

# YETI ASRc OWNER'S MANUAL



**YETI CYCLES**  
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**YETI**  
CYCLES

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# CONGRATULATIONS ON YOUR PURCHASE OF A NEW YETI.

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, your Yeti bicycle will provide endless hours of two-wheeled fun.

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 manufactures. 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 your local 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.

**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 the accompanying manuals to provide all the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an injury, it is critical for you to have work performed by an authorized Yeti retailer.

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 your local authorized Yeti Dealer.

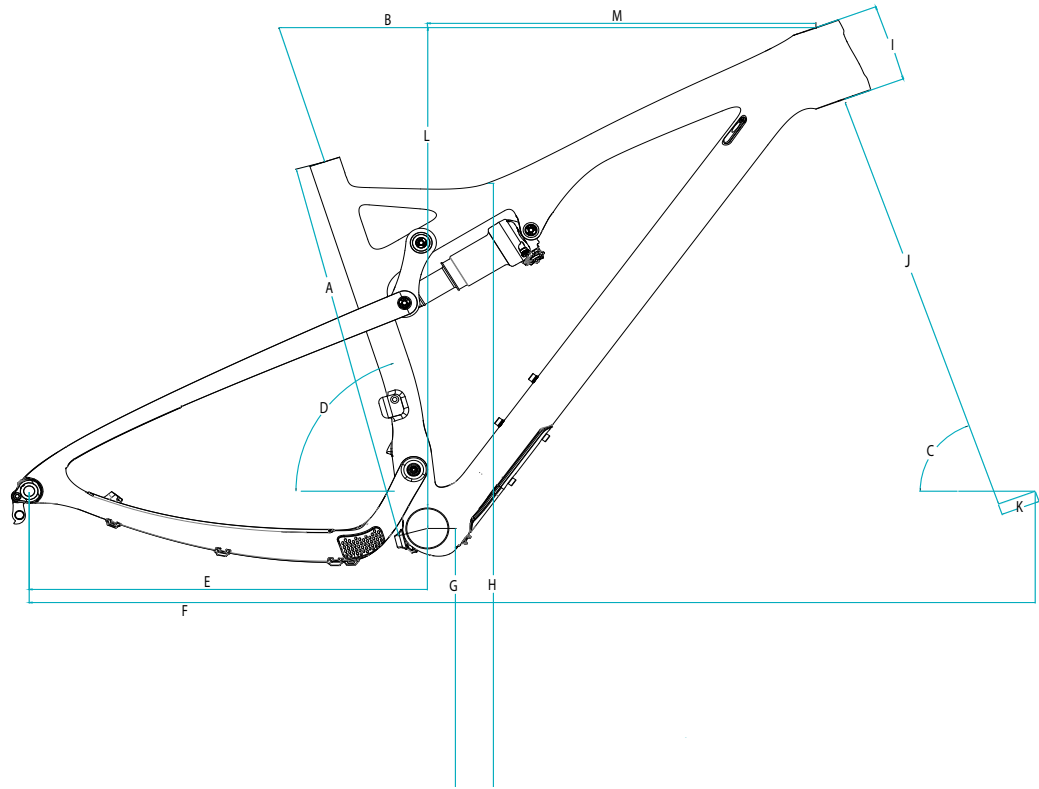
This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. The word "Warning" indicates a potentially hazardous situation in which, if not avoided, could result in serious injury or death. The word "Caution" indicates a potentially 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 of the Warnings and Cautions listed in the manual.

