



# OWNER'S MANUAL 2013 YETI SB95-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.

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.

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

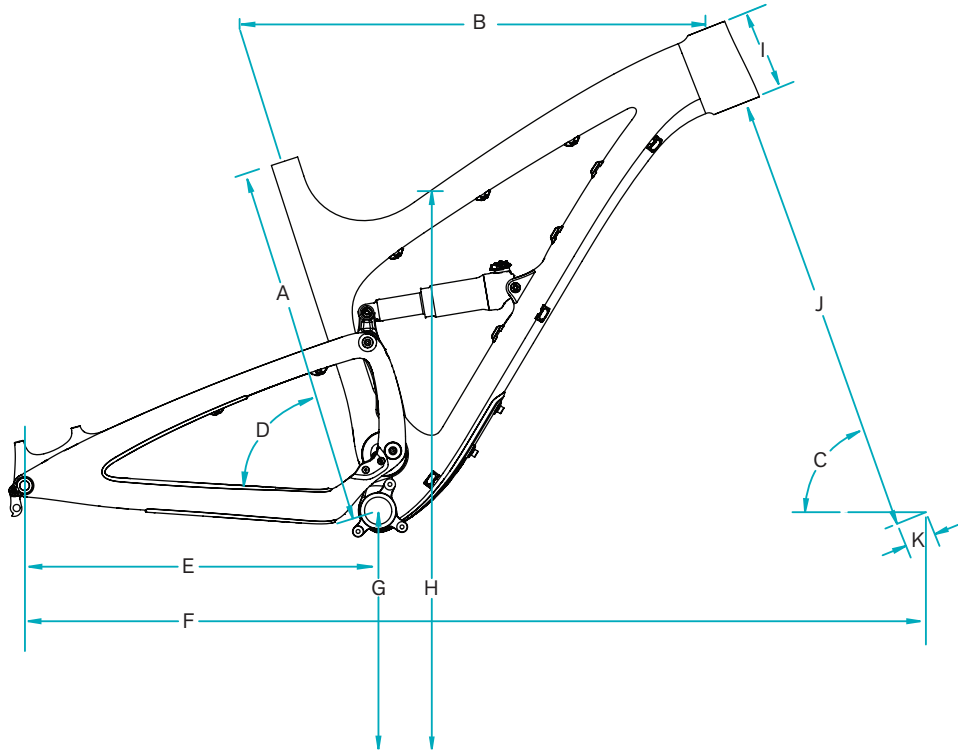
**Warning:** Technological advances have made bicycles and bicycle components more complex and the pace of innovation is increasing. It is impossible for this manual or the accompanying manuals to provide all the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an injury, it is critical for you to have work performed by an authorized Yeti retailer.

# THIS IS THE CULMINATION OF MORE THAN SIX YEARS OF WORK AND TESTING ON THE SB PLATFORM.

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. 12MM X 142 THRU AXLE DROPOUTS
8. CUSTOM CHAIN-SLAP GUARDS
9. CABLE STOPS FOR HEIGHT ADJUSTABLE SEATPOST
10. DIRECT MOUNT FRONT DERAILLEUR

1. The SB95-Carbon delivers 5 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 inset headtube on the SB95 Carbon allows for a larger headtube with, increased stiffness, and lower overall ride height. s
6. The SB95 Carbon uses a 2.0 inch stroke, 7.5 inch eye to eye shock, by Fox Racing Shox.
7. The dedicated 142mm x 12mm Shimano thru-axle gives the SB95 Carbon uncompromising stiffness and easy wheel removal.
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 SB95 Carbon with a dropper post.
10. Mount a direct mount (E-type) front derailleur to the SB95 Carbon 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 34 120 MM FORK

	SM	MD	LG	XL
A	16.5	18.0	19.5	21.0
B	22.1	23.1	24.1	24.9
C	68.5	68.5	68.5	68.5
D	72.0	72.0	72.0	72.0
E	17.5	17.5	17.5	17.5
F	43.9	44.9	46.0	46.8
G	13.2	13.2	13.2	13.2
H	28.2	28.8	29.0	29.8
I	3.7	4.1	4.9	5.5
J	21.0	21.0	21.0	21.0
K	2.0	2.0	2.0	2.0

