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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 your dealer.

Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury and damage to your bicycle. This manual outlines basic setup and maintenance recommendations of your Yeti AS-R 575. Following these setup instructions and recommendations will provide you a general starting point to hit the trails. 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.



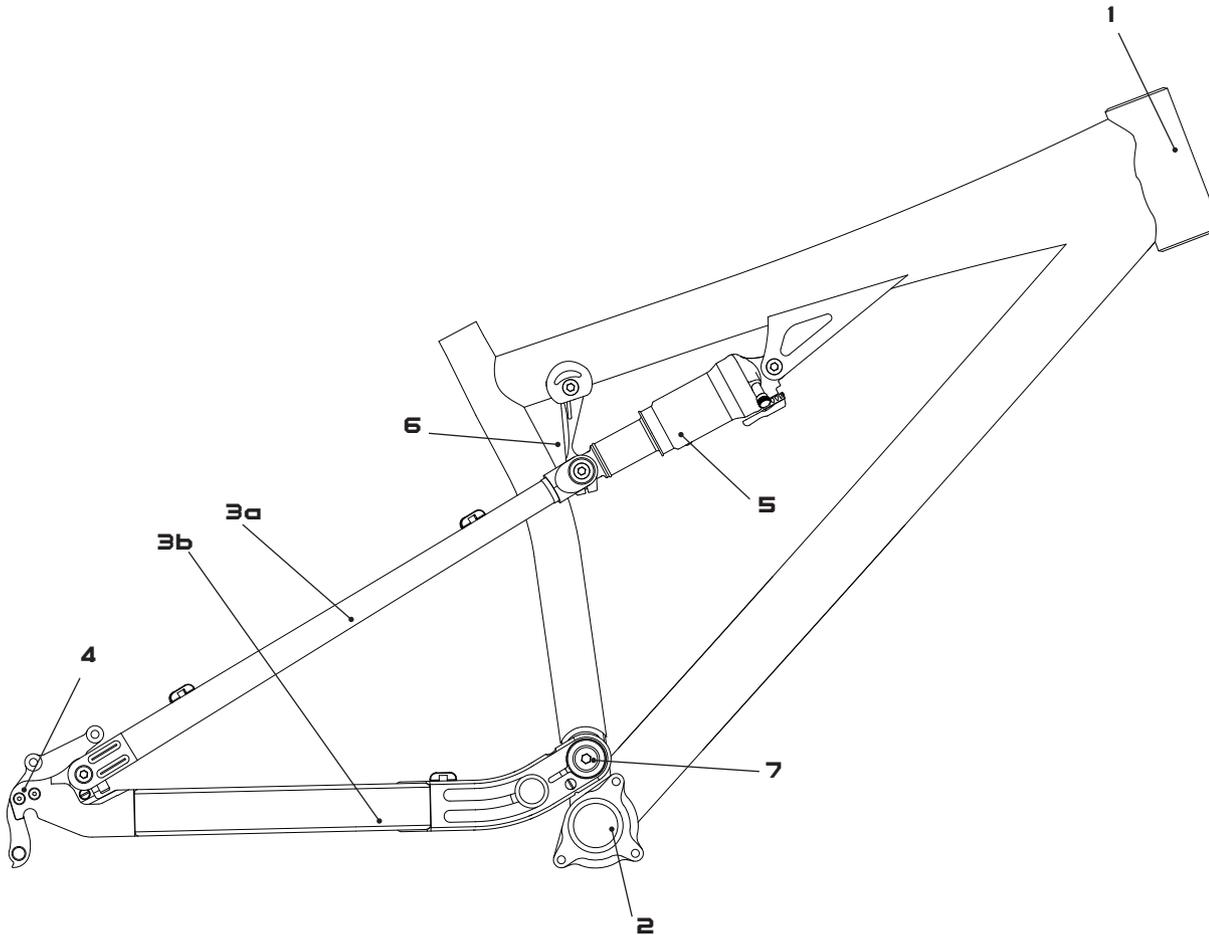
Warning: Make sure you review and understand the warnings, instructions, and content of this manual and accompany manuals for your bicycle.



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.