# OUR NEW ASR-C IS A CROSS-COUNTRY RACE MACHINE WITH AN ENDURO ALTER-EGO.

1. HIGH MODULUS CARBON CONSTRUCTION
2. SIGNATURE YETI "LOOPSTAYS"
3. CARBON LINK
4. OVERSIZED PIVOT PINS WITH ENDURO MAX BEARINGS
5. TAPERED INSET HEADTUBE (44MM/56MM)
6. CUSTOM CHAIN-SLAP GUARDS
7. CUSTOM DOWNTUBE GUARD
8. CABLE ROUTING FOR INTERNALLY ROUTED HEIGHT ADJUSTABLE SEAT POST
9. DIRECT MOUNT FRONT DERAILLEUR
10. INTERNAL SHIFTER AND BRAKE ROUTING
11. TWO WATER BOTTLE MOUNTS
12. 27.5" WHEELS ON XS, SM / 29" WHEELS ON MD, LG AND XL

1. Yeti's custom high modulus carbon construction offers unparalleled stiffness and ride quality. It also offers best in category frame weight.
2. Distinctive and functional Loopstays provide unparalleled ride quality and stiffness.
3. Full carbon linkage reduces weight and increases stiffness. Plus it looks pretty sweet too!
4. All pivots on the ASR-C are oversized and use custom Enduro Max bearings for smooth suspension and maximum wear life.
5. Our tapered inset head tube creates a stiff front end for superior handling as well as a wide range of compatibility with forks and headsets.
6. With all of our bikes we make custom frame protectors, the ASR-C is no exception.
7. Custom molded down tube protector keeps the frame looking fresher longer and protects against the inevitable rock impacts.
8. This may be an "XC" bike, but it has the soul of an enduro machine. We know you'll be riding it with a dropper post.
9. The direct mount front derailleur allows for simple, light and precise front shifting.
10. Internally routed shift cable routing keeps the cables clean and keeps the bike's lines clean too.
11. The ASR-C is still an "XC" rig, so we included 2 water bottle mounting locations.
12. We size the wheels to fit the rider, not the conventions. XS and SM frames use 27.5 wheels to keep the rider on the bike, not in it.

# GEOMETRY



## FOX 32 / 120MM FORK

	XS	SM	MD	LG	XL
A	15.0	16.5	17.5	19.0	20.5
B	21.7	22.7	23.7	25.7	25.7
C	68.0	68.0	69.1	69.1	69.1
D	72.0	72.0	72.0	72.0	72.0
E	17.3	17.3	17.5	17.5	17.5
F	42.2	43.3	44.5	45.5	46.5
G	13.0	13.0	13.0	13.0	13.0
H	28.7	28.7	28.7	28.8	28.9
I	4.2	4.8	3.5	4.4	5.2
J	20.0	20.0	20.5	20.5	20.5
K	1.73	1.73	1.73	1.73	1.73
L	22.6	23.2	23.4	24.2	25.0
M	14.2	15.0	16.7	17.4	18.2
WHL	27.5	27.5	29.0	29.0	29.0

\*All measurements are in inches

## FIT

X-SMALL 4'11" (150 CM) - 5'3" (160 CM)

SMALL 5'3" (160 CM) - 5'7" (170 CM)

MEDIUM 5'7" (170 CM) - 5'11" (180 CM)

LARGE 5'11" (180 CM) - 6'3" (191 CM)

X-LARGE 6'3" (191 CM) - 6'6" (198 CM)

# KEEP YOUR YETI FRESH AND CLEAN

## OVERVIEW

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. If you are unsure about working on your own bicycle, contact your authorized Yeti Dealer or visit the repair help section at [www.parktool.com](http://www.parktool.com) for more information on general bicycle maintenance.

## SCHEDULE

	WEEKLY	MONTHLY	3 MONTHS	ANNUALLY
CLEAN AND LUBE CHAIN	■			
CHECK TIRE PRESSURE	■			
CLEAN BIKE OF MUD AND DEBRIS	■			
CHECK BRAKE FUNCTION	■			
CHECK SHOCK PRESSURE, IF APPLICABLE	■			
CHECK FOR LOOSE BOLTS AND TIGHTEN, IF NECESSARY	■			
CHECK HEADSET AND TIGHTEN / LOOSEN, IF NECESSARY		■		
THOROUGHLY CLEAN PIVOT POINTS WITH A RAG (DO NOT LUBRICATE)		■		
REPLACE BRAKE PADS, IF NECESSARY			■	
CHECK TIRES FOR WEAR			■	
CHECK SPOKE TENSION, RETENTION IF NECESSARY			■	
CHECK CHAIN FOR WEAR AND REPLACE IF NECESSARY			■	
COMPLETE TUNE-UP PERFORMED BY AN AUTHORIZED YETI DEALER				■

