



# OWNER'S MANUAL

## 2012 YETI ASR C

**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.

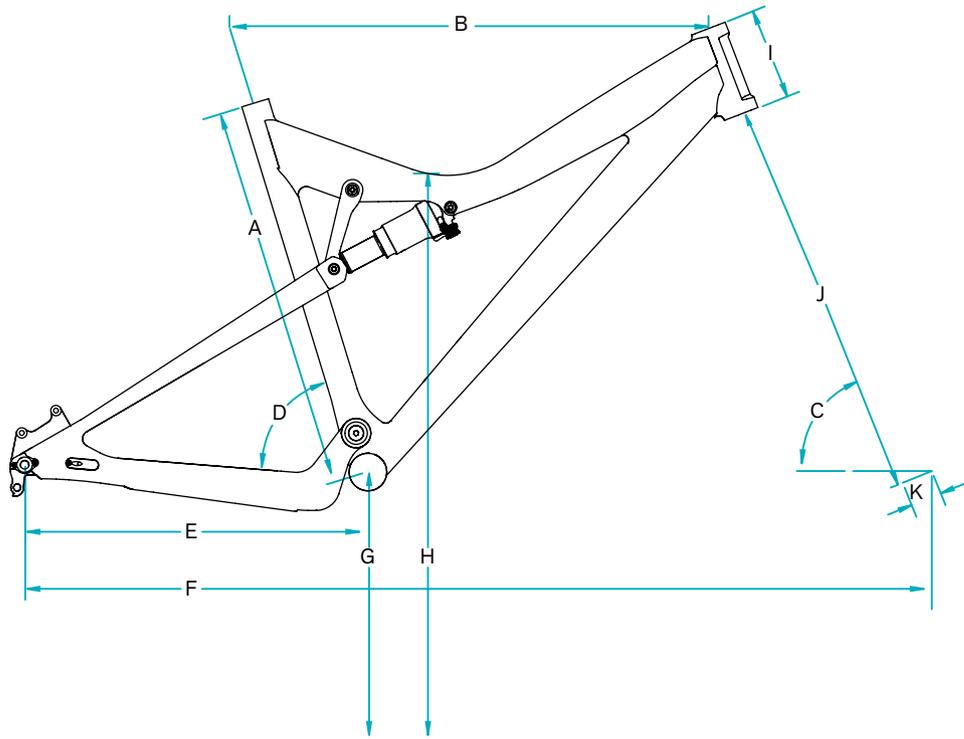
This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. The word "Warning" indicates a potentially hazardous situation in which, if not avoided, could result in serious injury or death. The word "Caution" indicates a potentially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

# EVERYTHING ABOUT THE ASR CARBON SCREAMS SPEED AND EFFICIENCY.

1. HIGH MODULUS CARBON FIBER FRAMESET
2. COMPATIBLE WITH 100 OR 120MM FORKS
3. PRESS-FIT BOTTOM BRACKET
4. CARBON DOGBONE
5. REAR SHOCK BY FOX RACING SHOX
6. DROPOUTS 12MM X 142 THRU AXLE OR 135MM QR
7. CUSTOM CHAIN-SLAP GUARDS

1. The front and rear triangles are constructed entirely of high modulus, hand laid-up carbon with co-molded aluminum lugs at the bearing and pivot connections.
2. Depending on your riding style and geometry preference the ASR-C is compatible with 100mm or 120mm forks.
3. The bottom bracket is a press-fit-style instead of the traditional threaded cups. This reduces weight and adds another level of stiffness.
4. The carbon dogbone helps create the ideal shock rate and provides a solid connection between the front and rear of the bike.
5. The ASR5 uses a 1.5 inch stroke, 6.5 inch eye to eye shock, by Fox Racing Shox.
6. The Yeti chip system allows for an easy switch between a standard 135mm QR or the 142mm x 12mm Shimano thru-axle system.
7. Custom chain-slap guards on the seatstay and chainstay keep things quiet while riding and protect the frame.

