YETI

enriderdriven

ASRC OWNERS MANUAL 08

YETI CYCLES
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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.

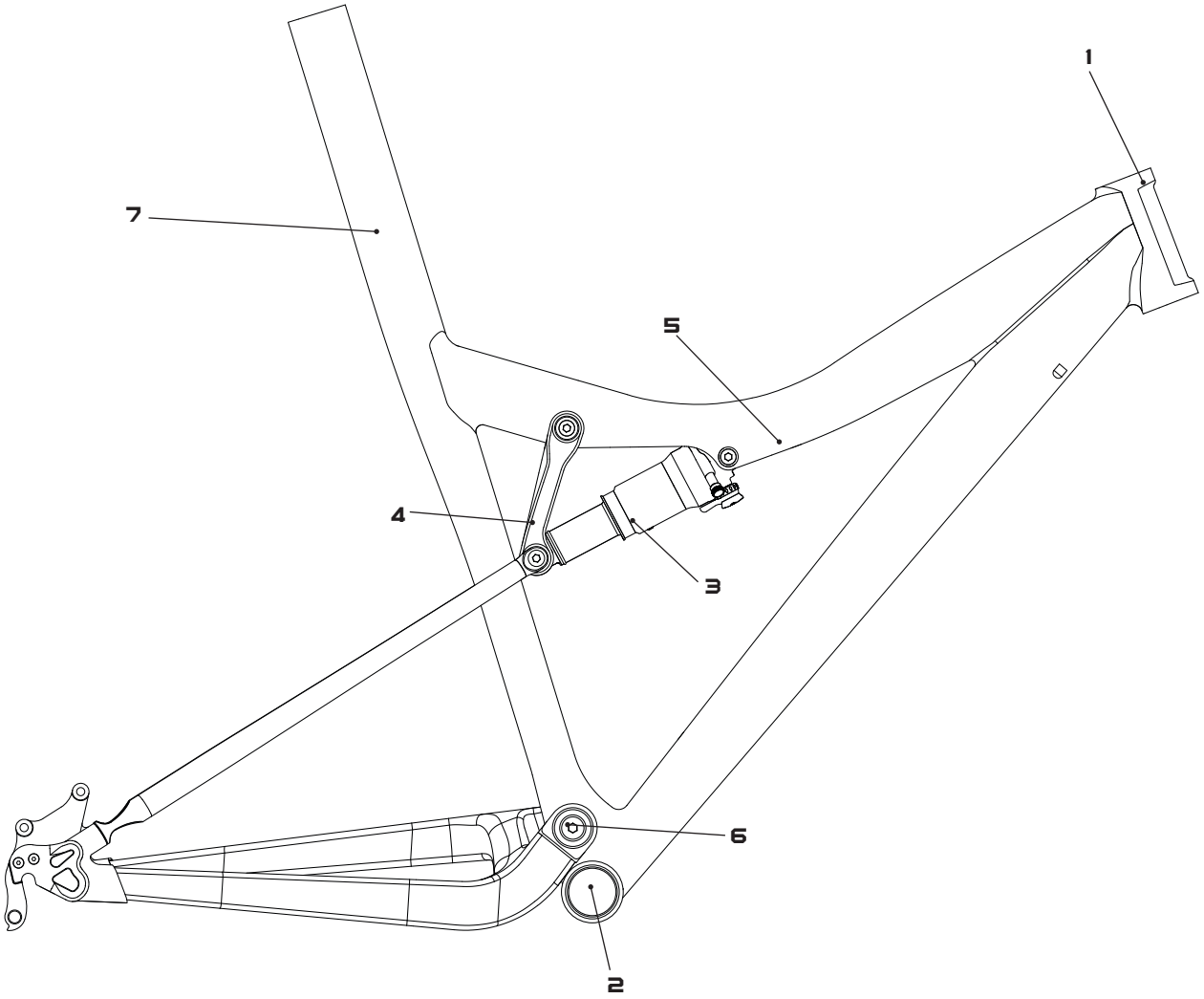
Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility and when done properly helps reduce the risk of injury and damage to your bicycle. This manual outlines basic setup and maintenance recommendations of your new Yeti. Because 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. **FULL CARBON FRAME**
   The front and rear triangles are constructed entirely of hand-laid carbon fiber with co-molded aluminum lugs at the bearing and pivot connections.

2. **BOTTOM BRACKET**
   The bottom bracket is a press-fit-style instead of the traditional threaded cups. This reduces weight and adds another level of stiffness.

