro-pedal adjustment lever. As a general rule, adjustments that are too fast (counter-clockwise adjustment) will produce a springy ride with excessive kick-up of the rear end causing a bucking sensation. Adjustments that are too slow (clockwise adjustment) will cause packing of the rear wheel indicated by a sluggish ride feeling ride.

Slower rebound - turn the knob clockwise
Faster rebound - turn the knob counter-clockwise

Setup-Fox DHX Air

SETUP OVERVIEW The DHX 5.0 employs both speed sensitive rebound damping and positive sensitive compression damping. There are three external adjustments that affect the compression and one external adjustment for the rebound. The three compression adjustments are bottom-out resistance, boost valve and pro-pedal. The pro-pedal controls the anti-bob properties of the shock or the first part of the shock's stroke; the bottom-out resistance controls the end of the shock stroke; and the boost valve damping links these two adjustments together to create a seamless transition through the entire stroke. The boost valve also decouples the pro-pedal and bottom-out resistance making these adjustments independent of each other.

1 **AIR PRESSURE** The main air spring controls the sag of the shock. For the AS-R 7 to ride properly it is important to setup the shock with the correct amount of sag. For general riding use 20-30% of the shock stroke. To increase sag reduce the main spring air pressure. To reduce sag increase the main spring air pressure. Refer to the quick start guide to get your starting air pressure.

Firm Ride -25% sag
Plush ride - 30% sag

Warning: Use of the shock with improper air pressure can cause loss of dampening and malfunction of the shock.

2 **BOOST VALVE** The DHX 5.0 has an air pressure range of 125-200 psi, and it must be pressurized for the shock to work properly. The Boost Valve allows the Pro-Pedal (beginning compression) and the Bottom-Out Resistance (ending compression) to work seamlessly together. Because of this relationship the Boost Valve pressure affects both the Bottom-Out Resistance and the Pro-Pedal Adjustments (see adjustment relation).

Lower pressures (125 – 150 psi)- Will decrease bottoming resistance and lessen pro-pedal stiffness at a given setting.
Higher pressures (160 – 200 psi)- Will increase bottoming resistance and stiffen pro-pedal at a given setting.

Warning: Never ride your bike with more than 200 PSI, or less than 125 PSI in the reservoir air chamber. Doing so can damage your shock and require repairs that are NOT covered under warranty

Setup-Fox DHX Air

3 **SAG** Once you have set your baseline air pressure you need to measure the sag. To measure the sag slide the travel indicator (O-Ring) up against the shock body. With a friend supporting the bike, sit on the saddle (do not bounce) and allow your body weight to compress the shock. Once you have compressed the shock, get off the bike and measure the distance between the shock body and the new position of the travel indicator (O-Ring). This is your sag. Refer to the guide below for the percentage of sag equivalents for the measurement recorded.

4 **BOTTOM-OUT RESISTANCE** The bottom-out adjuster has three full turns of adjustment. This adjustment controls the bottom out resistance of the shock, or the compression on the final part of the shock's stroke. If you feel like you are bottoming-out the shock on big hits, you can minimize this sensation by increasing the bottom-out resistance.

More resistance - clockwise rotation
Less resistance - counter-clockwise rotation
The adjuster can be turned by hand or with a 4mm allen key. The allen key should be placed into one of the holes on the perimeter of the adjuster.

5 **PRO-PEDAL** The ProPedal adjustment switch allows the rider to adjust the amount of ProPedal damping using a 2-position switch, which varies from FIRM to SOFT. ProPedal damping affects the initial part of the compression stroke and is designed to control pedal-induced suspension bob.

The switch has two (2) positions:
More ProPedal damping, rotate the ProPedal switch clockwise.
Lighter ProPedal damping, rotate the ProPedal switch counterclockwise.

6 **REBOUND** The rebound adjustment has a 22 click range. As a general rule, adjustments that are too fast (counter-clockwise) will produce a springy ride with excessive kick-up of the rear end. Adjustments that are too slow (clockwise) will cause packing of the rear wheel and give the bike a sluggish feel.