## TORQUE

Yeti recommends using a torque wrench when assembling your frame. Torque specifications for individual parts on the ASR-C are listed below, as well as in the step by step assembly instructions later in the manual. For general bicycle maintenance please consult the torque specifications of the manufacture's component you are adjusting.

## KEY TORQUE SPECS

PART NUMBER	DESCRIPTION	TORQUE (NM)
300030150	UPPER LINK PIVOT	5NM
300030154	LOWER LINK PIVOT	6.5NM
300030249	FRONT SHOCK MOUNT	6.5NM
300020047	MAIN PIVOT AXLE	9NM
300040454	MAIN PIVOT COLLET	13.5NM

# SHOCK SETUP

## 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.

Shock set-up can fluctuate greatly based on the rider. The set-up guide is intended as a base line to get the rider started. Experiment with your settings to find the set-up that works best for you.



## TOOLS NEEDED

- Shock Pump
- Tape Measure



## 01. AIR PRESSURE

The main air spring controls the sag of the shock. For the ASR-C to ride properly it is important to setup the shock with the correct amount of sag. For general riding the ASR-C works best with 25-30% or 11mm of shock sag. To increase the sag reduce the main spring air pressure. To reduce the sag increase the main spring air pressure.



## 02. 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.



## 03. REBOUND

The rebound adjustment has 14 clicks of adjustment. The rebound knob is the red adjustment dial located above the blue compression damping 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



# SHOCK SETUP



### 04. COMPRESSION DAMPING

The compression damping has three levels of adjustment and is controlled by the blue lever on the shock. The "climb" mode engages the firmest low-speed compression setting for maximum pedaling efficiency. The "trail" mode engages a moderate low-speed compression setting for an optimal blend of pedaling efficiency and bike control, on various riding terrain. Finally, the "descend" mode sets the low-speed compression setting to fully open, for maximum bike control and shock absorbency on steep, aggressive descents.

### 05. TRAIL ADJUST

The trail adjust dial controls the "trail" mode low speed compression adjustment. It has three levels of adjustment and is controlled by the black dial on the shock body. Turning the dial clockwise increases low speed compression damping, making the shock feel stiffer under low speed compressions. Turning the dial counter-clockwise will decrease low speed compression damping, making the shock feel softer under low speed compressions. Please note this adjustment only affects the shock performance while riding in "trail" mode.

### QUICK START GUIDE - CTD ADJUST

ADJUSTMENT	SETTING
AIR SPRING SETTING (PSI)	RIDER WEIGHT LESS 10 PSI
MEASURED SAG (MM)	11MM
REBOUND	*5 CLICKS
COMPRESSION DAMPING	BASED ON TERRAIN
TRAIL ADJUST	POSITION 2

*\*All clicks are counted clockwise, rotating from the all the way out or counter - clockwise dial position.*



# CABLE SETUP

## YETI TIPS

The ASR-C uses internal routing for the derailleurs. By using internal routing we have eliminated exposure and cleaned up the look. This also reduces the entrance of unwanted elements such as sweat and sediment into your shifting system. Use of internal cable routing will leave the bike looking clean and keep your shifting smoother for a longer period of time.

**Caution:** The failure to properly route shifter housing can cause malfunction and unexpected shifting.

### 01. INTERNALLY ROUTED DROPPER POST

From the handle bar lever, your internally routed seat post line will parallel the rear brake line down the down tube. Curve the line around the bottom of the bottom bracket and up to the port on the back of the seat tube. The line should pass between the chain stay bridge and the front triangle. Each seat post is different, please follow the instructions from the manufacturer of your seat post for full installation procedure.