3. **SHOCK**
   6.5" eye-to-eye 1.5" stroke.

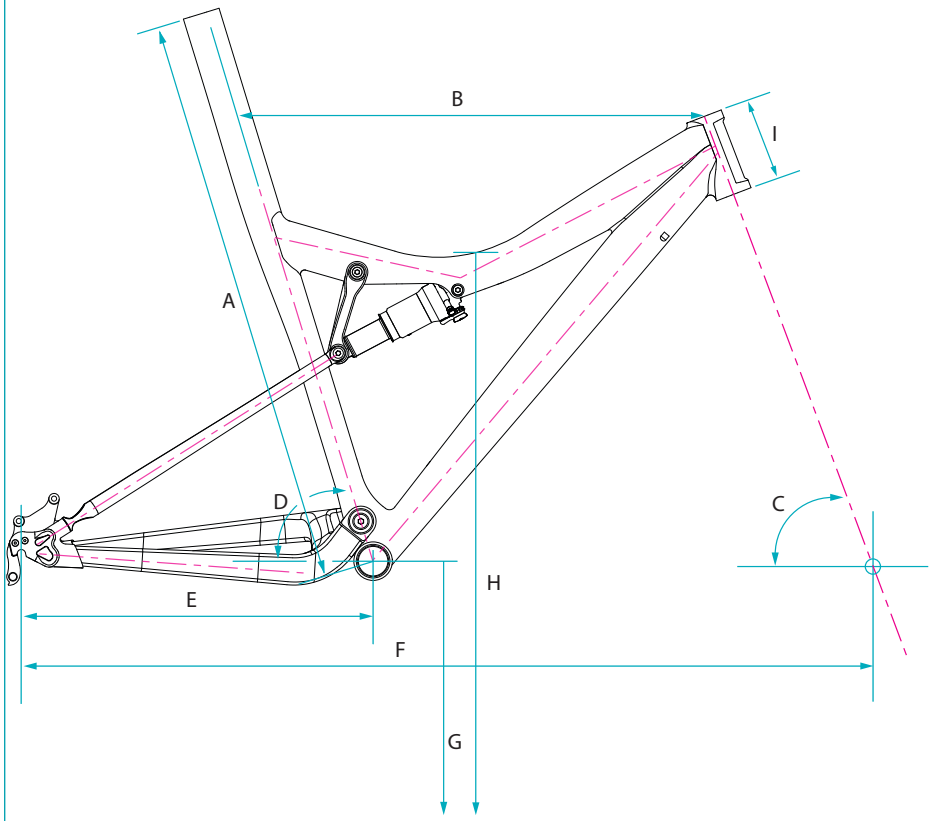
4. **DOGBONE**
   The carbon dogbone helps create the ideal shock rate and provides a solid connection between the front and rear of the bike.

5. **TOP TUBE**
   Curved top tube allows for greater standover for all types of riders

6. **MAIN PIVOT**
   Oversized sealed bearings on main pivot for low maintenance and stiction-free performance.

7. **INTEGRATED SEATMAST**
   The seat mast greatly improves the power transfer to the pedals. The seat mast is cut to a rider's spec and the clamp allows up to +/- 1 inch of adjustment.

Geometry



GEOMETRY AS-R CARBON

100 MM FORK (RIDE HEIGHT 471MM)

	S	M	L
A	27.6	28.3	30.7
B	22.4	23.4	24.4
C	69	69	69
D	73	73	73
E	16.9	16.9	16.9
F	42.5	43.5	44.6
G	12.75	12.75	12.75
H	27.4	27.4	27.7
I	4	4.5	5.25

*All measurements are in inches.

MAINTENANCE? If you are having trouble with any of the maintenance tasks that need to be performed contact your local 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.