Slower rebound - turn the knob clockwise
Faster rebound - turn the knob counter-clockwise

Setup- FOX RC4

SETUP OVERVIEW The DHX RC4 employs both speed sensitive rebound damping and position sensitive compression damping. There are four external adjustments that affect the compression and one external adjustment for the rebound. The four compression adjustments are the Bottom Out Resistance, Boost Valve, High Speed Compression, and Low Speed Compression. Bottom out resistance affects the final part of the compression stroke, Boost Valve provides position – sensitive end stroke damping; this allows for a seamless transition from small bumps to big drop bottom-outs. The Low Speed Compression adjuster affects the compression damping during slow speed suspension movements, such as pedaling, g-outs or smooth jump landings and the High Speed Compression adjuster affects the compression damping during medium-to-fast suspension movements, such as steep jump faces, flat jump landings, and square edge bumps.

1 **BOTTOM OUT RESISTANCE** The bottom-out adjuster has 4 turns of adjustment. This adjustment controls the bottoming resistance of the shock, meaning it controls the compression on the final part of the shocks stroke. The adjuster can be turned with a 3mm allen key inserted into one of the holes around the perimeter of the dial.

More Resistance – clockwise rotation
Less Resistance – counter-clockwise rotation

2 **BOOST VALVE** The DHX RC4 has an air pressure range of 125-200 psi, and it must be pressurized. The boost valve allows for seamless transition from small bumps to big drop bottom-outs.

For more bottom-out control, add 10-15 pounds of air pressure, to a maximum of 200psi.
For less bottom out control, decrease the shocks air pressure by 10-15 pounds with the pump's bleed valve, to a minimum of 125 psi

Warning: Never ride your bike with more than 200 PSI, or less than 125 PSI in the reservoir air chamber. Doing so can damage your shock and require repairs that are NOT covered under warranty

Setup Cont. Fox-RC4

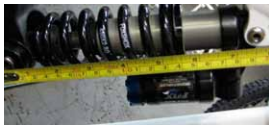
3 **LOW SPEED COMPRESSION** The LSC adjuster has an 18 click range of adjustment that is able to be adjusted by hand. The LSC adjuster primarily affects the compression damping during slow speed suspension movements.

More low-speed compression damping – Clockwise rotation
Less low-speed compression damping – Counter-clockwise rotation

4 **HIGH SPEED COMPRESSION** The HSC adjuster has a twelve click range that can be adjusted by inserting a 2.5mm allen key into one of the angled holes. The HSC adjuster mainly affects the compression damping during medium-to-fast suspension movements.

More high-speed compression damping - Clockwise rotation
Less high-speed compression damping - Counter clockwise rotation

5 **SAG SETUP** Use 20-30% percent of the shocks stroke for trail use. To determine sag, first measure the distance between the centers of each shock mounting bolt (eye-to-eye) and record this number. Make sure you have the correct spring for your weight.
>2010 ASR-7 eye-to-eye 8.5"
Next, sit on the bike and record the new eye-to-eye measurement. Subtract the static eye-to-eye measurement and you get your sag in inches. An easy way to calculate sag is to multiply the shock travel by your desired sag percentage.
>2010 ASR-7 stroke 2.50"



6 **REBOUND** Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style, and conditions. A rule of thumb is that the rebound should be as fast as possible without kicking back and pushing the rider off the saddle. The rebound has approximately 15 clicks of adjustment. For slower rebound, turn the red adjuster knob clock wise. For faster rebound, turn the red adjuster knob counterclockwise.