### 02. REAR BRAKE

From the handlebar, the rear brake line is routed around the non drive side of the head tube. There are zip tie cable housing guides down the down tube from there to the bottom bracket. Loosely zip tie the housing to each guide to allow for adjustment. Follow the housing guides under the BB to the non drive side chain stay leaving enough slack to allow for suspension movement. The housing should be routed on the inside of the chain stay to the caliper. Once everything is in place tighten your zip ties all the way.



### 03. REAR DERAILLEUR

Measure the appropriate amount of shifter housing. There are going to be two segments; one from the handlebar to the top housing stop port and one from the bottom housing stop port to the rear derailleur. From the shifter, run the housing parallel to the brake line around the head tube to the upper port on the non drive side of the down tube. Thread the cable through the down tube to the lower port just above the BB. Removing the lower housing stop port will make this easy. Thread the cable through the non drive side of the housing stop and re install. Thread the cable through the 2nd housing segment and route the housing along the underside of the drive side chain stay. Follow the housing guides to the derailleur, leaving enough slack to allow for suspension movement. Adjust your derailleur according to the manufacturers specifications. Note: You may want to route the front shift cable at the same time for easiest installation.



### 04. FRONT DERAILLEUR

Measure the appropriate amount of shifter housing. There are going to be two segments; one from the handlebar to the top housing stop port and one from the bottom housing stop port to the front derailleur. From the shifter, run the housing around the head tube to the upper housing stop port on the drive side of the down tube. Thread the cable through the down tube to the lower port just above the BB. Removing the lower housing stop port will make this easy. Thread the cable through the drive side of the housing stop and re install. From the lower housing stop port there is a short segment of housing to the stop on the back of the BB. Make sure there is a gentle curve in that segment to allow for smooth shifting. From there route the bare cable to your front derailleur and set up according to manufacturer specifications.



# ASSEMBLY

## YETI TIPS

Make sure your tools are in good condition. A worn allen key can round the hex on a bolt not allowing for proper torque.

Torque settings are listed throughout the instructions. It is important to properly prep all bolt threads. The instructions denote whether to use a Loctite compound or grease.

**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

## TOOLS NEEDED

- Dead blow hammer
- Two - 5mm allen keys
- 10mm allen key
- Guide pin tool
- Grease
- Blue Loctite (248)
- Pink Loctite (222)



**01.**

Find and place the upper link spacers while holding the link.



**02.**

While holding the upper link spacers slide the link in place. Have a Fox guide pin easy to reach before you do this. Slide the guide pin through the link, spacers and frame to hold everything in place.



**03.**

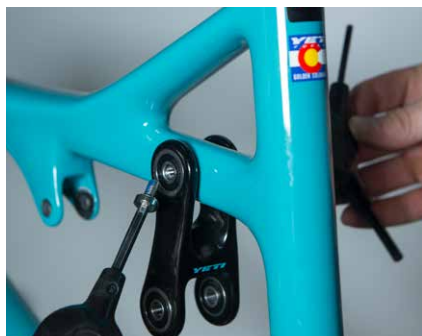
Using the Fox guide pin, insert the female upper link pivot pin. Remove the guide pin and place in an easy to reach place.



**04.**

Prep male bolt with blue (248) Loctite.





05.

Loosely thread the male bolt into the upper link pivot pin on the frame. Do not overtighten.



06.

Finish tightening the upper link pivot using a well calibrated torque wrench set to 5 Nm

Torque to 5 Nm



09.

Slide the main pivot axle into the swingarm through the non drive side. Using a Fox guide pin to align the pivot sleeve slide the main pivot axle through until it contacts the threads



10.

Thread the main pivot axle in using a 10mm allen wrench and torque to 9 Nm.

Torque to 9 Nm



07.

Prep the main pivot axle with grease.