## FOX 34 140 MM FORK

	SM	MD	LG	XL
A	16.5	18.0	19.5	21.0
B	22.2	23.2	24.2	25.0
C	67.6	67.6	67.6	67.6
D	71.1	71.1	71.1	71.1
E	17.5	17.5	17.5	17.5
F	44.2	45.2	46.3	47.1
G	13.5	13.5	13.5	13.5
H	28.5	29.1	29.3	30.0
I	3.7	4.1	4.9	5.5
J	21.8	21.8	21.8	21.8
K	2.0	2.0	2.0	2.0

\*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 SB-95 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
300030234	BOLT STOP M12X1.25X10MM	40-45
HNAS95A000000000000002	COLLET BOLT M8	155-160
HNAS95A000000000000004	UPPER LINK COLLET AXLE SB-95C	35-40
HNAS95A000000000000000	MAIN PIVOT COLLET AXLE SB-95C	35-40
HNAS95A000000000000006	AXLE CAP LOWER LINK	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 SB95 to ride properly it is important to setup the shock with the correct amount of sag. For general riding the SB95 works best with 25-30 % (13-15MM) 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 absorbcency on steep, aggressive descents.

## QUICK START GUIDE - CTD ADJUST

ADJUSTMENT	SETTING
AIR SPRING SETTING (PSI)	RIDER WEIGHT LESS 10 PSI
MEASURED SAG (MM)	13-15
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.*



## 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.

## SHOCK SETTING NOTES:

PRESSURE: \_\_\_\_\_

MEASURED SAG (MM): \_\_\_\_\_

REBOUND SETTING: \_\_\_\_\_



# CABLE SETUP

## YETI TIPS

The SB95 Carbon uses full cable 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 SB95 Carbon. Run the line from your remote along the guides on the bottom of the top tube for a clean set-up. If you haven't tried a dropper on your SB95 Carbon, 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

Slide a cable through the swingarm sleeve from the front of the swingarm. Remove the sleeve from the swingarm, leaving the cable. With an uncut piece of housing start from the back of the bike. Thread the cable into the housing. Slide the housing into the frame using the cable at the front of the swingarm to guide the housing through the opening. Remove the cable once the housing is threaded through the swingarm completely. Slide the housing under the shock and up around the outside of the head tube to the shifter with enough slack for turning. Cut excess housing from the back end to fit to the derailleur. Once you have the desired length move on to the next cable. Wait until you have installed the rear brake line then secure the housings to the downtube with zip ties.



## 02. FRONT DERAILLEUR

Fit the housing from the front shifter across the head tube and onto the cable stops on the bottom of the down tube. Secure the housing to the three single cable stops on the bottom of the down tube with zip ties. Next, route the housing under the bottom bracket and into one of the two stops under the chainstay yoke. Use the stop closest to the drive side of the bike for Shimano front derailleurs and the stop in the middle of the yoke for Sram derailleurs. Ensure the housing is long enough under the bottom bracket to allow for suspension movement. Run the cable through the housing and attach to the derailleur to finish.



## 03. REAR BRAKE

The rear brake line loops across the non drive side of the head tube. Then it runs under the shock down the cable stops on the top of the down tube, paralleling the rear derailleur housing. 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 runs inside the seat stay as shown in the picture on the right.



# 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 or pink 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
- 2.5mm allen key
- Two - 5mm allen keys
- Two - 6mm allen keys
- 10mm allen key
- Guide pin tool
- Lock ring pliers
- Grease
- Blue and Pink loctite



**01.**

Place the 60mm OD quad o-ring by the non-drive side main pivot bushing. The o-ring should be flush with the bushing.



**02.**

Do not grease the 45mm integrated axle. Insert the axle into the frame through the non-drive side main pivot bushing.



**03.**

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



**04.**

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

Torque to 40-45 in/lb.





05.

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

Torque to 90-95 in/lb.



06.

Slide the upper link over the lower pivot axle sleeve on the front triangle. Ensure the Yeti logo faces the front of the frame.



09.