Bike Setup

TOOLS NEEDED

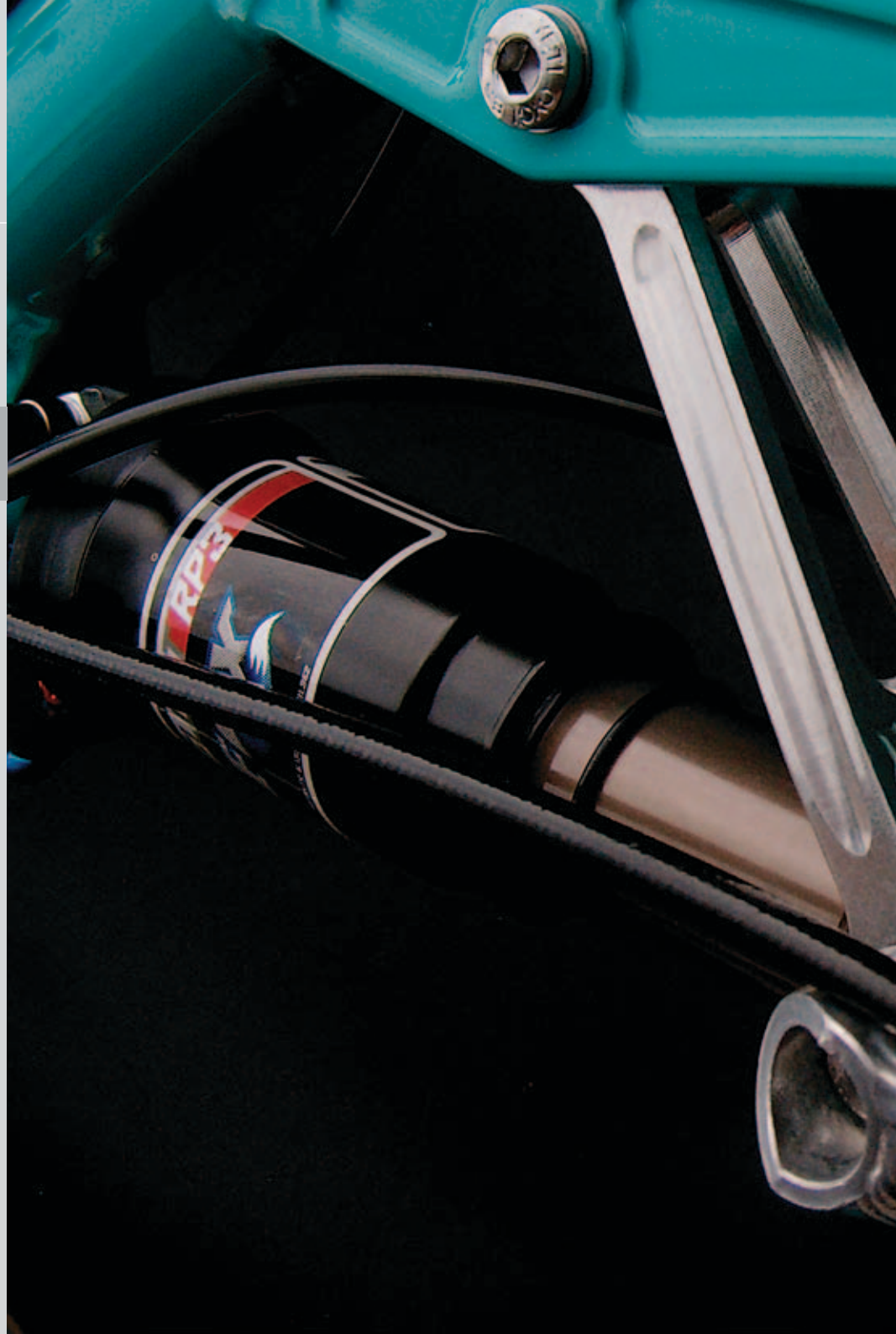
- Shock Pump
- Tape Measure

TIME
15-20 minutes

YETI TIPS

- Inspect your shock for any visible damage. If oil is leaking or you notice any damage to the surfaces or seals, please contact the Fox Racing Shox service center for repair at 800.FOX.SHOX.

- Removing the shock from the linkage will require the Yeti linkage tool for proper assembly and disassembly. The tool can be purchased online at www.yeticycles.com or through an authorized Yeti dealer.



Setup-Fox RP23

1 **AIR PRESSURE** The main air spring controls the sag of the shock. For the 575 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 (5mm to 10mm). 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- 20-25% sag
Plush ride- 30% sag

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 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.

3 **PRO-PEDAL** The pro-pedal damping has three levels of adjustment and is controlled by the blue lever (formerly the lock-out lever). The three different levels of damping are light, medium and heavy pro-pedal.

We recommend setting the pro-pedal in the middle of its adjustment range (position 2). If you feel like the bike is too firm and is not absorbing the small bumps, flick the lever left to the light setting. If the bike feels sluggish and you want the suspension to feel more efficient, turn the lever right to the stiffer setting.

