



OWNER'S MANUAL 2013 YETI SB66

YETI CYCLES
600 Corporate Circle, Unit D
Golden, CO 80401
888.576.9384

www.yeticycles.com

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.

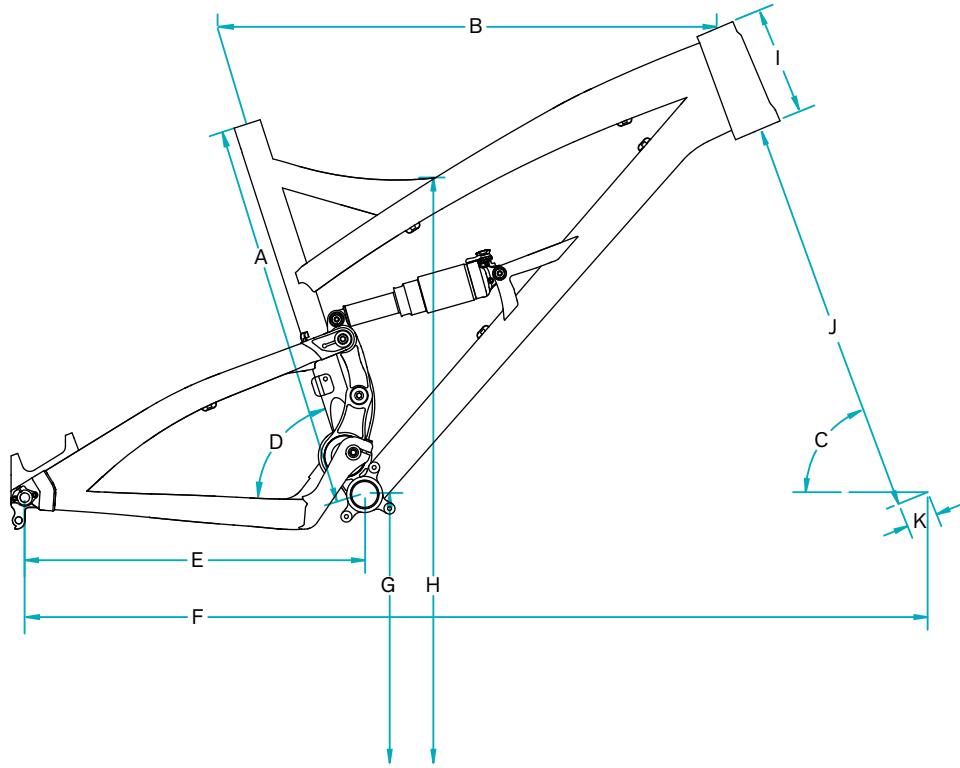
This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. The word "Warning" indicates a potentially hazardous situation in which, if not avoided, could result in serious injury or death. The word "Caution" indicates a potentially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

SB-66 OUR MOST TECHNOLOGICALLY ADVANCED BIKE. ALL FOR YOU.

1. PATENT PENDING SUSPENSION SYSTEM
2. FULLY SEALED ECCENTRIC SYSTEM
3. OVERSIZED PIVOT PINS WITH ENDURO MAX BEARINGS
4. SPLINED BB SHELL ACCEPTS REMOVABLE ISCG 03/05 TABS
5. TAPERED INSET HEADTUBE (44MM/56MM)
6. REAR SHOCK BY FOX RACING SHOX
7. DROPOUTS 12MM X 142 THRU AXLE OR 135MM QR
8. CUSTOM CHAIN-SLAP GUARDS
9. CABLE STOPS FOR HEIGHT ADJUSTABLE SEATPOST
10. DIRECT MOUNT FRONT DERAILLEUR

1. The SB66 delivers 6 inches of travel with our new Switch Technology. Efficient pedaling performance while still smooth and continuous when the going gets rough.
2. Compact, stiff, and fully sealed, the eccentric assembly is the key component to Switch Technology and is virtually maintenance free.
3. Oversized pivot pins help create a stiff interface between the front and rear triangles of the frame. Enduro Max sealed bearings keep things moving freely at the pivots.
4. The splined BB shell can accept a removable ISCG 03' or 05' tab. The splined system is lighter than a conventional welded tab and allows for a myriad of chain-guide options.
5. Using our new inset headtube on the SB66 allows for a larger headtube with more welding area, increased stiffness, and lower overall ride height.
6. The SB66 uses a 2.5 inch stroke, 8.5 inch eye to eye shock, by Fox Racing Shox. Mount an air or coil version on the SB66 depending on your riding style.
7. The Yeti chip system allows for an easy switch between a standard 135mm QR or the 142mm x 12mm Shimano thru-axle system.
8. Custom chain-slap guards on the seatstay and chainstay keep things quiet while riding and protect the frame.
9. Dedicated cable stops for a height adjustable seat post make routing the line clean and easy. Enhance your trail riding experience on the SB66 with a dropper post.
10. Mount a Shimano Direct Mount D Type or Sram High Direct Mount front derailleur to the SB66 with ease.

