

**RIDE
DRIVEN
YETI SINCE 1985
CYCLES**

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DRIVEN
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CYCLES**

2010 303R DH OWNER'S MANUAL

Table of Contents

Brand Overview	6
Frame Features	8
Geometry	10
Maintenance Schedule	12
Rail System Lubrication	14
Eccentric Adjustment	16
Shock Setup	18
Shock Setup - quick start guide	20
Cable/Line Setup	22
Assembly Overview	24
Exploded Views	30
Part List	32
Warranty	34
Contact Information	35

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 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 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 of the Warnings and Cautions.



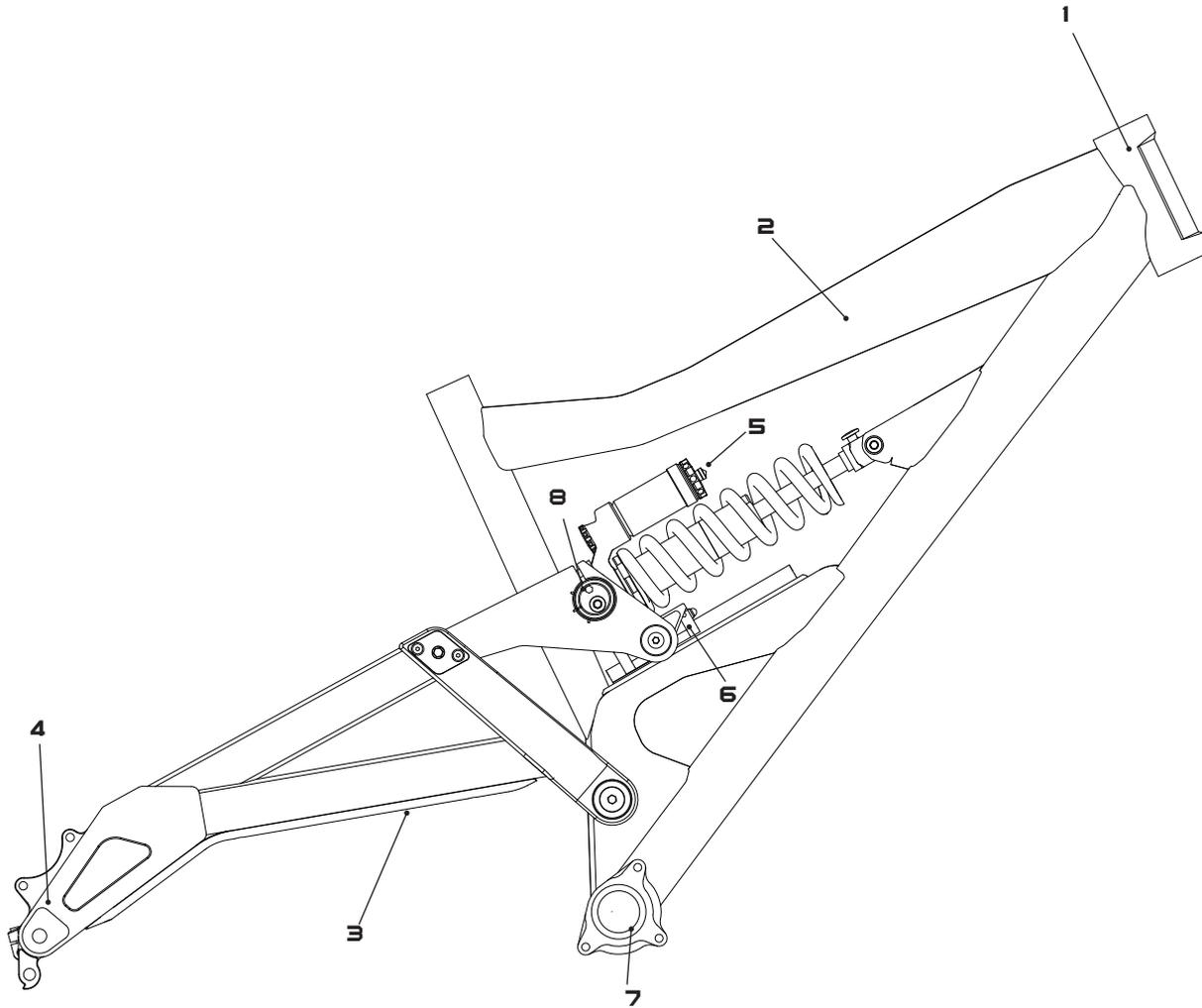
Warning: Make sure you review and understand the warnings, instructions, and content of this manual and accompanying manuals for your bicycle.