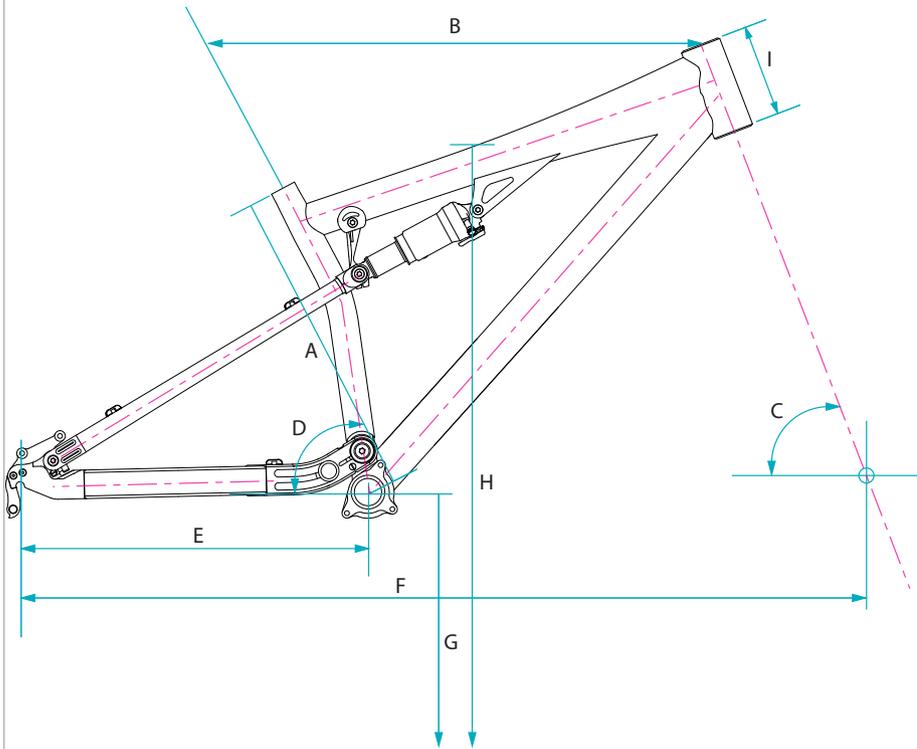


Frame Features



- PURE TUBING**
Yeti Pure tubing is custom butted and tapered to make a lightweight and strong frame without the use of gussets. Unique shape provides added strength at the head tube junctions.
- BOTTOM BRACKET**
73mm shell, for use with a 113mm spindle
- SEATSTAY (A) + CHAINSTAY (B)**
Oversized boxstays are stiff and strong and translate rider torque onto the dirt.
- REPLACEABLE DER. HANGER**
Allows for quick replacement hanger in case of damage.
- SHOCK**
6.5" eye-to-eye 1.5" stroke
- DOGBONE**
Dogbone controls suspension rate and also adds rear end stiffness work together
- MAIN PIVOT**
Oversized sealed bearings on main pivot for low maintenance and stiction-free performance.

Geometry



GEOMETRY 4X

100 MM FORK

	A	B	C	D	E	F	G	H	I
S	15.10	22.0	69.0	71.0	16.5	41.3	13.00	29.7	4.50
L	15.10	23.5	69.0	71.0	16.5	42.8	13.00	29.7	4.50

*All measurements above are in inches. 100mm Fork ride height 471.0mm.

Maintenance



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 YETI has outlined below the service and maintenance that can and should be performed by the owner and requires no special tools. Following these guidelines will help maintain the performance of your bicycle and prevent more serious problems from arising. This guide is by no means an absolute rule which to follow. Common sense should be practiced and if an issue surfaces before the maintenance schedule interval, visit an authorized dealer for inspection and or maintenance.

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 YETI has outlined a brief list of torque specifications for bolts and components that may need to be tightened while performing basic maintenance. This is by no means a comprehensive list, just a guide. If a bolt or component needs to be tightened that is not encompassed by this list, refer to the specific manufactures torque specification guide.

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 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.

Bike Setup



TOOLS NEEDED

- Shock Pump
- Tape Measure

TIME

15-20 minutes

YETI TIPS

- Inspect your shock and make sure it is in good condition. If oil is leaking or there is visible damage, the shock should be returned to an Authorized Fox Racing Shox service center for repair.
- To remove the shock from the linkage will require the Yeti linkage tool. 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. It can be purchased at our online www.yeticycles.com or through an authorized dealer.