GEOMETRY



FIT

SMALL	5'3" (160 CM) - 5'7" (171 CM)
MEDIUM	5'7" (171 CM) - 5'11" (180 CM)
LARGE	5'11" (180 CM) - 6'3" (191 CM)
X-LARGE	6'3" (191 CM) - 6'6" (198 CM)

FOX 32 150 MM FORK

	SM	MD	LG	XL
A	16.5	18.0	19.5	21.0
B	23.1	24.1	25.1	25.9
C	67.0	67.0	67.0	67.0
D	72.0	72.0	72.0	72.0
E	17.1	17.1	17.1	17.1
F	44.2	45.2	46.3	47.1
G	13.4	13.4	13.4	13.4
H	27.0	28.1	29.3	30.1
I	4.9	4.9	5.5	5.5
J	20.5	20.5	20.5	20.5
K	1.5	1.5	1.5	1.5

FOX 34 150 MM FORK

	SM	MD	LG	XL
A	16.5	18.0	19.5	21.0
B	23.2	24.2	25.2	25.9
C	66.7	66.7	66.7	66.7
D	71.7	71.7	71.7	71.7
E	17.0	17.0	17.0	17.0
F	44.2	45.2	46.3	47.1
G	13.5	13.5	13.5	13.5
H	27.9	28.3	29.4	30.2
I	4.90	4.90	5.50	6.30
J	20.8	20.8	20.8	20.8
K	1.5	1.5	1.5	1.5

*All measurements are in inches

KEEP YOUR NEW 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 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 AND RETENTION, IF NECESSARY			■	
CHECK CHAIN FOR WEAR AND REPLACE IF NECESSARY			■	
COMPLETE TUNE-UP PERFORMED BY AN AUTHORIZED YETI DEALER				■

TORQUE

Yeti strongly recommends using a torque wrench when assembling your frame. Torque specifications for individual parts on the SB-66 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 (IN/LB)
300030110	BOLT TI MALE M6X1X12MM	90-95
300030016	BOLT SCKT HEAD M6X1X16	90-95
300040428	CAP AXLE LINK	90-95
300030234	BOLT STOP M12X1.25X10MM	40-45
300040425	AXLE LINK PIVOT LOWER	90-95

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 SB66 to ride properly it is important to setup the shock with the correct amount of sag. For general riding the SB66 works best with 25-30 % (16-19MM) 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 dampening 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)	16-19
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 SB66 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.

The staff at Yeti are sold on riding with a height adjustable seat post so we included specific cable guides for the post's line on the SB66. Run the line from your remote along the guides on the bottom of the top tube in the position closest to the non-drive side of the frame for a clean set-up. If you haven't tried a dropper on your SB66, we strongly recommend you do, as it makes trail riding even more fun.

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



01. REAR DERAILLEUR

Fit the housing from the rear shifter across the head tube and down the cable stops on the top of the down tube. There are two cable stop groups on the top of the down tube to which housing and brake line can be attached, each with two positions to secure housing. Use the position closest to the drive side of the frame for the rear derailleur housing and secure the line with zip-ties. Next route the housing internally through the drive side seatstay. Work the housing through the two holes on the bottom of the drive side seatstay and loop into the rear derailleur to finish.



02. FRONT DERAILLEUR

Fit the housing from the front shifter across the head tube and onto the cable stops on the bottom of the top tube. There are two cable stop groups on the bottom of the top tube to which housing and brake line can be attached, each with two positions to secure housing. Use the position closest to the drive side of the frame for the front derailleur housing and secure the line with zip ties. Next, run the housing down the drive-side of the seat tube and attach to the single cable guide located just above the derailleur. Attach to the derailleur to finish.



03. REAR BRAKE

The rear brake line loops across the head tube and runs down the cable stops on the top of the down tube. Use zip ties to secure the line to the position closest to the non-drive side on the cable guides. Next, run the line between the non-drive side of the swingarm and the upper link and across the two single cable guides on the bottom of the non-drive seatstay. Secure the line to the guides with 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

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 also important to prep all bolt threads. The instructions denote whether to use a blue 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
- Two - 6mm allen keys
- Guide pin tool
- Grease
- Blue loctite



01.