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 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.

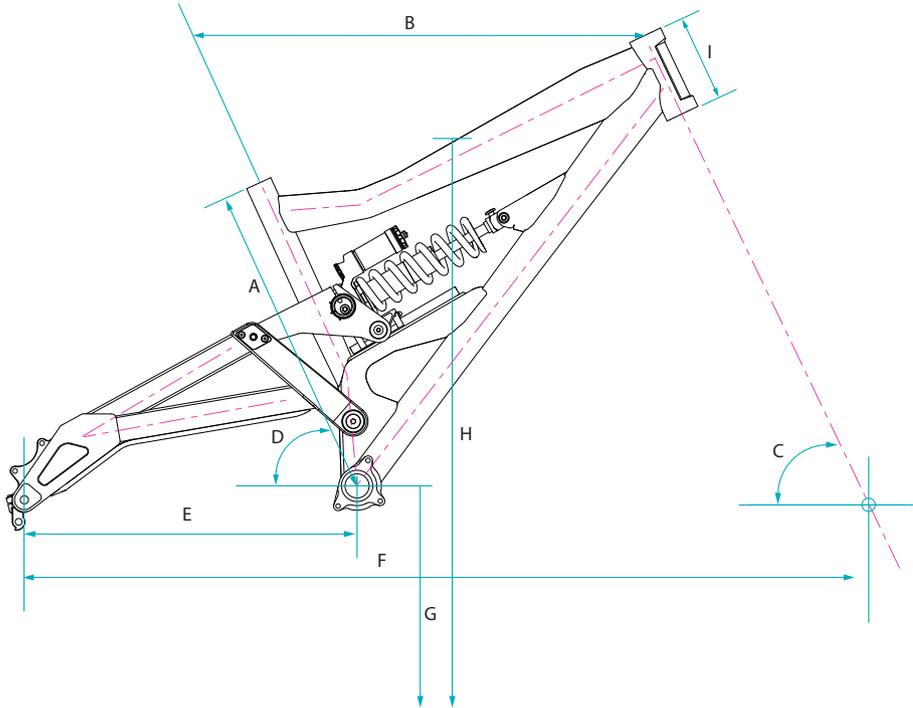


Frame Features



- 1. HEAD TUBE**
Custom butted headtube unique shape provides added strength at the head tube and fork junctions.
- 2. HYDROFORMED TUBING**
The hydroformed tubes add strength without the added weight penalty over traditional drawn butted tubing
- 3. INTEGRATED CHAINSTAY PROTECTOR**
The integrated chainstay protector is built specifically for the 303 RDH. No more wrapping the chainstay with sub par velcro wraps or tape. The 303 RDH chainstay protector is a 2 stage molded plastic an rubber piece that is attached to the frame via socket head bolts.
- 4. THROUGH AXLE**
12 through axel spaced at 150mm. Allows for a stiff and strong rear end.
- 5. SHOCK**
9.5" eye-to-eye / 3.0" stroke.
- 6. LINEAR RAIL SYSTEM**
The linear block contains four rows of ball bearings that circulate along the rail allowing the guide to move freely. The linear rail has an armalloy surface for corrosion protection and wear.
- 7. BOTTOM BRACKET**
The bottom bracket is an 83mm shell.
- 8. ECCENTRIC MOUNT**
Eccentric mount allows for adjustable geometry. The head angle and bottom bracket height can be adjusted from 64°/13.5" to 65°/14.3".