QUICK START GUIDE RP23

AIR SPRING SETTINGS

Rider Weight (lbs)	120	130	140	150	160	170	180	190	200	210
Air Pressure (psi)	145	155	165	175	185	195	205	215	225	235

SAG SETTINGS

Sag %	25	30
Measured (mm)	12.5	15

***EXTERNAL ADJUSTMENTS**

Rebound	5 Clicks
Pro-Pedal Lever	On//Active
Pro-Pedal Knob	Min/Light

QUICK START GUIDE DHX AIR

AIR SPRING SETTINGS

Rider Weight (lbs)	125	135	145	155	165	175	180	190	200	210
Air Pressure (psi)	160	170	180	190	200	210	220	230	240	250
Boost Valve Settings	110	115	125	130	140	145	155	160	170	175

SAG SETTINGS

Sag %	25	30
Measured (mm)	12.5	.15

***EXTERNAL ADJUSTMENTS**

Rebound	10 Clicks
Bottom-Out Resistance	1.5 Turns
Pro-Pedal Lever	Min. Settings

QUICK START GUIDE RC4

SAG SETTINGS

Sag %	20	25	30
Eye-to-Eye (inches)	8.0"	7.875"	7.75"

SPRING CHART (IN/LBS)	450	500	550
Min. rider weight (lbs)	140	165	190
Max. rider weight (lbs)	165	190	220

***EXTERNAL ADJUSTMENTS**

Rebound	6 Clicks
Bottom-Out Resistance	1.5 Turns
Low Speed Compression	10 Clicks
High Speed Compression	2 Turns

*All quick start setting adjustments are clockwise rotation from all the way out or a full counter-clockwise position.

BOLT-ON CABLE GUIDES 2011 Yeti frames use bolt-on cable guides for routing brake and shift housing. The guides allow for clean cable routing and thier two-piece design keeps the housing from contacting the frame and marring the finish.

Cable Setup

The AS-R 7 has full cable housing. By using full cable housing, we have eliminated break points in the line of your shifter housing. This allows riders to experience better overall shifting performance by reducing the entrance of unwanted elements such as sweat and sediment. Use of full cable housing helps prevent corrosion from the elements and keeps the shifting smoother for a longer period of time.

Caution: The failure to properly route shifter housing can cause malfunction of the shift mechanism and unexpected shifting of gears.

1 **REAR DERAILLEUR** Fit the housing from the rear shifter along the drive side of the head tube and down the cable stops. There are three bolt-on cable stop groups on the down tube to which the housing and brake line can be attached, each with three positions to secure housing. Fit the rear housing line along the down tube into these stops, using the position closest to the drive side.

Next route the housing over the bottom bracket and through the cable guide on the front derailleur mount. Run the housing through the two guides on top of the drive side chainstay and affix with cable clips or zip ties. The kevlar chainstay protector should cover the full length housing on the chainstay. Loop the housing into the rear derailleur to finish.

2 **FRONT DERAILLEUR** Fit a piece of housing from the front shifter across the head tube and down the three bolt-on cable stop groups on the down tube. Use the middle position on the cable guides for the front derailleur housing.

Next route the housing into the cable stop on the bottom of the chainstay yoke. The stop is offset to the drive side of the yoke. The wire cable will run through the cable stop and chainstay and then attach to the front derailleur.

3 **REAR BRAKE** The rear brake line loops across the head tube and into the bolt-on cable stops on the down tube. Use the position closest to the non-drive side on the cable guides for the rear brake line.

Next route the brake line above the bottom bracket shell and across the non drive chainstay. Affix the line to the two cable guides on the chain stay with cable clips or zip ties. Ensure the line is finished on the inside of the seatstay when attached to the caliper body. This will prevent the brake line from being compromised if the bike or rider falls.

Assembly

TOOLS NEEDED

- Dead blow hammer
- Guide pin Tool
- 6mm allen key
- Two- 5mm allen key
- 4mm T-handle allen key
- 2.5mm allen key
- Grease
- Locktite

TIME
30-45 minutes depending on condition of the bike

YETI TIPS

- Make sure your tools are in good condition. A worn allen key can round the hex on a bolt preventing proper torque. Be careful when using ballpoint allen wrenches for the same reason.
- Torque settings are listed throughout the instructions. It is also important to prep all bolt threads. The instructions denote whether to use a blue Loctite compound or grease.
- Not every tool may be needed for the assembly / disassembly of your bike. The list encompasses all the tools necessary to completely assemble and disassemble a each bike.