Setup - Fox RP23

Quick Start Guide

1 AIR PRESSURE The main air spring controls the sag of the shock. For the 4X to ride properly you must setup the shock with the correct amount of sag. For proper setup use 10-15% of the shock stroke. To increase sag reduce the main spring air pressure. To reduce sag increase the main spring air pressure.



2 SAG Once you have set your baseline air pressure you need to measure the sag. To measure the sag slide the travel indicator (O-ring) up against the shock body. Next compress the shock by sitting on your bike and then get off. The distance between the shock body and the new position of the travel indicator (O-ring) is your sag. Refer to the guide below for the % 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/knob combination. The three different levels of damping are (1)light, (2)medium, and (3)heavy Pro-Pedal. To set the Pro-Pedal pull up on the blue knob and rotate the desired level to be in-line with the lever. Now your Pro-Pedal has been set, to engage or active the Pro-Pedal swing the lever on the shock body as shown.



4 REBOUND The rebound adjustment has a 9 click range. 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 bucking of the rider. Adjustments that are too slow (clockwise adjustment) will cause packing of the rear wheel that is identified by a sluggish ride feeling.



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

SETUP OVERVIEW The 4X is designed to be used a race/jump specific ride. This requires a different setup on the rear shock than a standard full suspension ride. Essentially the ride is setup much stiffer, running lower sag percentages. This will require the rider to measure the sag exactly so the intended ride characteristics are achieved.

SAG SETTINGS

Sag %	10	15
Measured (inches)	.150	.225

*EXTERNAL ADJUSTMENTS

Rebound 4 Clicks

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



WHAT IS PRO-PEDAL? Pro-Pedal is 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.

Line Setup

4X has full cable housing. Putting full cable housing helps prevent corrosion from the elements and thus keeps the shifting smoother for a longer period of time.

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

1 REAR DERAILLEUR Start by getting a long piece of housing ready. Fit the housing from the rear shifter across the headtube through the first open cable guide on the underside of the downtube. Then fit the cable into the next guide on the underside of the downtube. Cross the cable to the outside of the Dogbone into the cable guide on the seatstay. Finally run the cable down to the second guide on the seatstay and into the derailleur stop

We recommend using the plastic clips to secure the cable to the open cable guides on the frame.



3 REAR BRAKE The rear brake loops across the head tube and into the first open cable stop on the down tube. The line is then run along the downtube in the second and third open cable stops.

Then the line is then attached to the stops on the top-side of the chainstay. At this point the brake line is swung to the inside of the chainstay and looped up to the caliper body. ■



HOUSING END CAPS Yeti recommends using metal end caps. 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.



Chainguide Setup

SETUP OVERVIEW The setup instructions below are only valid for a MRP chainguide and Racface Evolve DH cranks, for all other setups see the manufactures installation instructions.

- 1 SPACER SETUP** On the drive side sandwich one bottom bracket spacer between the frame and the threaded cup.



- 2 GUIDE POSITION** Slide both the top guides and the bottom guides to the outer most position on the boomerang, and snug the bolts. The lock ring washers go between the head of the bolt and the boomerang and the thin flat washers are sandwiched between the guides and the boomerang.



- 3 GUIDE POSITION** Attach the boomerang to the ISCG mounts using the flat head socket cap screws. The boomerang should be rotated so the top arm of the boomerang is in line with the 4X seatube. You do not need any washers between the frame and the boomerang for spacing.



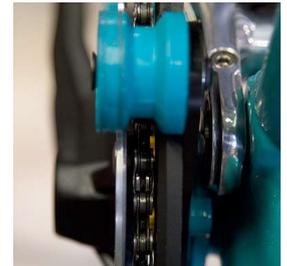
- 4 SPACER SETUP** On non drive side install the threaded cup. On the crank arm with the attached spindle install two white spacers and one black spacer. Then lube the spindle and tap it into the threaded cups.



- 5 SPACER SETUP** Once you have the spindle through both cups place one black spacer, two white spacers, and one red spacer on the spindle. Then attach the chainring and bashguard to the drive side crank arm. Lube the splines and install the drive side crank arm to the spindle.