08.

Slide the swing arm into place over the main pivot sleeve on the front triangle.



11.

Prep the lower link shock spacers with a small amount of grease. This will help them stay in place on the link.



12.

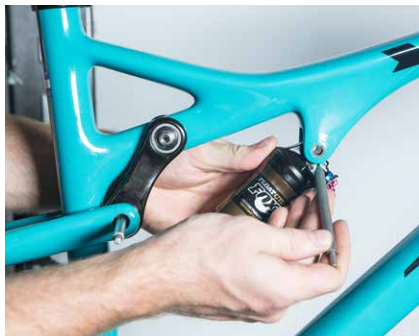
Place the shock spacing washers against the bearings on the inside of the link using the grease to hold them in place.





13.

Use a Fox guide pin to align the link, spacers and the swingarm.



14.

Slip the front shock mount into the front triangle and use another Fox guide pin to align and hold it in place.



17.

Using the guide pin slide the front shock mounting hardware through the frame and shock. Use a soft mallet to tap it through if necessary.



18.

Apply blue (248) Loctite to the male bolts for the shock mount and the lower link pivot at this time.



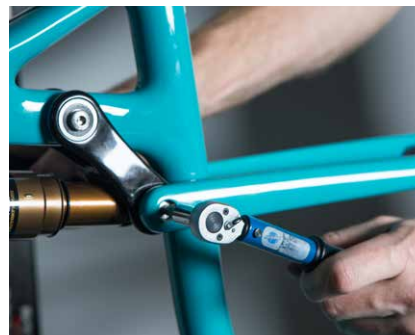
15.

pull the lower link guide pin back, leaving it partially in place. Give yourself clearance for the rear of the shock to slide into place. Place the shock into the link and reinsert the guide pin.



16.

Using the guide pin, slide the lower link pivot hardware through the swingarm, link and shock. Use a soft mallet to tap it through if necessary.



19.

Using a well calibrated torque, wrench tighten the lower link hardware to 6.5 Nm.

Torque to 6.5 Nm



20.

Using a well calibrated torque, wrench tighten the front shock mounting hardware to 6.5 Nm.

Torque to 6.5 Nm



**21.**

Prep your collet bolt with grease.



**22.**

Thread the collet bolt into the main pivot axle. Using a well calibrated torque wrench, torque to 13.5 Nm.