# GEOMETRY



## FIT

SMALL	5'3" (160 CM) - 5'8" (173 CM)
MEDIUM	5'8" (173 CM) - 6'0" (183 CM)
LARGE	6'0" (183 CM) - 6'4" (193 CM)

## 100 MM FORK

	SM	MD	LG
A	18.0	19.0	21.0
B	22.4	23.4	24.4
C	69.0	69.0	69.0
D	73.0	73.0	73.0
E	16.9	16.9	16.9
F	42.5	43.5	44.6
G	12.8	12.8	12.8
H	27.4	27.4	27.7
I	4.0	4.5	5.3
J	18.5	18.5	18.5
K	1.5	1.5	1.5

## 120 MM FORK

	SM	MD	LG
A	18.0	19.0	21.0
B	22.6	23.6	24.6
C	68.0	68.0	68.0
D	72.0	72.0	72.0
E	16.9	16.9	16.9
F	42.8	43.8	44.9
G	13.0	13.0	13.0
H	27.8	27.8	28.1
I	4.0	4.5	5.3
J	19.3	19.3	19.3
K	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](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 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 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 (IN/LB)
300030110	BOLT-TI-MALE M6X1 12 MM	90-95
300030189	PIVOT PIN BOLT M10 X 1 X 22	115-125

# 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 RP23

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 20-30 % (7-11MM) 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 RP23

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. PRO PEDAL RP23

The pro-pedal dampening has four levels of adjustment and is controlled by the blue lever and the numbered black dial. Use each setting to adjust the shock for different riding conditions and situations. For example, use propedal for riding to the top of the mountain and then switch to open for the descent. The four different levels of dampening on the shock are: (0) open, (1) light, (2) medium, and (3) firm pro-pedal. If the bike feels too firm, put it on a light setting, and if it feels too sluggish, turn it to the stiffer setting. We have found that the ASR-C rides best with the pro-pedal in the medium setting for climbing and the open setting for descending.



# SHOCK SETUP



### 04. REBOUND RP23

The rebound adjustment has 13 clicks of adjustment. The rebound knob is the red adjustment dial located above your blue pro-pedal adjustment lever. As a general rule, adjustments that are too fast (counter-clockwise adjustment) will produce a springy ride with excessive kick-up of the rear end causing a bucking sensation. Adjustments that are too slow (clockwise adjustment) will cause packing of the rear wheel indicated by a sluggish ride feeling ride.

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

### QUICK START GUIDE - RP23

ADJUSTMENT	SETTING
AIR SPRING SETTING (PSI)	RIDER WEIGHT LESS 20-30 PSI
MEASURED SAG (MM)	7-11
REBOUND	*5 CLICKS
PRO-PEDAL LEVER	OPEN
PRO-PEDAL KNOB	POSITION 2-CLIMBING / POSITION 0-DESCENDING

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

# CABLE SETUP

## YETI TIPS

The ASRC has full cable housing. By using full cable housing, we have eliminated break points in the line of your shifter housing. This allows riders to experience better overall shifting performance by reducing the entrance of unwanted elements such as sweat and sediment. Use of full cable housing helps prevent corrosion from the elements and keeps the shifting smoother for a longer period of time.

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



## 02. FRONT DERAILLEUR

Fit a piece of housing from the front shifter across the head tube and into the single cable stop on the drive side of the downtube. The wire cable will run the length of the down tube, through the guide on the bottom bracket shell, and then attach to the front derailleur.



## 01. REAR DERAILLEUR

Fit the housing from the rear shifter across the head tube and into the cable stops on the non-drive side of the down tube. There are three cable stops on the bottom of the down tube, each with two positions to secure housing. Fit the rear housing line along these stops using the position closest to the drive side. Next, route the housing under the bottom bracket and through the drive side chainstay, looping onto the rear derailleur to finish. Remove the cap on the exit side of the chainstay to make this process easier. Ensure there is a small amount of "slack" between the last cable stop on the down tube and the chainstay entrance to allow for smooth shifting when the rear suspension is being compressed.



## 03. REAR BRAKE

The rear brake line loops across the head tube and into the cable stops on the non-drive side of the down tube. Use the position closest to the non-drive side of the frame on the cable guides for the rear brake line. Next, route the brake line over the bottom bracket shell and across the non-drive chainstay. 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
- Guide pin tool
- Grease
- Blue loctite



### 01.

Press two 23.5mm reducers into the lower portion of the shock.



### 02.

Align the shock and dogbone. Orient the lower portion of the shock between the lower bearings on the dogbone.



### 03.

Install the shock on the frame. Insert a 34.0mm Ti female bolt through the drive side of the frame for the shock. Prep an alloy male bolt with blue loctite and tighten with two 5mm allen keys.

Torque to 90-95 in/lb.