Warning: Service on Yeti bicycles requires special knowledge and tools. Yeti Cycles recommends that all service and repairs be performed by an authorized Yeti dealer.

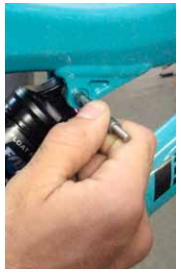
THREAD PREP Yeti recommends prepping all bolt threads at once on your work bench with Loctite or grease. This will ensure that all bolts are used in assembly. The medium strength (blue) Loctite formula along with proper torque is ideal to keep the bolts snug.

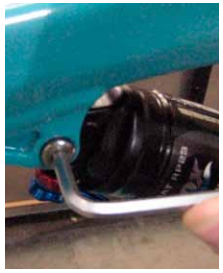
Assembly

1 **DOGBONE & SHOCK SETUP** Press bearings (PN 300020031) flush into the bottom of the dogbone with the shoulders facing out. Next press bearings (PN 300020031) into top of the dogbone making sure shoulders are facing in.

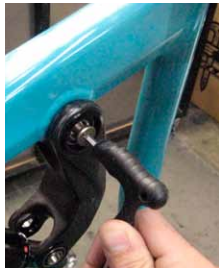
2 **DOGBONE & SHOCK MOUNTING ASSEMBLY** Insert two 22mm reducers into the shock and tap into place with a dead blow hammer.

3 **DOGBONE & SHOCK MOUNTING ASSEMBLY** Slide the front of the shock into the frame mount. Attach the shock to the frame with a M6 x 31mm Ti female bolt and a M6x1x12 Ti male bolt. Use the guide pin tool to align the shock in the frame while inserting the female bolt. Ensure the female bolt enters the frame through the drive side and that each Ti bolt has the appropriate washer. Apply locktite to the male bolt and tighten using two 5mm allen keys.
Torque: 90-95 in/lbs





4 **DOGBONE & SHOCK MOUNTING ASSEMBLY** Attach the dogbone in the frame using a12.7x56mm pivot pin and a 15mm male pivot bolt. Apply grease to the outside of the pivot pin and the threads of the male pivot bolt. Use a dead blow hammer to insert the 56mm pivot pin through the drive side of the frame and the top of the dogbone. Use a15mm male bolt on the non-drive side and tighten the dogbone into place with a 4mm and 6mm allen key.



5 **REAR TRIANGLE ASSEMBLY** Slide the chainstay over the main pivot, using the grooves in the swingarm to properly align it over the main pivot bore.

6 **MOUNTING REAR TRIANGLE** Install the main pivot pin from the drive side using a dead blow hammer. Be sure to lightly coat the pivot pin with grease. Thread the main pivot pin cap into the non drive side of the pivot pin. Use a generous amount of grease on the male threads. Tighten the pin and cap with two 5mm allen keys. Torque 115-125 in/lbs

TIP: While installing the female pivot pin, align the chainstay with the main pivot bore in the front triangle with your free index finger.

7 **MOUNTING REAR TRIANGLE** Attach the seat stays to the secured chainstay. Slide the seatstay over the chainstay pivot tabs making sure the Yeti logo on the cross brace is facing up. Secure the seatstay with a female 16.5mm bolt and an M6x1x12 Ti male bolt on the drive and non-drive sides. Ensure each bolt has the proper washer installed. Prep the male bolts with locktite and tighten each assembly with two 5mm allen keys.

Torque 90-95 in/lbs

8 **MOUNTING REAR TRIANGLE** Align the top of the seatstay with the bottom of the dogbone and insert the seatstay dogbone pin through the bearings on the seatstays and dogbone on the drive side. Ensure the collar on the pin sits flush with the bearing on the seatstay. Repeat this process for the non drive side of the frame.

Assembly Cont.