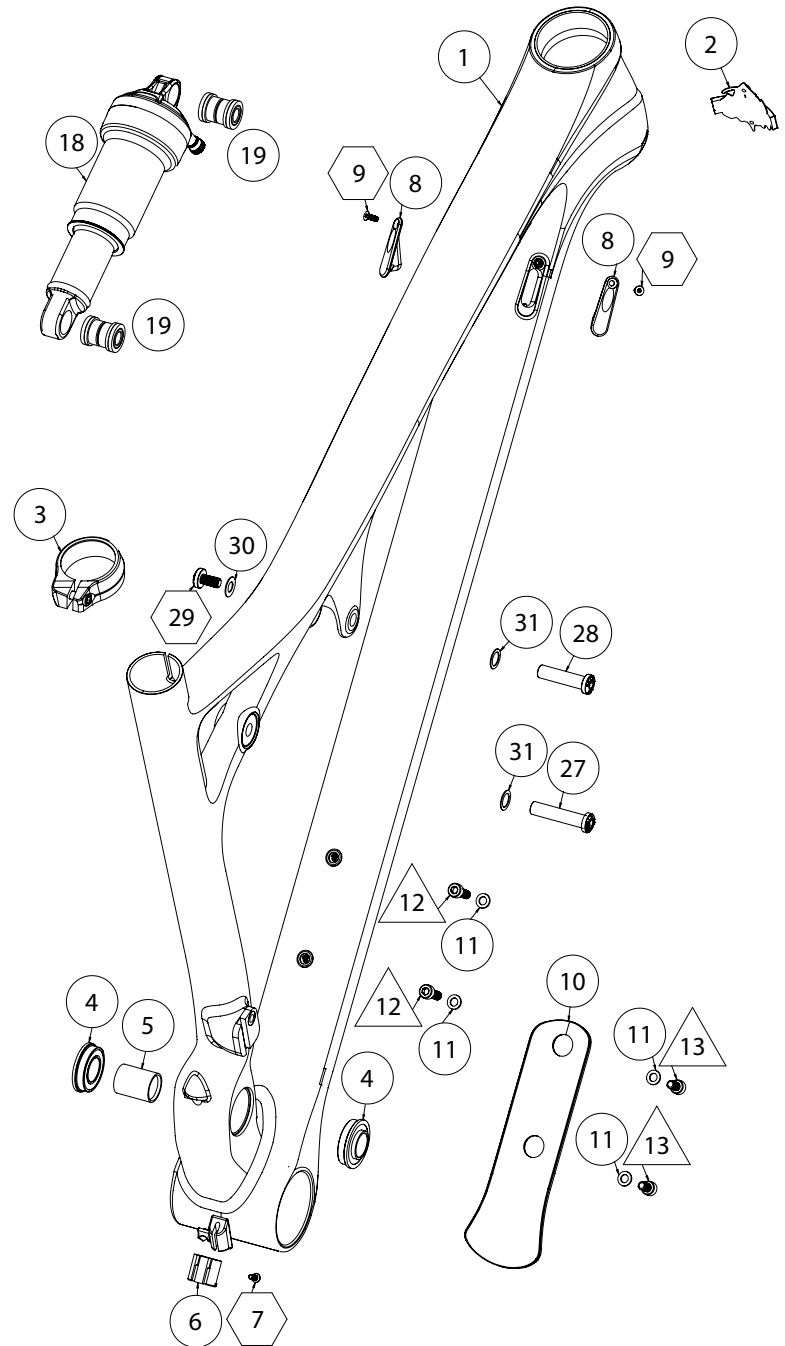
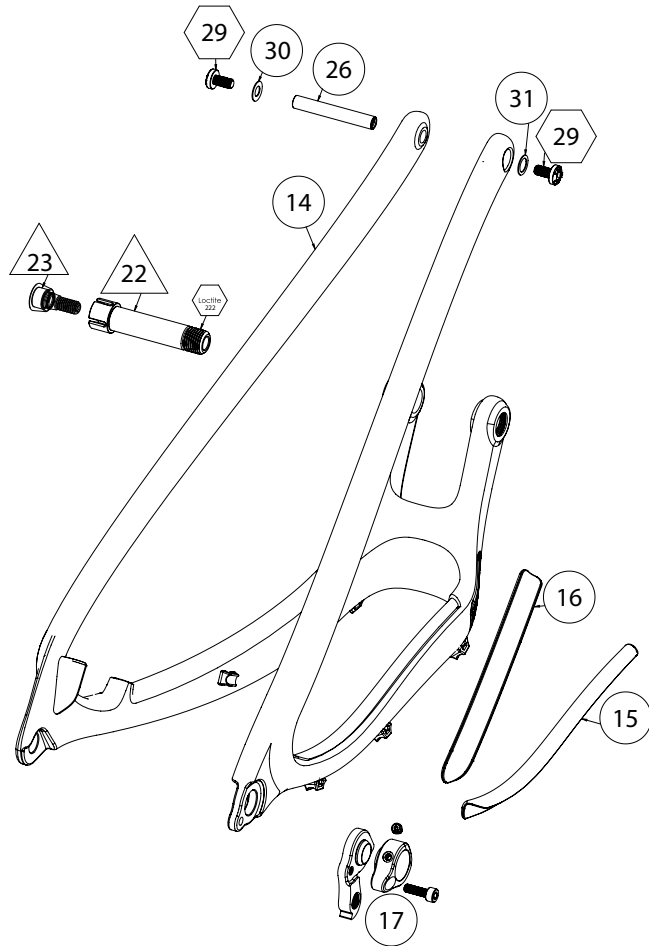
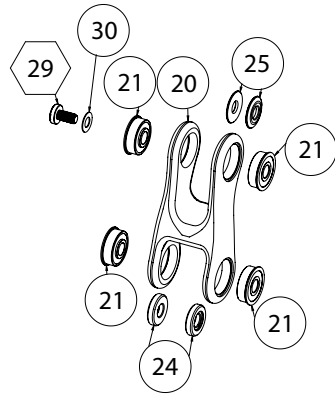
Torque to 13.5 Nm