Place the 54mm OD quad o-ring by the drive side main pivot bearing. The o-ring should be flush with the bearing. Repeat the process with the 60mm OD quad o-ring on the non-drive side of the main pivot.



02.

Lightly grease the 45mm integrated axle and insert it into the frame through the non-drive side main pivot bearing.



03.

Lightly grease the 40mm integrated axle and insert it through the drive side main pivot bearing. Ensure the main pivot pin axle hole is aligned with the axle hole on the non-drive side.



04.

Prepare a Ti male bolt with blue loctite and install into the threads on the drive side integrated axle with a 5mm allen key.

Torque to 90-95 in/lb.



**05.**

Lightly grease the threads on the stop bolt and tighten into the eccentric housing with a 6mm allen key. Ensure the main pivot axle hole is turned to 3 o'clock during this step

Torque to 40-45 in/lb.

**06.**

Grease the inside surface of the inner race extender and place over the drive side dogbone pivot bearing. Repeat the process for the non-drive side.

**09.**

Slide the rear triangle over the integrated axles and align it with the pivot pin axle hole.

**10.**

Grease the main pivot axle and install it through the swingarm and integrated axles from the drive side of the frame. Use a dead blow hammer to tap the pin into place.

**07.**

Slide the upper link over the inner race extenders. Ensure the Yeti logo faces the front of the frame.

**08.**

Grease the shaft of the lower link pivot axle. Prepare the threads of the axle with blue loctite. Insert the axle through the link and tighten with a 6mm allen key.

Torque to 90-95 in/lb.

**11.**

Apply blue loctite to the threads on the axle link cap. Install and tighten the cap into the main pivot axle with two 6mm allen keys.

Torque to 90-95 in/lb.

**12.**

Install the appropriate eyelet hardware into the lower shock eyelet.





13.

Install the shock onto the frame. Insert a 34 mm Ti female bolt with a shock bolt washer through the drive side of the frame and shock. Use a Ti male bolt prepped with blue loctite on the non-drive side and tighten with two 5mm allen keys.



14.

Repeat the process for the shock and upper link interface. Use the fox guide pin tool and a dead blow hammer to help guide any female Ti bolts through the frame and frame components.

Torque both bolts to 90-95 in/lb.



17.

Apply blue loctite to four M6x1x20 socket head cap bolts and install and tighten the pinch bolts into the swingarm with a 5mm allen key.

Torque to 90-95 in/lb.



18.

Double check the alignment of all frame components and torque settings on all assembly hardware.



15.

Grease the upper link pivot axle and install it through the swingarm and the upper link bearings from the drive side of the frame. Use a dead blow hammer to tap the pin into place.



16.

Apply blue loctite to the threads on an axle link cap. Install and tighten into the upper link pivot axle with two 6mm allen keys.

Torque to 90-95 in/lb.



CHIP SYSTEM



01.

Use a 2.5mm allen key to loosen the two M4x9mm flat head bolts holding the QR insert derailleur hanger in place. Remove the bolts and the QR insert from the frame. Repeat the process for the bolts and the non drive QR insert.



03.

Fit the 12MM non-drive insert into the groove on the inside of the non-drive side chainstay. The insert should be flush with the chainstay. Next, fit the non-drive 12mm cap through the chainstay and into the insert from the outside of the non-drive side chainstay. To finish, use a 2.5MM allen key to attach the two dropout pieces to the swingarm with two M4x10MM flat head bolts. Prep the bolts with loctite and insert them into the non-drive cap, through the swingarm and into the insert.



02.

Fit the 12MM insert hanger into the groove on the inside of the drive side chainstay. The hanger should be flush with the chainstay. Next, insert the 12mm drive cap through the chainstay and into the hanger from the outside of the drive side chainstay. To finish, use a 3MM allen key to attach the two dropout pieces to the swingarm with two M4x15MM cap bolts. Prep the bolts with loctite and insert them into the drive cap, through the swingarm and into the hanger.