- 6 SPACING CHECK** Once the drive side crank arm is securely fastened, check the spacing. The boomerang rollers should be centered over the chain and there should be the same spacing between the boomerang guides and chain as there between the bashguard and chain.



- 7 FUNCTION CHECK** Now that the setup is complete spin the cranks to check the function of the chainguide. The rollers should move freely and the chainline should be straight when shifted to the middle cog on the cassette. ■



Assembly



TOOLS NEEDED

- Dead blow hammer
- Loctite-Blue
- Ti-Prep
- Two - 5mm allen keys
- 6mm allen key
- 4mm allen key
- 3mm allen key

TIME

30-45 minutes depending on condition of the bike

YETI TIPS

- Make sure your tools are in good condition. A worn allen key 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 instruction denote wether 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



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.

1 LINKAGE ASSEMBLY Start the assembly by placing the 398 2RS MAX Double Row bearings into the top of the Dogbone. Make sure the flange is facing outward and the outer-ring of the bearing is flush with the face of the Dogbone.



2 LINKAGE ASSEMBLY Once both bearings and in the proper position secure the bearings via the pinch bolts. Tighten the Bolt Cap M3 X 0.5 X 12 mm using a 3mm allen key.



Make sure to apply a small amount of blue Loctite to the threads.
Torque spec: 40-50 inch pounds

3 LINKAGE ASSEMBLY Install the lower 398 2RS MAX Double Row bearings into the Dogbone and secure the as in step 1 and 2.



Make sure to apply a small amount of blue Loctite to the threads.
Torque spec: 40-50 inch pounds

4 FRAME ASSEMBLY Slide the Dogbone and bearing assembly in the frame. Making sure ti line up the bearing thru-hole with the frame mount thru-hole.



The slide the Pivot Bolt Female Yeti (M6 X 24.8 mm) and Washer (8.5 X 12.5 X 0.5 mm) through the frame and Dogbone as shown.

5 FRAME ASSEMBLY Thread the Pivot Bolt Male Yeti (M6 X 17 mm) and Washer (8.5 X 12.5 X 0.5 mm) in the female bolt and secure using a 5mm allen key

Make sure to apply a small amount of blue Loctite to the threads.
Torque spec: 125-150 inch pounds



6 FRAME ASSEMBLY Place the head of the shock into position on the mounting tabs as shown.

Slide the The slide the Pivot Bolt Female Yeti (M6 X 24.8 mm) and Washer (8.5 X 12.5 X 0.5 mm) through the tab and shock.



7 FRAME ASSEMBLY Thread the Pivot Bolt Male Yeti (M6 X 17 mm) and Washer (8.5 X 12.5 X 0.5 mm) in the female bolt and secure using a Two 5mm allen keys.

Make sure to apply a small amount of blue Loctite to the threads.
Torque spec: 125-150 inch pounds



8 FRAME ASSEMBLY Secure the main pivot bearings via the pinch bolts. Tighten the Bolt Cap M5 X 0.8 X 24 mm using a 4mm allen key.

Make sure to apply a small amount of blue Loctite to the threads.
Torque spec: 125-150 inch pounds



Assembly Cont.

9 FRAME ASSEMBLY Slide the 398 2RS MAX Double Row bearings into the frame, making sure the flange is facing outwards. Secure the main pivot bearings via the pinch bolts. Tighten the Bolt Cap M5 X 0.8 X 24 mm using a 4mm allen key.

Make sure to apply a small amount of blue Loctite to the threads.
Torque spec: 125-150 inch pounds



10 FRAME ASSEMBLY Slide the swingarm assembly into position on the frame as shown. Make sure to line up the inner race of the bearings with the thru-hole on the frame.

Grease the Pivot Pin (17mm X 58.5 mm) and slide into the bearing on the drive side.



11 FRAME ASSEMBLY Tap the pin through the bearings and frame via a dead blow hammer.



12 FRAME ASSEMBLY Place the Pivot Pin Washer over the exposed end of the pin on the non-drive side. Then thread the Button Head Bolt (M6 X 1 X 12 mm) into the pin.



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

13 FRAME ASSEMBLY Tighten down the pin and button head with a 5mm and 6mm allen key. The 6mm allen key is used for the pivot pin and the 5mm allen key is used for the button head.