9 **SHOCK MOUNTING ASSEMBLY** Slide a shock pivot spacer over each of the exposed portion of the seatstay dogbone pins installed in step eight. The edge of each spacer should be flush with the inside edge of each dogbone seatstay pin.

10 **SHOCK MOUNTING ASSEMBLY** Rotate the bottom of the shock into the dogbone and seatstay. Use the guide pin tool to align the shock, dogbone, and seatstay. Insert the female M5x44 stainless shock bolt through the drive side of the frame. Apply locktite to the male M5x12 stainless shock bolt and tighten the assembly with two 5mm allen keys.

11 **COMPLETE ASSEMBLY** Double check alignment of all frame components and refer to the torque settings chart to ensure all bolts are properly tightened on frame.

Disassembly Tips

1 **REAR TRIANGLE DISASSEMBLY** At the seatstay junction, remove the stainless male shock bolt from the female stainless shock bolt with two 5mm allen keys.

2 **REAR TRIANGLE DISASSEMBLY** Insert the guide pin tool into the stainless female bolt and use a dead blow hammer to tap the bolt out of the frame. Be prepared to catch the bolt as it exits the drive side of the frame. Leave the guide pin in the frame during the next step.

3 **REAR TRIANGLE DISSASSEMBLY** Remove the male main pivot bolt from the female main pivot pin with a 5mm allen key. Use a punch and a dead blow hammer to remove the main pivot pin from the chainstay and front triangle.

Tip: Brace the front triangle of the frame with your body while removing the main pivot pin. This will help prevent any damage to the front triangle and swingarm, and will allow for easier removal of the pin.

4 **REAR TRIANGLE DISSASSEMBLY** Remove the guide pin from the seatstay junction and remove the shock pivot spacers and seatstay dogbone pins. Pull the seatstays and chainstays off of the frame.

CHANGES We strive to make the best bikes in the world. Because of this dedication, we continually make changes to our bikes as needed. As the bikes are improved, assembly and setup instructions may be affected. Any amendments to the existing Owner's Manual can be found on our website at www.yeticycles.com.

Disassembly Tips

5 **SHOCK AND DOGBONE DISSASSEMBLY** Remove the male dogbone pivot pin bolt from the female pivot pin using a 4mm allen key. Use a punch and a dead blow hammer to remove the female pin from the dogbone and frame.

6 **SHOCK AND DOGBONE DISSASSEMBLY** Remove the Ti male bolt from the 31.0 female Ti bolt holding the shock on the frame using two 5mm allen keys. Insert the guide pin tool into the female bolt and use a dead blow hammer to tap the bolt out of the frame. Be prepared to catch the bolt as it exits the drive side of the frame

1 **AXLE SYSTEM** Slide the threaded axle through the non drive side of the frame and the hub. Lightly grease the threads on the axle and tighten into the axle nut on the drive side of the frame with a 5mm allen key. Torque 40-45 in/lbs