Geometry



GEOMETRY 303 RDH

	S	M	L
A	16.5	16.5	17.0
B	22.5	23.5	24.5
C	64-65	64-65	64-65
D	65-66	65-66	65-66
E	17.25	17.25	17.25
F	44.7-44.5	45.7-45.5	46.7-46.5
G	13.5-14.3	13.8-14.3	13.8-14.3
H	29.5-30.0	29.5-30.0	29.5-30.0
I	4.50	4.50	4.50

*All measurements are in inches

Maintenance



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 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	EVERY RIDE	MONTHLY	3 MONTHS	ANNUALLY
Lube linear block (see page 14)	x			
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 shock pressure	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 guide. For specific torque specifications, please contact the component manufacturer directly.

TORQUE SPECS

Swingarm Pivot Pins	40 - 50
Stabilizer Pinch Bolts	40 - 50
Titanium Pivot Bolts	125 - 150
Pivot Pins	125 - 150
Through Axle Bolts	125 - 150
Cable Guide Screws	10 - 15
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
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 manufactures component you are adjusting. In order to help minimize the chances of an injury, do not perform any maintenance that you are not confident can be completed within your abilities.

Rail System Lubrication

SETUP OVERVIEW Both the rail and block are made from proprietary carbon steel. The rail is then case hardened to between 58 and 64Rc. An Armalloy surface treatment is applied to the rail and the block for corrosion protection and wear resistance. The ball bearings are made from martensitic stainless steel - which is equal to a 440 stainless. End scrapers, end seals, inner seals, and side seals prevent contaminants from entering the system.

There is also a custom grease port on the end of each block. Grease should be applied with the supplied applicator after the days ride and/or bike wash. After grease application, the suspension needs to be cycled 6-10 times to spread the grease evenly throughout the bearing raceways and ports in the block

1 RAIL LUBRICATION Fill the supplied syringe with white lithium grease. This is best done by removing the plunger on the syringe and packing it with the grease. Once the syringe is filled, press the end of the rubber line onto the grease port as shown. Compress the syringe to force grease into the rail system.



Warning: The rails system must be lubricated after every ride. Failure to lubricate based on the specifications can cause permanent damage to the linear rail.

1 RAIL LUBRICATION After you have completed the initial lubrication. Weight and unweight the bike to compress the shock and actuate the rail system. If you see residual grease left on the rail after cycling the suspension you have sufficiently lubricated the system. If no grease is visible after cycling repeat Step 1 until residual grease is visible on the rail after cycling. Perform this lubrication for both the top and main rail systems. Wipe off any excess grease on the rail before riding.



Eccentric Adjustment

SETUP OVERVIEW The 303 DH has the ability to change the geometry of the bike via the eccentric mount. The geometry can be adjusted from a 64 degree head angle / 14 inch bottom bracket height through a 66 degree head angle / 15 inch bottom bracket height.

1 ECCENTRIC ADJUSTMENT Slightly loosen the eccentric pinch bolts located at the top of the push link with a 5mm allen key. The bolts only need to be loose enough to spin the eccentric inserts.



2 ECCENTRIC ADJUSTMENT Place a 5mm allen key into each eccentric insert as shown. Rotate the eccentric to the desired position. The eccentric adjustment has a range of 64° / 13.85" – 65° / 14.35".



3 ECCENTRIC ADJUSTMENT Once the eccentric mount is in the preferred position secure the pinch bolts.

Torque 65-70 in-lbs



Shock Setup

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



3 SAG SETUP The 303 RDH has a sag guide built into the frame next to the rail assembly to help with your shock settings. Indicated by the laser etched hash marking on the rail. The first set of markings shows the correct sag depending on the head angle setting. The second set of markings indicates if full travel was achieved.