Make sure to apply a small amount of blue Loctite to the threads.
Torque spec: 125-150 inch pounds



14 FRAME ASSEMBLY Place the seatstays onto the chainstay assembly. Line up the thru-holes on the seatstay with the inner race of the bearings on the chainstay.

From the inside slide the Bolt-Ti-Female (M6 X 8 X 16.5 mm) and Washer (8.5 X 12.5 X 0.5 mm) through the seatstay and chainstay. Then from the outside thread the Bolt-Ti-Male (M6 X 1 X 12 mm) and Washer (6.5 X 12.5 X 0.5 mm) into the female bolt.



11 FRAME ASSEMBLY Secure the male and female bolts using two 5mm allen keys.

Make sure to apply a small amount of blue Loctite to the threads.
Torque spec: 125-150 inch pounds

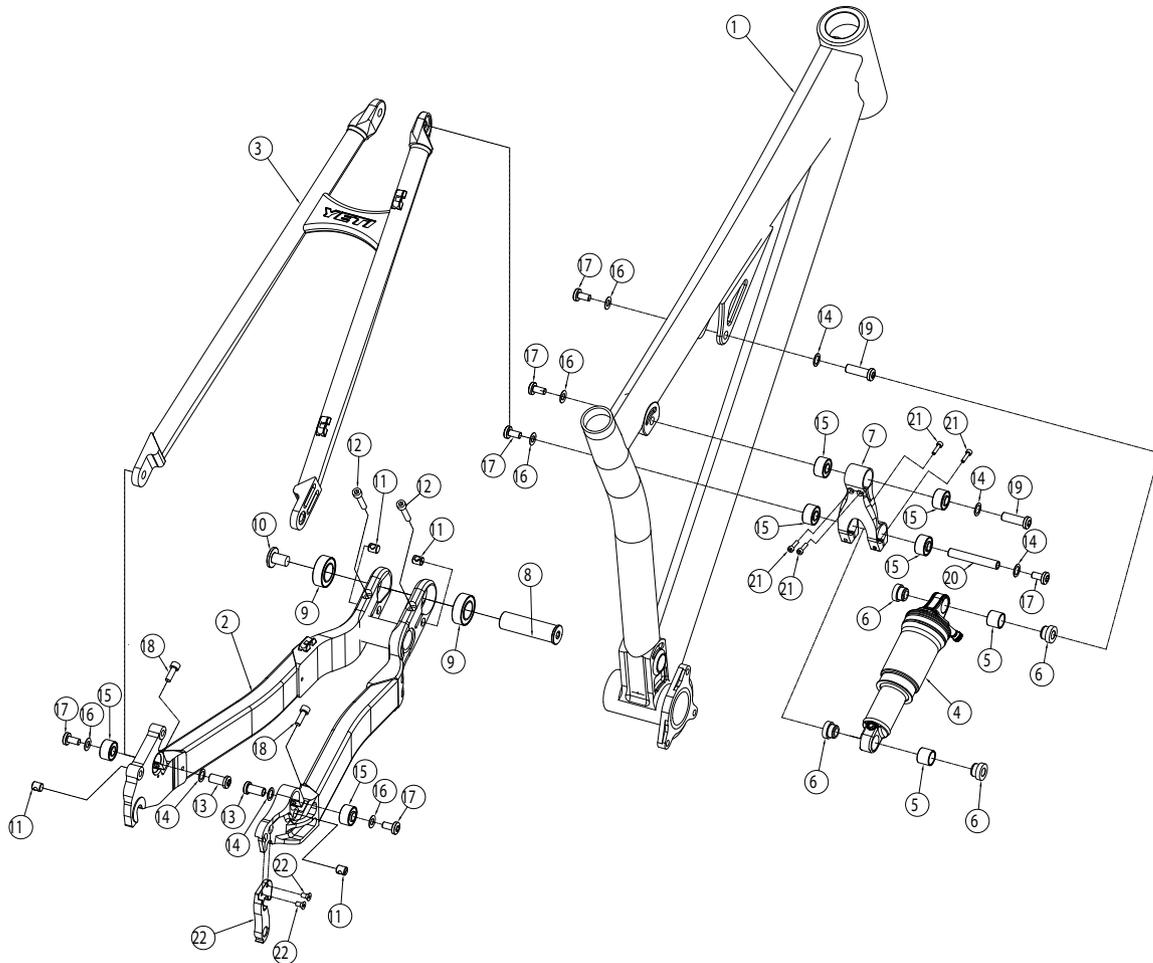


12 FRAME ASSEMBLY Before making the final connection thread one the remaining Bolt-Ti-Male (M6 X 1 X 12 mm) and Washer (8.5 X 12.5 X 0.5 mm) into the Stud-Ti-Female (M6 X 8 X 53 mm). Just secure finger tight. The purpose is to create a bolt sub-assembly for the final connection.

Next swing the seatstays and shock up to the Dogbone. Line up the shock eyelet seatstay thru-holes and dogbone bearings. Then slide the bolt subassembly through all of the components. Thread the remaining Bolt-Ti-Male (M6 X 1 X 12 mm) and Washer (8.5 X 12.5 X 0.5 mm) in the female pin and secure using two 5 mm allen keys. ■



Exploded Views



REBUILD KITS The individual components of each Yeti bike are not sold separately. All yeti parts are sold in rebuild kits. 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 W/FOX SHOCK

QTY.	PART #	DESCRIPTION
1	1	NA 4X Front Triangle
2	1	NA 4X Chainstay
3	1	NA 4X Seatstay
4	1	NA Fox RP23 (6.5 X 1.5 in)
5	2	300020020 Fox Garlock
6	4	300020034 Reducer - 22mm