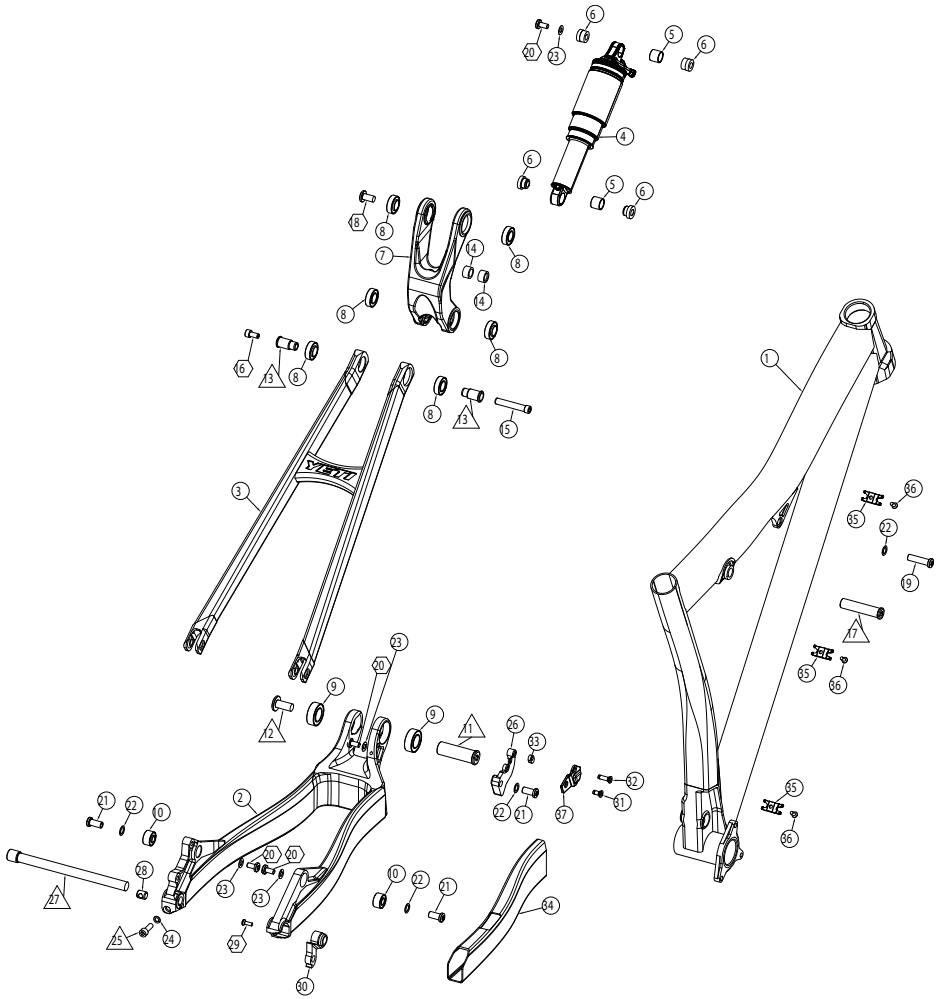
2 **AXLE SYSTEM** Tighten the pinch bolt on the non drive side dropout to secure the axle. Use a 5mm allen key. Torque 75-85 in/lbs

1 **ASR7 FRONT DERAILLEUR MOUNT** Insert the front derailleur mount into the drive side chainstay yoke. Ensure the cable guide on the mount is facing out.

2 **ASR7 FRONT DERAILLEUR MOUNT** Attach the mount with a Ti female M6x16.5 bolt and a M6x1x12 Ti male bolt. Ensure each bolt has the proper washer installed. Prep the male bolt with locktite and tighten the assembly with two 5mm allen keys.

REBUILD KITS The individual components of each Yeti bike are not sold separately. All Yeti parts are sold in rebuild kits listed below. Each and every part can be obtained by purchasing one of the rebuild kits. Cross reference the part number you desire from the parts lists.

Exploded Views



PARTS LIST

	DESCRIPTION	QTY
1	Front tri (SM, MD, LG)	1
2	ASR7 Chainstay	1
3	ASR7 Seatstay	1
4	Fox DHX Air or RP23 (8.5 X 2.5 in)	1
5	Fox Garlock	2
6	Reducer - 22mm	4
7	ASR7 Carbon Dogbone	1
8	Bearing 37802 2RS MAX	6
9	Bearing 6903 2RS MAX	2
10	Bearing 698 2RS	2
11	Bearing Pin 52.4 mm	1
12	Bearing Pin Bolt M10X1X22	1
13	ASR7 SS DB Pin (12.7 X 19 mm)	2
14	ASR7 Shock Pivot Spacer (15 X 8.55 mm)	2
15	ASR7 Stainless Shock Bolt Female (M5 X 44 mm)	1
16	ASR7 Stainless Shock Bolt Male (M5 X 12 mm)	1
17	Pivot Pin (12.7mm X 56mm)	1
18	Pivot Pin Bolt (M8 X 15mm)	1
19	Bolt-Ti-Female (M6 X 31 mm)	1
20	Bolt-Ti-Male (M6 X 1 X 12 mm)	4
21	Bolt-Ti-Female (M6 X 16.5 mm)	3
22	Washer (8.5 X 12.5 X 0.5 mm)	4
23	Washer (6.5 X 12.5 X 0.5 mm)	4
24	Washer (9.85X6.2X1mm)	1
25	Bolt Cap Skt HD M6x1x18 mm	1
37	FD E-Type Cover Plate	1