4 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



6 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



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 Setup Guide

QUICK START GUIDE RC4

Rebound	6 Clicks
Bottom-Out Resistance	0 Turn
Low Speed Compression	6 Clicks
High Speed Compression	1 Turn
Boost Valve	150 psi

SAG SETTINGS

Sag %	25	30	35
Eye-To-Eye (inches)	8.750"	8.600"	7.95"

*All Clicks are clockwise rotation from all the way out or a full counter-clockwise position.

SPRING WEIGHTS - 303 RDH

SPRING CHART (IN/LBS)	350	400	450
Min. rider weight (lbs)	145	165	185
Max. rider weight (lbs)	165	185	215



Line Setup

SETUP OVERVIEW The 303 RDH has full cable housing. Utilizing full cable housing helps prevent corrosion from the elements and keeps the shifting smoother for a longer period of time. The 303RDH housing runs internally through the swing arm to protect it from being damaged by chain slap.

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 two positions to secure housing. Fit the rear housing line along the down tube into these stops, using the position closest to the drive side. (Ensure the housing does not sag and rub on the lower crown of the fork. This will cause excessive wear on the crown.) Next, route the housing through the chainstay and loop onto the rear derailleur.



2 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 under the non drive chainstay. Use the single bolt-on cable guides on the bottom of the chainstay to secure the line. 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
- Two - 5mm allen keys
- 6mm allen key
- 4mm allen key
- 3mm allen key
- 2.5mm allen key
- Grease
- Blue Loctite
- Guide Pin 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 not allowing for proper torque.
- Torque settings are listed throughout the instructions. It is also import 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 too may be needed for the assembly/ disassembly of your bike. The list encompasses all the tools necessary to complete assembly/ disassembly on 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



Assembly

1 MAIN ASSEMBLY Place the car mount assembly onto the THK® car and tighten with four M4x.7x8mm bolts. Prep the bolt threads with locktite. Torque: 20in/lbs.



2 MAIN ASSEMBLY Attach the rail sub assembly to the frame with three 4x.7x16mm socket head bolts. Prep the bolt threads with locktite. Tighten the bolts using a 3mm allen key. Torque: 40in/lbs



3 MAIN ASSEMBLY Slide the swingarm over the main pivot, using the grooves in the swingarm to properly align over the bore.



4 MAIN ASSEMBLY 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 100 in/lbs



5 MAIN ASSEMBLY Press a 12.7mm x 18mm pivot pin through each of the bearings located at the top of the seat stays on the rear triangle. Orient the pin so the exposed female threads are on the inside of the seatstays.



6 MAIN ASSEMBLY Press a push link onto each of the exposed pivot pins in the seatstays. Orient the link so that the pinch bolt is facing towards the front of the frame. Note that the links are drive and non-drive side specific.



7 MAIN ASSEMBLY Rotate each of the push links towards the front of the frame and align the bearing in the link with the pivot pin on the car mount. Flex the link over the pivot pin on the car and tap into place with a dead blow hammer.



8 MAIN ASSEMBLY Tighten four male 12.7mm x 12 mm pivot pin caps into the female pivots pins on the push links and car mount. Prep the male threads with grease. Torque: 65-70in/lbs. At this point the rear triangle will be able to move freely on the rail system. Ensure the car does not dent the seat tube.



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.

Main Assembly

9 MAIN ASSEMBLY Insert the drive and non-drive side specific bearing retainer caps using four M4x.7x12 flat head bolts with a 2.5mm allen key. Prep the threads with locktite.

Torque 20-25in/lbs.



10 MAIN 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.



11 MAIN ASSEMBLY 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.

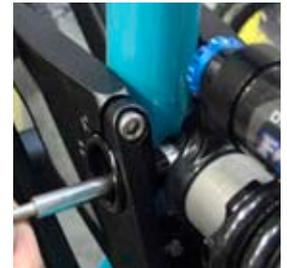
Torque: 100-125 in/lbs.