7	1	300040228 Dogbone - 4X 2006
8	1	300030115 Pivot Pin (17mm X 58.5 mm)]
9	2	300020030 Bearing 3903 2RS Double Row
10	1	300030179 Pivot Pin Washer
11	1	300030006 Button Head Bolt (M6 X 1 X 12 mm)
12	4	300040349 Barrel Insert (M5)
13	2	300030196 Bolt Cap M5 X 0.8 X 24 mm
14	2	300030114 Bolt-Ti-Female (M6 X 8 X 16.5 mm)
15	7	300030069 Washer (8.5 X 12.5 X 0.5 mm)
16	6	300020032 Bearing 398 2RS MAX Double Row
17	3	300030062 Washer (6.5 X 12.5 X 0.5 mm)
18	4	300030110 Bolt-Ti-Male (M6 X 1 X 12 mm)
19	2	300030010 Bolt Cap M5 X 0.8 X 16 mm
20	2	300030078 Pivot Bolt Male Yeti (M6 X 17 mm)
21	2	300030077 Pivot Bolt Female Yeti (M6 X 24.8 mm)
22	1	300030187 Stud-Ti-Female (M6 X 8 X 53 mm)
23	4	300030056 Bolt Cap M3 X 0.5 X 12 mm
24	1	300060045 Derailleur Hanger w Fasteners

Parts List

PART NUMBER	DESCRIPTION	QTY.
200020098	4X BEARING REBUILD KIT '06-'07	1
300020030	BEARING 3903 2RS DOUBLE ROW	2
300020032	BEARING 398 2RS MAX DBL ROW	6
200020097	4X MASTER REBUILD KIT '06-'07	1
300030077	PIVOT BOLT FEMALE YETI 24.8MM	2
300030187	STUD-TI-FEMALE 8X53MM-SOLID	1
300030179	WASHER-CUSTOM PIVOT PIN-7075	1
300030115	PIVOT PIN - AL - 17MMX58.5MM	1
300030114	BOLT-TI-FEMALE 8X16.5MM	2
300030078	PIVOT BOLT MALE YETI 17MM	2
300020030	BEARING 3903 2RS DOUBLE ROW	2
300030069	WASHER SS 8.5MM ID 12.5MM OD	7
300030110	BOLT-TI-MALE M6X1 12MM	5
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	3
300030056	BOLT CAP M3X0.5X12	4
300020034	REDUCER FOX 8X22MM	2
300020032	BEARING 398 2RS MAX DBL ROW	6



Warranty

YETI LIMITED (2) TWO YEAR FRAME WARRANTY (applies to 303, 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-sl, AS-R, 575, ARC, FR0, 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)