PARTS LIST

	DESCRIPTION	QTY
26	ASR7 FD Mount	1
27	ASR7 Axle	1
28	Barrel Insert (M6)	1
29	Bolt Flat (M4 X 10 mm)	1
30	ASR7 Derailleur Hanger	1
31	Custom Bolt M5X12	1
32	Custom Bolt M5X18	1
33	FD E-Type Spacer	1
34	Chainstay Protector	1
35	Cable Guide Triple	3
36	Bolt Flat HD M4X.7X12	3
37	FD E-Type Cover Plate	1

Parts List

PART NUMBER	DESCRIPTION	QTY.
200020147	ASR-7 '09-'11 BEARING REBUILD	1
300020001	BEARING 6903 MAX	2
300020031	BEARING 37802 2RSMAX	6
300020036	BEARING 698MAX EXT RACE 1.5	2
200020148	AS-R 7 '09-'11 MASTER REBUILD	1
300020001	BEARING 6903 MAX	2
300020031	BEARING 37802 2RSMAX	6
300020036	BEARING 698MAX EXT RACE 1.5	2
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	4
300030069	WASHER SS 8.5MM ID 12.5MM OD .	4
300030110	BOLT-TI-MALE M6X1 12MM	4
300030114	BOLT-TI-FEMALE 8X16.5MM	3
300030131	BOLT-STAINLESS-FEMALE M5X44MM	1
300030132	BOLT-STAINLESS-MALE M5X12MM	1
300030133	SHOCK PIVOT SPACER 15 X 8.55	2
300030186	BOLT-TI-FEMALE 8.0X31.0MM	1
300030188	PIVOT PIN 17X7.5/10X1THRD 52.4	1
300030189	PIVOT PIN BOLT M10 X 1 X 22	1
300030198	PIVOT PIN CAP 12.7MM	1
300030203	DOGBONE PIVOT INSERT 12.7X19MM	2
300030204	PIVOT PIN 12.7X56MM	1
300030190	BOLT TI FEMALE 8 X 40.5MM M6X1	1
300030186	BOLT TI FEMALE 8 X 31.0MM M6X1	1
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	3
300030069	WASHER SS 8.5MM ID 12.5MM OD	3
300030110	BOLT TI MALE M6X1 12MM M6X1	3
200020150	ASR-7 '09-'11 HARDWARE KIT	1
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	4
300030069	WASHER SS 8.5MM ID 12.5MM OD .	4
300030110	BOLT-TI-MALE M6X1 12MM	4
300030114	BOLT-TI-FEMALE 8X16.5MM	3
300030131	BOLT-STAINLESS-FEMALE M5X44MM	1
300030132	BOLT-STAINLESS-MALE M5X12MM	1

PART NUMBER	DESCRIPTION	QTY.
300030133	SHOCK PIVOT SPACER 15 X 8.55	2
300030186	BOLT-TI-FEMALE 8.0X31.0MM	1
300030188	PIVOT PIN 17X7.5/10X1THRD 52.4	1
300030189	PIVOT PIN BOLT M10 X 1 X 22	1
300030198	PIVOT PIN CAP 12.7MM	1
300030203	DOGBONE PIVOT INSERT 12.7X19MM	2
300030204	PIVOT PIN 12.7X56MM	1
200020159	ASR-7 '09-'11 AXLE KIT	1
300030122	BOLT CAP SCKT HD M6X1X18	1
300030214	WASHER 9.85 X 6.2 X 1	1
300040370	ASR-7 AXLE 12MMX217MM	1
300040380	BARREL INSERT-M6 ROLLED THREAD	1
500050143	ASR-7 CABLE GUIDE KIT	1
300030135	BOLT FLAT HEAD M4X7X12	3
300040385	CABLE GUIDE TRIPLE	3