12 MAIN ASSEMBLY Install a locktite prepped M6x1x12 Ti male bolt into a 57.5 Ti stud. Slide a 8.5x12.5x.05mm washer onto the stud so that it is flush with the head of the Ti male bolt.



13 MAIN ASSEMBLY Place the drive and non-drive side eccentrics in the push links. Align the eccentrics and the shock using the Fox guide pin tool.



14 MAIN ASSEMBLY Using a dead blow hammer push the 57.5 bolt through the eccentrics and shock. Use two 5mm allen keys to tighten the shock with a M6x1x12 Ti male bolt prepped with locktite.

Torque 100-125in/lbs.



15 MAIN ASSEMBLY Adjust the eccentrics to the desired position and secure the pinch bolts on the push links using a 5mm allen key.

Torque 65-70in/lbs



16 CHAINSTAY PROTECTOR The 303 RDH has a bolt-on chainstay protector. Install the chainstay protector on the driveside chain stay using two 4x.7x8 bolts.

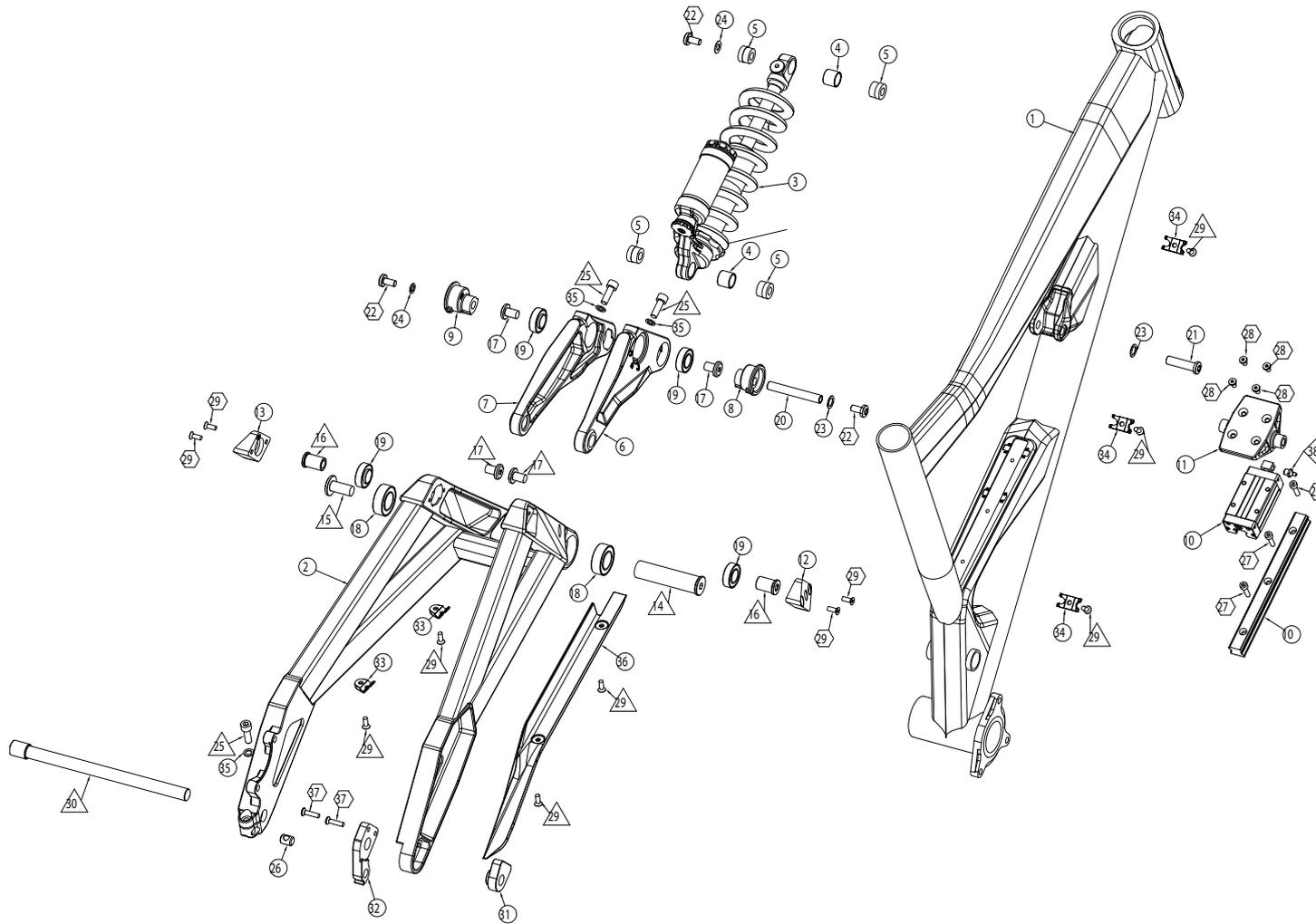
Torque 20-25in/lbs



Exploded Views



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.



PARTS LIST

DESCRIPTION	QTY
1 Front Triangle	1
2 303 R-DH Swingarm	1