### 04.

Install the dogbone onto the frame. Insert a 40.5mm Ti female bolt with washer through the drive side of the frame and the dogbone. The fox guide pin tool and a dead blow hammer can be used help guide any female bolts through the frame and its components. Use an alloy male bolt prepped with blue loctite on the non-drive side and tighten with two 5mm allen keys.

Torque to 90-5 in/lb.





05.

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



06.

Use the fox guide pin to align and hold the seatstays, dogbone, and shock together. Use a dead blow hammer to push the pin through the above mentioned components.



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.



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.



07.

Prep the main pivot pin (shaft) and bolt (threads) with grease. Install the female pivot pin from the drive side of the bike. Use a dead blow hammer to push the pin into place. Once in place, install and tighten the male pivot bolt with two 5mm allen keys.

Torque to 115-125 in/lb.



08.

Use the fox guide pin tool and a dead blow hammer to install a 46.5mm female Ti bolt through the seatstays, dogbone, and shock. Use a Ti male bolt prepped with blue loctite on the non-drive side and tighten with two 5mm allen keys.

Torque to 90-95 in/lb



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.

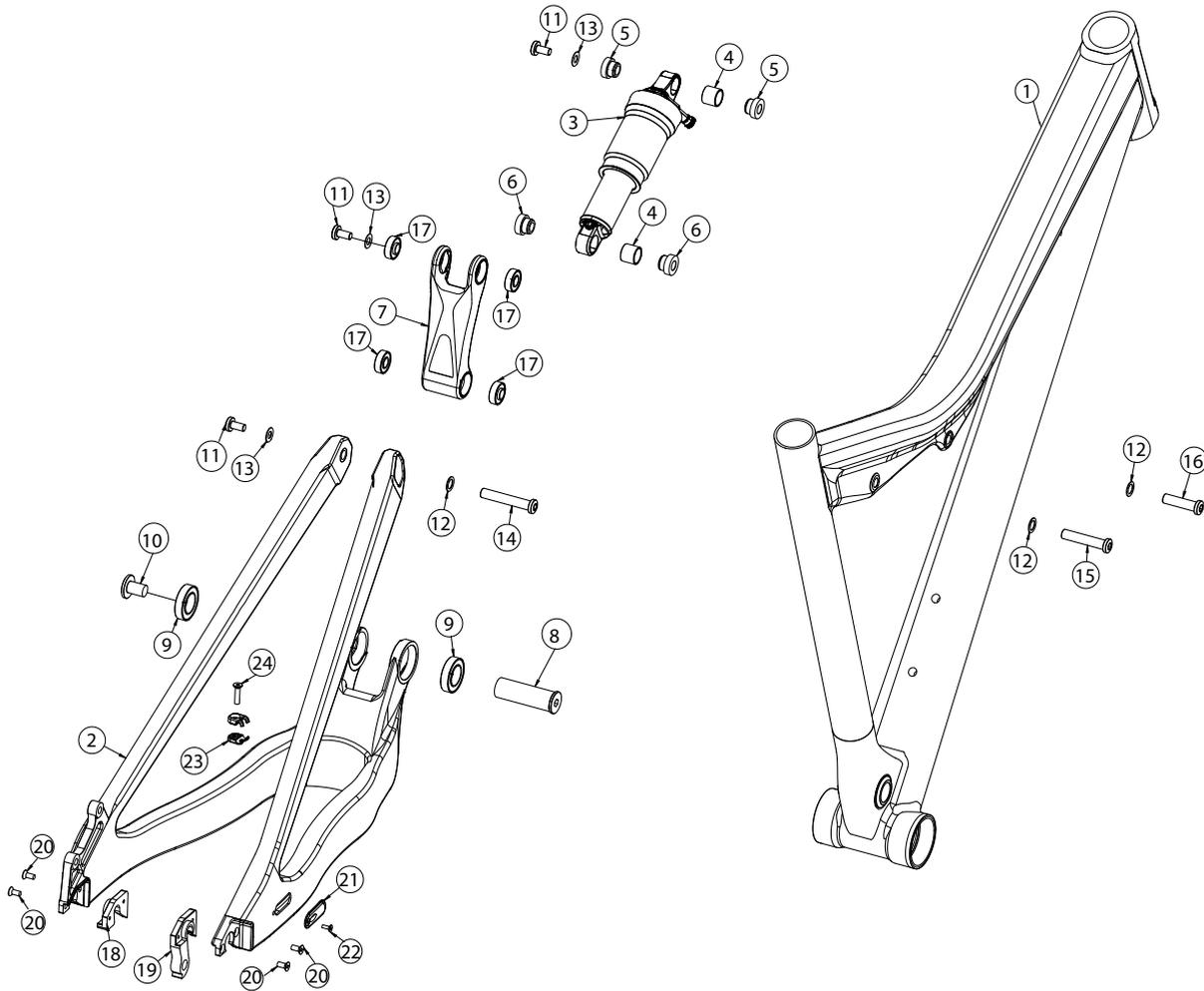


04.