4 **REBOUND** The rebound adjustment has a nine-click range. 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

Quick Start Guide

QUICK START GUIDE RP23 AS-R CARBON

AIR SPRING SETTINGS

Rider Weight lbs	125	135	145	155	165	175	185	195	205	215
Air Pressure (psi)	105	115	125	135	140	150	155	165	175	185

SAG SETTINGS

Sag %	20	25	30
Measured (inches)	.300	.375	.400

***EXTERNAL ADJUSTMENTS**

Rebound	5 Clicks
Pro-Pedal Lever	On//Active
Pro-Pedal Knob	Position 2

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

PROPEDAL™

WHAT IS PRO-PEDAL? Pro-pedal is a compression tune that gives the right amount of low-speed compression to filter out unwanted rider-induced bob without sacrificing critical mid- and high-speed damping. No flushing through your travel, no wasted setup time, and no energy-sucking suspension movement. Just super efficient pedaling performance ready for hits of any size.

HOUSING END CAPS Yeti recommends using metal end caps to maintain the integrity of the housing. The metal caps do not allow the cable to pull through as do the plastic versions. Do not mix up the shift and brake housing because it will result in a loss in performance.

Line Setup

The AS-R 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 a piece of housing from the rear shifter across the head tube into the cable stop on non-drive side of the top tube.

Take another piece of housing and secure it in the second stop on the non-drive side of the top tube. Run the housing over the shock in to the stop on the seatstay. Make sure there is enough housing so it does not bind on the shock body.

The last piece of housing is run from the second stop on the seatstay into the derailleur.

2 **FRONT DERAILLEUR** Fit a piece of housing from the front shifter across the head tube into the first cable stop on drive side of the down tube. Run exposed cable down the down tube to cable guide on the bottom bracket shell.

3 **REAR BRAKE** Run the brake line across the head tube to the first open cable stop on the non-drive side of the top tube.

Run the line down along the shock body and into the first open cable stop on the seatstay. Continue down into the second stop on the seatstay and attach the line to the caliper.

Tip: Use zip ties or cable clips to mount brake line to open cable stops along bike,

Assembly

TOOLS NEEDED

- Dead blow hammer
- Two - 5mm allen keys
- 6mm allen key
- 4mm allen key
- Linkage tool

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.
- The linkage tool is necessary to properly disassemble and reassemble the linkage. Using a hammer to tap out the pin can cause damage to the linkage and shock.
- 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 threads with Loctite or grease. The medium strength (blue) formula along with proper torque is ideal for keep the bolts snug.

Assembly

1 **DOGBONE & SHOCK SETUP** Slide bearings flush into bottom of dogbone with shoulder racing out. Put space between bearings so you do not crush the carbon dogbone (spacer is not included in kit) while you press in bearings in arbor press.

Repeat for top of dogbone with shoulders facing in (space is not necessary, use ledge of arbor press to protect carbon).

2 **DOG & SHOCK MOUNTING ASSEMBLY** Now insert 23.5mm reducers into shock and hammer into place with dead blow hammer. Twist lower portion of shock 180 degrees so white screw is pointing downward in relation to valve core.

3 **DOG & SHOCK MOUNTING ASSEMBLY** Push shock into lower portion of dogbone.

4 **DOG & SHOCK MOUNTING ASSEMBLY** Hang shock and dogbone assembly off of frame. Insert 34.0mm Ti female bolt through drive side (The right side when standing behind the seat tube) for the shock. Use Ti male bolt on non-drive side to tighten shock into place with 5mm allen key while supporting lower end of assembly.

Tip: Do not over-torque Ti bolts or they may fracture.

Note: Use workstand adapter before clamping bike into bikestand.

5 **REAR TRIANGLE ASSEMBLY** Install the dogbone using the 40.5mm Ti female bolt and the Ti male bolt. Use Ti male bolt on non-drive side to tighten dogbone into place with 5mm allen key.

Tip: If needed you can use dead blow hammer to help with female bolt installation.

6 **REAR TRIANGLE ASSEMBLY** Press the bearings into the seatstays of the rear triangle with shoulders facing in. Slide the swing arm over the main pivot using the indentations in the swing arm to align.

7 **MOUNTING REAR TRIANGLE** Install the Fox Guide Pin in the seatstays, dogbone and shock to hold and align the three together, Use a dead blow hammer to hammer into place.

8 **MOUNTING REAR TRIANGLE** Install the main pivot at this point from the drive side of the bike. Use your dead blow hammer to hammer into place.

Once hammered into place, install and tighten the male pivot bolt.

Tip: Before and while hammering, align the swingarm with the main pivot of the front triangle by using your left index finer. Also, grease the threads of the male bolt and the outside of the pivot pin so they don't bind, strip or seize over time.