Warranty

YETI LIMITED (2) TWO YEAR FRAME WARRANTY (applies to 303 DH, 303 RDH, 25TH 303 DH, AS-R 7 > 160MM Fork, DH-9, AS-X, 4X, DJ, SX)
Yeti Cycles will repair or replace, at its option, any frame it determines to be defective materials and / or workmanship. The (2) two year limited warranty is conditioned upon the bicycle being ridden under normal conditions and having been properly maintained. This warranty does not apply to the components attached to the frameset such as suspension components, wheels, drive train, brakes, seatpost, handlebar and stem. This warranty applies only to the original owner and is non-transferable. This warranty is void if the bicycle was not properly assembled by an authorized Yeti dealer.

YETI LIMITED (5) FIVE YEAR FRAME WARRANTY(applies to AS-R 5 Carbon, AS-R 5 Alloy, AS-R Carbon, AS-R Alloy, AS-R-sl(c), AS-R, AS-R 7 w/160MM Fork, 575, ARC, ARC-X, Big Top 29'R, FRO, Kokopelli)
Yeti Cycles will repair or replace, at its option, any frame it determines to be defective materials and / or workmanship. The (5) five year limited warranty is conditioned upon the bicycle being ridden under normal conditions and having been properly maintained. This warranty does not apply to the components attached to the frameset such as suspension components, wheels, drive train, brakes, seatpost, handlebar and stem. This warranty applies only to the original owner and is non-transferable. This warranty is void if the bicycle was not properly assembled by an authorized Yeti dealer.

ADDITIONAL CONDITIONS
These limited warranties do not apply to normal wear and tear, nor to claimed defects, malfunction or failures that result from abuse, neglect, improper assembly, improper maintenance, alteration, collision, crash or misuse. The original owner shall pay all labor charges connected with the repair or removal of all components. Under no circumstances does this limited warranty include of the cost of travel or shipment to and from an authorized Yeti dealer. In order to exercise your rights under these limited warranties, the bicycle or frameset must be presented to an authorized Yeti dealer, together with proof of purchase.

- The above warranties have been in effect since January 2000. All Yeti frames sold prior to that date had a limited (1) one year warranty on the frameset.
- No Fault Replacement Policy
- Yeti Cycles will make replacement parts available at a minimum charge to the original owner in the event of a crash or any other non-warranty situation. Yeti Cycles does this at its sole discretion and reserves the right to refuse this offer.
- If you have a warranty concern, please contact your authorized Yeti dealer.

NO FAULT REPLACEMENT POLICY
Yeti Cycles will make replacement parts available at a minimum charge to the original owner in the event of a crash or any other non-warranty situation. Yeti Cycles does this at its sole discretion and reserve the right to refuse this offer. If you have a warranty concern, please contact you authorized Yeti dealer.

PRODUCT LIFE CYCLE
Every Yeti frameset has a useful product life cycle. The length of that useful product life cycle will vary depending on the construction and materials of the frameset, maintenance and care the frameset receives, and the amount and type of use the frameset is subjected to over its life. Yeti recommends that an authorized Yeti dealer should inspect the frame for stress annually. Frame stress could cause potential failure and the signs are usually apparent in the form of cracks, fracture lines, deformation, dents and other visual indicators of abnormality. These safety checks for frame stress are important to prevent accidents, injury to the cyclist and product failure of a Yeti frameset.

DISCLAIMER
Yeti Cycles is not responsible for any damages to you or others arising from riding, transporting or other use of your bicycle. In the event that your frame breaks or malfunctions, Yeti Cycles shall have no liability or obligation beyond the repair or replacement of your frame pursuant to the terms outline in this warranty.

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BUSINESS HOURS
Monday-Friday
8AM-11:30AM, 1:00PM-5:30PM
(Mountain Time)