**23.**

The completed ASR-Carbon frame. Now put some parts on it and go for a ride!

# EXPLODED VIEW



# EXPLODED VIEW PARTS LIST

ITEM#	PART #	DESCRIPTION	QTY
1	N/A	ASR-C FRONT TRIANGLE	1
2	300070006	ICE AXE HEAD BADGE	1
3	300060072	YETI SEAT CLAMP STANDARD	1
4	300020045	BEARING F6902 2RS-MAX 28X15X7 2P5-OUT	2
5	300030272	SPACER 15MM X 23.75MM	1
6	300040442	PORT STOP, DOWN TUBE LOWER	1
7	300030244	BOLT BUTTON HEAD (M3X0.5X8)	1
8	300040441	PORT STOP, DOWN TUBE UPPER	2
9	300030215	BOLT FLAT HEAD (M3X0.5X8)	2
10	400100107	PROTECTOR ASR-C DOWN TUBE	1
11	300030148	WASHER 5.1X8.9X1MM	4
12	300030010	BOLT-CAP H20 (M5 X 0.8 X 16MM)	2
13	300030119	SCREW CAP (M5X0P8X10)	2
14	N/A	ASR-C REAR TRIANGLE	1
15	400100108	CHAIN STAY PROTECTOR ASR-C 29	1
	400100117	CHAIN STAY PROTECTOR ASR-C 27.5	1
16	400100109	SEAT STAY PROTECTOR ASR-C 29	1
	400100118	SEAT STAY PROTECTOR ASR-C 27.5	1
17	300060070	12X142 HANGER STD KIT	1
18	N/A	FOX FLOAT CTD 6.5X1.5	1
19	214-09-006	FOX MOUNT KIT 21.84MM (22MM)	2
20	200020203	ASR-C LINK	1
21	300020048	BEARING 608-SRS-MAX 22X8X7 1-IN	4
22	300040457	COLLET_AXLE_15X51.5SX12.0T_M15X1.5	1
23	300040454	COLLET-WEDGE ASSEMBLY	1
24	300020047	SHOCK SPACER 4.5MM	2
25	300040451	INNER RACE EXTENDER	2

ITEM#	PART #	DESCRIPTION	QTY
26	300030288	STUD YETI TI FEMALE 8.0OD X 54MM, M6	1
27	300030150	BOLT YETI TI FEMALE 8.0OD X 36.5MM, M6	1
28	300030249	BOLT YETI TI FEMALE 8.0OD X 31.5MM, M6	1
29	300030151	BOLT TI MALE M6X12.0MM	4
30	300030062	WASHER 6.5X12.5X0.5 MM	3
31	300030069	WASHER 8.8X12.5X0.5 MM	3

## REBUILD KITS

PART #	DESCRIPTION	QTY
<b>200020220</b>	<b>LINK ASR-C W/BEARING</b>	<b>1</b>
<b>200020225</b>	<b>ASR-C CABLE GUIDE KIT</b>	
300030215	M3X.5X8 FLAT HEAD BOLT	1
300030244	M3X.5X8 BUTTON HEAD BOLT	2
300040441	PORT STOP DT UPPER	1
300040442	PORT STOP DT LOWER	2