Assembly Cont.

9 **MOUNTING REAR TRIANGLE** Screw a Loctite prepared Ti male bolt into the 46.5mm Ti stud. Now place the stud over the male portion of the Fox Guide Pin. Use your dead blow hammer to hammer Ti stud into place. Be prepared to catch the Fox tool as it exits the non-drive side of the bike.

10 **FRAME ASSEMBLY** Now install the other Ti male bolt with a 6.5mm ID washer into the non-drive side of the Ti stud you just hammered into place Tighten the assembly down and double check the alignment of your swing arm, dogbone and shock.

Tip: If there is any binding during the installation of the Ti stud, loosen the dogbone and seatstay pinch bolts to relieve the binding pressure during the installation process. If loosened, make sure the alignment is correct before tightening pinch bolts down.

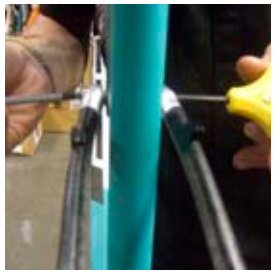
11 **BOTTOM BRACKET INSTALLATION** Lightly grease the inside of the bottom bracket shell. Push in by hand to get it started, and finish with dead blow hammer to lightly tap the bottom bracket in flush. Repeat on the non-drive side.

12 **COMPLETE ASSEMBLY** Double-check the alignment of the swingarm, dogbone, shock, and tightness of all other bolts. Make sure you used all hardware and nothing was forgotten.

Torque spec: 125-150 inch pounds.

Disassembly Tips

1 **REAR TRIANGLE DISASSEMBLY** Loosen up seatstay bolts without loosening up dogbone bolts. At the seatstay, dogbone and shock junction, back off Ti stud and Ti male bolt with a 5mm allen key.



2 **REAR TRIANGLE DISASSEMBLY** Insert Fox Guide Pin into Ti stud and use dead blow hammer to knock out of place. Be ready to catch the Ti stud as it exits the drive side of the bike.

3 **SHOCK & DOGBONE DISASSEMBLY** Back the main bolt all the way off of the main pivot bolt. Use punch and dead blow hammer to remove the main pivot. Hammer the male bolt so the main pivot exits the drive side of the bike.

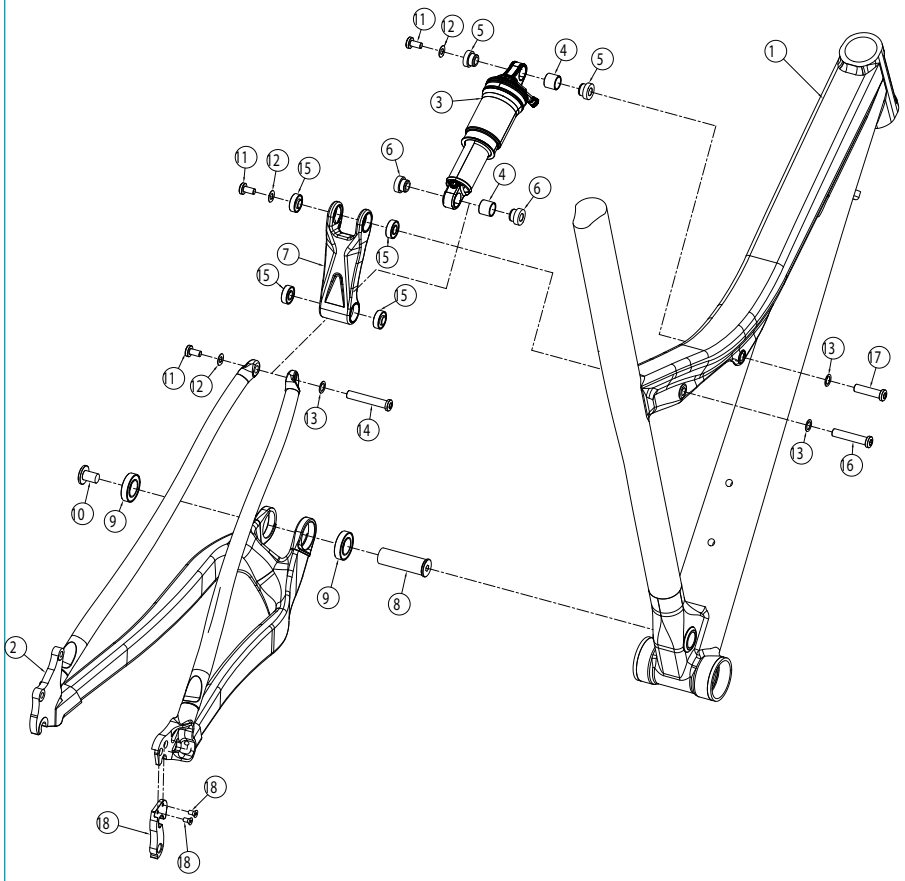
Tip: Stand with body flush against the front tri of the bike. Make sure you use an adequate sized punch to prevent damage to the internal threads of the main pivot bolt.