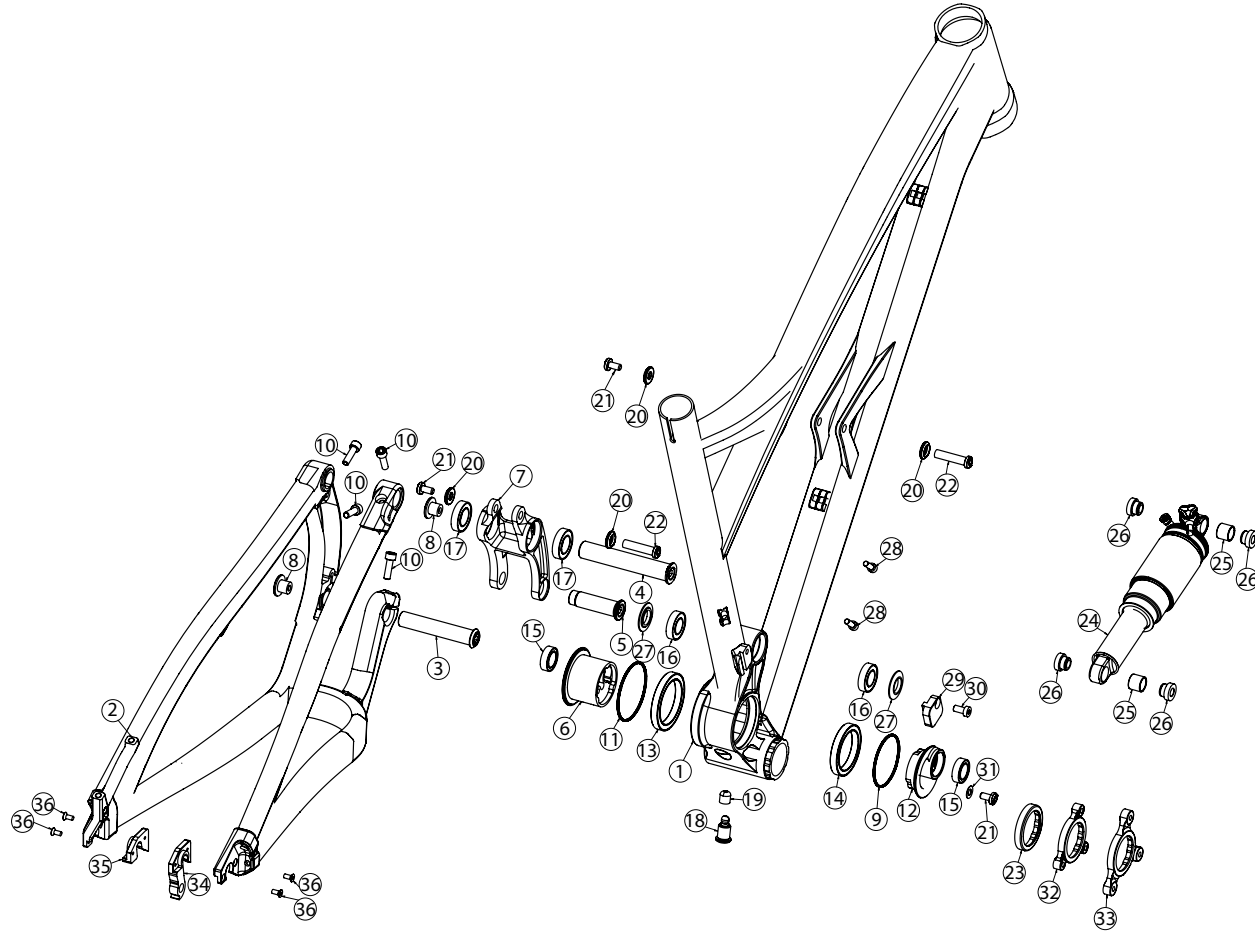


04.

Insert the M4x6MM custom cap bolt into the top of the drive cap. This bolt will be used to set the position of the Shimano 142x12MM axle. Refer to Shimano specifications for exact instructions on proper axle operations.