# REBUILD KITS CONTINUED

PART #	DESCRIPTION	QTY
<b>200020222</b>	<b>ASR-C MASTER REBUILD KIT</b>	
300020045	BEARING F6902 2RS 28X15X7 OUT	2
300020047	SPACER 8MM X 4.5MM FOR SHOCK	2
300020048	BEARING 608 FE 2RS	4
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	3
300030069	WASHER SS 8.8MM ID 12.5MM OD	3
300030150	BOLT-TI-FEMALE 8.0X36.5MM	1
300030151	BOLT-TI-MALE M6X12MM	4
300030154	STUD-TI-FEMALE 8X54.5MM	1
300030215	M3X.5X8 FLAT HEAD BOLT	2
300030244	M3X.5X8 BUTTON HEAD BOLT	1
300030249	BOLT-TI-FEMALE 8.0OD M6X31.5M	1
300030272	SPACER 15X23.75MM	1
300040441	PORT STOP DT UPPER	2
300040442	PORT STOP DT LOWER	1
300040451	INNER RACE EXTENDER ASR-4C	2
300040454	COLLET-WEDGE ASSEMBLY GEN2	1
300040457	AXLE COLLET 15X51.5SX12.0T	1
<b>200020224</b>	<b>ASR-C BEARING REBUILD KIT</b>	
300020045	BEARING F6902 2RS 28X15X7 OUT	2
300020048	BEARING 608 FE 2RS	4
300030272	SPACER 15X23.75MM	1

PART #	DESCRIPTION	QTY
<b>200020223</b>	<b>ASR-C HARDWARE KIT</b>	
300020047	SPACER 8MM X 4.5MM FOR SHOCK	2
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	3
300030069	WASHER SS 8.8MM ID 12.5MM OD	3
300030150	BOLT-TI-FEMALE 8.0X36.5MM	1
300030151	BOLT-TI-MALE M6X12MM	4
300030154	STUD-TI-FEMALE 8X54.5MM	1
300030215	M3X.5X8 FLAT HEAD BOLT	2
300030244	M3X.5X8 BUTTON HEAD BOLT	1
300030249	BOLT-TI-FEMALE 8.0OD M6X31.5M	1
300040441	PORT STOP DT UPPER	2
300040442	PORT STOP DT LOWER	1
300040451	INNER RACE EXTENDER ASR-4C	2
300040454	COLLET-WEDGE ASSEMBLY GEN2	1
300040457	AXLE COLLET 15X51.5SX12.0T	1
<b>400100123</b>	<b>ASR-C PROTECTOR KIT 29ER</b>	
400100107	PROTECTOR DOWN TUBE ASR-C	1
400100108	PROTECTOR SEAT STAY ASR-C 29	1
400100109	PROTECTOR CHAIN STAY ASR-C 29	1
<b>400100123</b>	<b>ASR-C PROTECTOR KIT 27.5</b>	
400100107	PROTECTOR DOWN TUBE ASR-C	1
400100117	PROTECTOR SEAT STAY ASR-C 27	1
400100118	PROTECTOR CHAIN STAY ASR-C 27	1



# WARRANTY

## YETI LIMITED (5) FIVE YEAR FRAME WARRANTY

(applies to SB4.5c / SB5c / Beti SB5c / SB5+ / SB5.5c / SB6c / ASRc / Beti ASRc)

Yeti Cycles will repair or replace, at its option, any frame it determines to be defective due to defective materials and/or workmanship. The (5) one 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, malfunctions 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 circumstance does this limited warranty include 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 2012. For warranty information on Yeti frames sold prior to that date please consult your local authorized 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 reserves the right to refuse this offer.

### 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 the 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 any 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 outlined in the warranty.

*\*If you have a warranty concern, please contact your authorized Yeti dealer.*

### YETI CYCLES

621 Corporate Circle, Unit B  
Golden, CO 80401  
(p) 303-278-6909  
(f) 303-278-6906  
[www.yeticycles.com](http://www.yeticycles.com)

### BUSINESS HOURS

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