4 **SHOCK & DOGBONE DISASSEMBLY** Remove the guide pin from shock, dogbone and seatstay junction. Once you remove the guide pin, be prepared to catch swing arm. TO remove the shock and dogbone mountain bolts, place two 5mm allen keys on both ends of the bolt and turn counter clockwise. Once the male Yeti bolt is removed, take a 6mm allen key or Fox toll and tap out the female end.

Note: This method works for all three mounting bolts on a Fox Racing shock.

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 list to the rebuild list.

Exploded Views



PARTS LIST W/FOX SHOCK

	QTY.	PART #	DESCRIPTION
1	1	NA	Front Triangle
2	1	NA	Carbon Swingarm
3	1	NA	Rear Shock
4	2	300020020	Fox Garlock
5	2	300020034	Reducer- 22mm (Front)
6	2	300020037	Reducer- 23.5mm (Rear)
7	1	300040239	Carbon Dogbone
8	1	300030188	Pivot Pin (M10 x 17 x 52.4mm)
9	2	300020001	Bearing 6903
10	1	300030189	Pivot Pin Bolt (M10)
11	7	300030110	Bolt-Ti-Male (M6 x 1 x 12mm)
12	5	300030062	Washer (6.5 X 12.5 X 0.5mm)
13	5	300030069	Washer (8.5 x 12.5 x 0.5mm)
14	1	300030112	Bolt-Ti-Female (M6 x 46.5mm)
15	4	300020036	Bearing 698
16	1	300030190	Bolt-Ti-Female (M6 x 40.5mm)
17	1	300030186	Bolt-Ti-Female (M6 x 8 x 31mm)
18	1	300060045	Derailleur Hanger w/ Fasteners

Parts List

PART NUMBER	DESCRIPTION		QTY.
200020128	AS-R C '08-'10 DOGBONE W/ BEARING		1
	300020036	BEARING 698 MAX EXT RACE 1 X 1.5MM	4
	300040239	AS-R CARBON DOGBONE	1
200020137	AS-R C '08-'10 BEARING REBUILD KIT		1
	300020001	BEARING 6903 MAX	2
	300020036	BEARING 698MAX EXT RACE 1.5	4
200020138	AS-R C '08-'10 MASTER REBUILD KIT		1
	300020001	BEARING 6903 MAX	2
	300020036	BEARING 698MAX EXT RACE 1.5	4
	300030190	BOLT TI FEMALE 8X40.5MM	1
	300030111	BOLT-TI-FEMALE 8.0X34.0MM	1
	300030112	BOLT-TI-FEMALE 8.0X46.5MM	1
	300030110	BOLT-TI-MALE M6X1 12MM	3
	300030188	PIVOT PIN 17X7.5/10X1THRD 52.4	1
	300030189	PIVOT PIN BOLT M10 X 1 X 22	1
	300020034	REDUCER FOX 8X22MM	2
	300020037	REDUCER FOX 8X23.5MM	2
	300030062	WASHER SS 6.5MM ID 12.5 OD .5M	3
	300030069	WASHER SS 8.5MM ID 12.5MM OD .	3
200020139	AS-R C '08-10 MOUNTING HARDWARE		1
	300030069	WASHER SS 8.5MM ID 12.5MM OD	3
	300030186	BOLT TI FEMALE 8 X 31.0MM M6X1	1
	300030062	WASHER SS 6.5MM ID 12.5 OD .5MM THK	3
	300030110	BOLT TI MALE M6 X 1 12MM M6X1	3
	300030190	BOLT TI FEMALE 8 X 40.5MM M6X1	1
	300030112	BOLT TI FEMALE 8 X 46.5MM M6X1	1

Warranty

YETI LIMITED (2) TWO YEAR FRAME WARRANTY (applies to 303, 4X, DJ)
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 sl, AS-R Carbon, 575, ARC, ARC-X)
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.

CONTACT INFO

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BUSINESS HOURS

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