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	ASR-C FRONT TRIANGLE	1
2	NA	ASR-C SWINGARM	1
3	NA	FOX RP23 [6.5"X1.5"]	1
4	300020020	GARLOCK DP BUSHING .5".5"	2
5	300020034	REDUCER FOX 8X22MM	2
6	300020037	REDUCER FOX 8X23.5MM	2
7	200020171	ASR-C CARBON DOGBONE	1
8	300030188	PIVOT PIN 17X7.5/10X1THR.D 52.4	1
9	300020001	BEARING 6903 MAX	2
10	300030189	PIVOT PIN BOLT M10 X 1 X 22	1
11	300030110	BOLT-TI-MALE M6X1.12 MM	3
12	300030069	WASHER 8.5X12.5X0.5 MM	3
13	300030062	WASHER 6.5X12.5X0.5 MM	3
14	300030112	BOLT-TI-FEMALE 8.0X46.5MM	1
15	300030190	BOLT-TI-FEMALE 8.0X40.5MM	1
16	300030111	BOLT-TI-FEMALE 8.0X34.0MM	1
17	300020036	BEARING 698MAX EXT RACE 1.5	4
18	300040386	QR INSERT NON-DRIVE	1
19	300060061	QR INSERT DER HANGER	1
20	300030221	BOLT FLAT HEAD M4X.7X9	4
21	300040390	SWINGARM CABLE CAP	1
22	300030215	BOLT FLAT HEAD M3X 8MM	1
23	300040396	BOLT-ON CABLE GUIDE SINGLE	1
24	300030139	BOLT FLAT HD M4X.7X16	1

# REBUILD KITS

PART #	DESCRIPTION	QTY
200020171	ASR-C '08-'12 DOGBONE W/BEARING	1
	300020036 BEARING 698MAX EXT RACE 1.5	4
	200020171 ASR-C CARBON DOGBONE	1
200020137	ASR-C '08-'12 BEARING REBUILD KIT	1
	300020001 BEARING 6903 MAX	2
	300020036 BEARING 698MAX EXT RACE 1.5	4
200020138	ASR-C '08-'12 MASTER REBUILD KIT	1
	300020001 BEARING 6903 MAX	2
	300020036 BEARING 698MAX EXT RACE 1.5	4
	300030190 BOLT-TI-FEMALE 8.0X40.5MM	1
	300030111 BOLT-TI-FEMALE 8.0X34.0MM	1
	300030112 BOLT-TI-FEMALE 8.0X46.5MM	1
	300030110 BOLT-TI-MALE M6X1 12 MM	3
	300030188 PIVOT PIN 17X7.5/10X1THR D 52.4	1
	300030189 PIVOT PIN BOLT M10 X 1 X 22	1
	300020034 REDUCER FOX 8X22MM	2
	300020037 REDUCER FOX 8X23.5MM	2
	300030062 WASHER 6.5X12.5X0.5 MM	3
	300030069 WASHER 8.5X12.5X0.5 MM	3

200020139	ASR-C '08-'12 MOUNTING HARDWARE	1
	300030062 WASHER 6.5X12.5X0.5 MM	3
	300030069 WASHER 8.5X12.5X0.5 MM	3
	300030190 BOLT-TI-FEMALE 8.0X40.5MM	1
	300030111 BOLT-TI-FEMALE 8.0X34.0MM	1
	300030112 BOLT-TI-FEMALE 8.0X46.5MM	1
	300030110 BOLT-TI-MALE M6X1 12 MM	3

# WARRANTY

## **YETI LIMITED (1) ONE YEAR FRAME WARRANTY**

*(applies to 303 WC / 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 (1) 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 AS-R 5C / AS-R 5A / AS-R Carbon / SB66-A / SB66-C / SB95 / 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**

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## **BUSINESS HOURS**

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