3 Fox DHX 5.0 (9.5 X 3 in)	1
4 Fox Garlock (With Shock)	2
5 Reducer - 22mm (Front/Rear) (With Shock)	4
6 Push Link [Drive]	1
7 Push Link [Non-Drive]	1
8 Eccentric [Drive]	1
9 Eccentric [Non-Drive]	1
10 THK SHS15V Rail (160mm) and Car	1
11 THK SHS15V Car Mount	1
12 SS Bearing Retainer Insert [Drive]	1
13 SS Bearing Retainer Insert [Non-Drive]	1
14 Pivot Pin (M10 X 17 X 67.5 MM)	1
15 Pin Cap Male (M10)	1
16 Pivot Pin Male 12.7mm x 18mm	2
17 Pivot Pin Cap 12.7mm x 12mm	4
18 Bearing 3903 2rs Double Row	2
19 Bearing 37802 2rs Max	4
20 Stud-Ti-Female (M6 X 8 X 57.5 mm)	1
21 Bolt-Ti-Female (M6 X 31 MM)	1
22 Bolt Ti Male 6x1x12mm	3
23 Washer (8.5 X 12.5 X 0.5 MM)	2
24 Washer (6.5 X 12.5 X 0.5 MM)	2
25 Bolt Cap Skt HD M6x1x18 mm	3
26 Barrel Insert (M6)	1
27 Bolt Cap Skt HD M4x.7x16 mm	3
28 Bolt Flat HD M4x.7x 8 mm	4
29 Bolt Flat HD M4x.7x12	11
30 303 R-DH Axle	1
31 303 R-DH Axle Nut	1
32 303 R-DH Derailleur Hanger	1
33 Cable Guide-Single	2
34 Cable Guide-Double	3
35 Washer (9.85X6.2X1mm)	3
36 Chainstay Protector	1
37 Bolt Flat HD M4x.7x16	2
38 Grease Nipple	1