Torque for all chip system bolts: 15-20 in/lb

EXPLODED VIEWS



	PART #	DESCRIPTION	QTY
1	NA	FRONT TRIANGLE SB-66	1
2	NA	REAR TRIANGLE SB-66	1
3	300040423	AXLE MAIN PIVOT	1
4	300040424	AXLE LINK PIVOT UPPER	1
5	300040425	AXLE LINK PIVOT LOWER	1
6	300040426	AXLE 45MM INTEGRATED	1
7	300040427	LINK UPPER ALLOY	1
8	300040428	CAP AXLE LINK	2
9	300040429	O RING QUAD 50.4X54X1.6	1
10	300030016	BOLT SCKT HEAD M6X1X16	4
11	300040430	O RING QUAD 56.8X60.4X1.6	1
12	300040431	AXLE 40MM	1
13	300020040	BEARING 6809 2RS MAX	1
14	300020039	BEARING 6808 2RS MAX	1
15	300020041	BEARING 3802 2RS MAX	2
16	300020042	BEARING 6902 2RS MAX	2
17	300020043	BEARING 7903 2RS MAX	2
18	300030234	BOLT STOP M12X1.25X10MM	1
19	300030235	BUMPER STOP	1
20	300030236	WASHER SHOCK BOLT	4
21	300030110	BOLT TI MALE M6X1X12MM	3
22	300030111	BOLT TI FEMALE 8X34MM	2
23	300040434	MOUNT BB	1
24	NA	FOX RP23 8.5X2.5	1
25	300020020	GARLOCK DP BUSHING .5"X.5"	2
26	300020034	REDUCER FOX 8X22MM	4
27	300020044	INNER RACE EXTENDER 15X28MM	2
28	300030010	BOLT-CAP H20	2
29	HNAMULTABA	FD COVER PLATE	1
30	100130045	BOLT CAP M6X12	1
31	300030062	WASHER (6.5X12.5X0.5MM)	1
32	300040433	MOUNT ISCG05	1
33	300040432	MOUNT ISCG03	1
34	300060061	QR HANGER DRIVE SIDE	1
35	300040386	QR INSERT NON-DRIVE	1
36	300030221	BOLT FLAT HEAD M4X.7X9	4

REBUILD KITS

PART #	DESCRIPTION	QTY
H12S66A00000000000001	SB66A 2012 BEARING REBUILD KIT	1
	300020039 BEARING 40X52X7 6808 2RS MAX	1
	300020040 BEARING 45X58X7 6809 2RS MAX	1
	300020041 BEARING 15X24X7 3802 2RS MAX	2
	300020042 BEARING 15X28X7 6902 2RS MAX	2
	300020043 BEARING 17X30X7 7903 2RS MAX	2
	300030016 BOLT SCKT HEAD M6X1X16	4
	300040429 O RING QUAD 50.4X54X1.6	1
	300040430 O RING QUAD 56.8X60.4X1.6	1
H12S66A00000000000000	SB66A 2012 MASTER REBUILD KIT	1
	300020039 BEARING 40X52X7 6808 2RS MAX	1
	300020040 BEARING 45X58X7 6809 2RS MAX	1
	300020041 BEARING 15X24X7 3802 2RS MAX	2
	300020042 BEARING 15X28X7 6902 2RS MAX	2
	300020043 BEARING 17X30X7 7903 2RS MAX	2
	300030062 WASHER (6.5X12.5X0.5MM)	1
	300030110 BOLT TI MALE M6X1X12MM	3
	300030111 BOLT TI FEMALE 8X34MM	2
	300030016 BOLT SCKT HEAD M6X1X16	4
	300030234 BOLT STOP M12X1.25X10MM	1
	300030235 BUMPER STOP	1
	300030236 WASHER SHOCK BOLT	4
	300040423 AXLE MAIN PIVOT	1

	300040424 AXLE LINK PIVOT UPPER	1
	300040425 AXLE LINK PIVOT LOWER	1
	300040428 CAP AXLE LINK	2
	300040429 O RING QUAD 50.4X54X1.6	1
	300040430 O RING QUAD 56.8X60.4X1.6	1
H12S66A00000000000003	SB66A 2012 ECCENTRIC KIT	1
	300030062 WASHER (6.5X12.5X0.5MM)	1
	300030110 BOLT TI MALE M6X1X12MM	1
	300030234 BOLT STOP M12X1.25X10MM	1
	300030235 BUMPER STOP	1
	300040426 AXLE 45MM INTEGRATED	1
	300040429 O RING QUAD 50.4X54X1.6	1
	300040430 O RING QUAD 56.8X60.4X1.6	1
	300040431 AXLE 40MM	1
H12S66A00000000000002	SB66A 2012 SHOCK MOUNTING HARDWARE	1
	300030110 BOLT TI MALE M6X1X12MM	2
	300030111 BOLT TI FEMALE 8X34MM	2
	300030236 WASHER SHOCK BOLT	4

WARRANTY

YETI LIMITED (5) FIVE YEAR FRAME WARRANTY

(applies to SB4.5c / SB5c / Beti SB5c / 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.

YETI LIMITED (2) TWO YEAR FRAME WARRANTY

(applies to ARC-C / AS-R 5C / AS-R 5A / SB66-A / SB66-C / SB95 / SB95-C / 575 / ARC / Big Top 29'R)

Yeti Cycles will repair or replace, at its option, any frame it determines to be defective due to 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.

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

BUSINESS HOURS

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