Rebuild Kits

PART NUMBER	DESCRIPTION	QTY.
200020151	303 RDH '09-'10 MASTER REBUILD KIT	1
300020030	BEARING 3903 2RS DOUBLE ROW	2
300020031	BEARING 37802 2RSMAX	4
300020034	REDUCER FOX 8X22MM	2
300030011	BOLT-CAP- M5X.8X12	3
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	2
300030069	WASHER SS 8.5MM ID 12.5MM OD .	2
300030110	BOLT-TI-MALE M6X1 12MM	3
300030134	BOLT FLAT HEAD M4X7X8	4
300030135	BOLT FLAT HEAD M4X7X12	8
300030186	BOLT-TI-FEMALE 8.0X31.0MM	1
300030189	PIVOT PIN BOLT M10 X 1 X 22	1
300030191	STUD-TI-FEMALE 8X57.5MM	1
300030205	PIVOT PIN (M10 - 17MMX67.5MM)	1
300030206	PIVOT PIN - MALE 12.7MMX18MM	2
300030207	PIVOT PIN - CAP 12.7MMX12MM	4
300040378	303 RDH ECCENTRIC DRIVE SIDE	1
300040379	303 RDH ECCENTRIC NON DRIVE	1
500050156	303 RDH CAR MOUNT	1
500050157	303 RDH BEARING RETAINER DS	1
500050158	303 RDH BEARING RETAINER DS	1
200020152	303 RDH '09-'10 BEARING REBUILD KIT	1
300020030	BEARING 3903 2RS DOUBLE ROW	2
300020031	BEARING 37802 2RSMAX	4
300030135	BOLT FLAT HEAD M4X7X12	4
200020153	303 RDH '09-'10 HARDWARE KIT	1
300020034	REDUCER FOX 8X22MM	2
300030011	BOLT-CAP- M5X.8X12	3
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	2
300030069	WASHER SS 8.5MM ID 12.5MM OD .	2
300030110	BOLT-TI-MALE M6X1 12MM	3
300030134	BOLT FLAT HEAD M4X7X8	4
300030135	BOLT FLAT HEAD M4X7X12	8

PART NUMBER	DESCRIPTION	QTY.
300030186	BOLT-TI-FEMALE 8.0X31.0MM	1
300030189	PIVOT PIN BOLT M10 X 1 X 22	1
300030191	STUD-TI-FEMALE 8X57.5MM	1
300030205	PIVOT PIN (M10 - 17MMX67.5MM)	1
300030206	PIVOT PIN - MALE 12.7MMX18MM	2
300030207	PIVOT PIN - CAP 12.7MMX12MM	4
300040378	303 RDH ECCENTRIC DRIVE SIDE	1
300040379	303 RDH ECCENTRIC NON DRIVE	1
500050156	303 RDH CAR MOUNT	1
500050157	303 RDH BEARING RETAINER DS	1
500050158	303 RDH BEARING RETAINER DS	1
200020155	303 RDH '09-'10 AXLE KIT	1
300030122	BOLT CAP SCKT HD M6X1X18	1
300030214	WASHER 9.85 X 6.2 X 1	1
300040380	BARREL INSERT-M6 ROLLED THREAD	1
300040381	303 RDH AXLE 5MM BROACH	1
300040382	303 RDH AXLE NUT	1
200020156	303 RDH '09-'10 ECCENTRIC KIT	1
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	1
300030069	WASHER SS 8.5MM ID 12.5MM OD .	1
300030110	BOLT-TI-MALE M6X1 12MM	2
300030191	STUD-TI-FEMALE 8X57.5MM	1
300030207	PIVOT PIN - CAP 12.7MMX12MM	2
300040378	303 RDH ECCENTRIC DRIVE SIDE	1
300040379	303 RDH ECCENTRIC NON DRIVE	1
500050144	303 RDH '09-'10 CABLE GUIDE KIT	1
300030135	BOLT FLAT HEAD M4X7X12	5
300040383	CABLE GUIDE SINGLE	2
300040384	CABLE GUIDE DOUBLE	3
200020133	303 RDH '09-'10 CHAINSTAY PROTECTOR KIT	1
300020032	BEARING 398 RS MAX DBL ROW 19MM X 8MM X 11MM	6
300020001	BEARING 6903 MAX	2

Warranty

YETI LIMITED (2) TWO YEAR FRAME WARRANTY (applies to 303 RDH,303 DH, DH-9, AS-X, 4X, DJ)

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.

YETI LIMITED (5) FIVE YEAR FRAME WARRANTY (applies to AS-R 5 Carbon, AS-R 5 Alloy, AS-R Carbon, AS-R-sl(c), AS-R, 575, ARC, ARC-X FRO, Kokopelli)

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) 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, 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 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 reserves the right to refuse this offer. If you have a warranty concern, please contact your 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 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 check 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.

CONTACT INFO

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BUSINESS HOURS

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