Create two collet bolt assemblies. Place a collet wedge over each collet bolt and secure the wedge with a retaining ring using a pair of lock ring pliers. Prep the outside of each wedge and the bolt threads with grease.



10.

Lightly apply pink Loctite to the collet axle threads.



07.

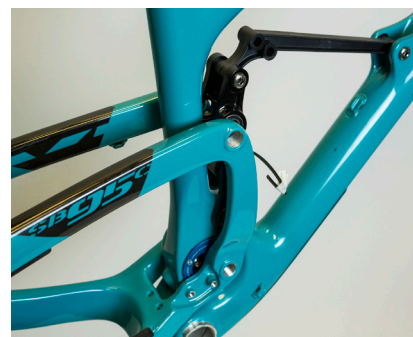
Lightly Grease the lower link axle and install it through the link from the drive side of the frame. Use a dead blow hammer to tap the axle into place if needed.



08.

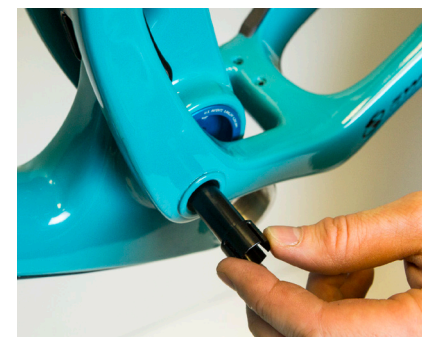
Lightly apply pink loctite to the threads on the lower link axle cap. Install and tighten the cap into the lower link axle with a 5mm and 6mm allen key. Tighten until there is no play between the bearings and link and the link still moves freely.

Torque to 80-90 in/lb.



11.

Slide the rear triangle over the eccentric and align it with the main pivot bearings.



12.

Lightly grease the shaft of the main pivot collet axle. Insert the collet axle through the swingarm and eccentric from the non drive side of the frame and tighten with a 10mm allen key. Tighten until the swingarm and bearings contact each other firmly but still move smoothly.

Torque to 40-45 in/lb.





13.

Lightly grease the shaft of the upper link collet axle. Insert the collet axle through the swingarm and the upper link bearings from the non drive side of the frame and tighten with a 10mm allen key until the bearings and seingarm make contact firmly.

Torque to 40-45 in/lb.



15.

Install the shock onto the frame using fox guide pins. You may need to loosen the upper collet axle a little to install the shock into the link. Once the shock is in place and held by the fox guide pin re tighten the collet axle to a similar torque used without the shock.



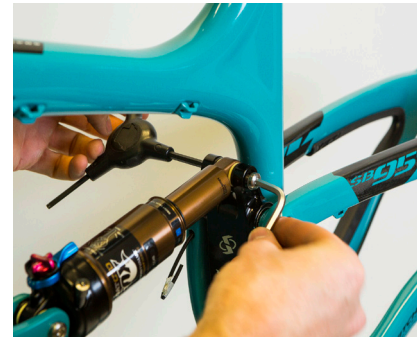
14.

Gently check the movement of the swingarm. It should move smoothly without any lateral play. Adjust the torque on the collet axles until they are as tight as possible while allowing the swingarm to cycle smoothly.



16.

Use the guide pin tool and a dead blow hammer to help guide any female Ti bolts through the frame and frame and shock. Install male bolt and torque to 90-95 in/lb using two 5mm allen wrenches.



17.

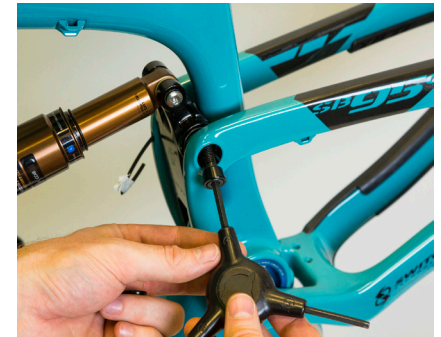
Repeat step 16 for the rear of the shock where it attaches to the link.



19.

Tighten a collet bolt assembly into the non drive side of the lower link collet axle with a 5mm allen key and you are done.

Torque to 120-125 in/lb



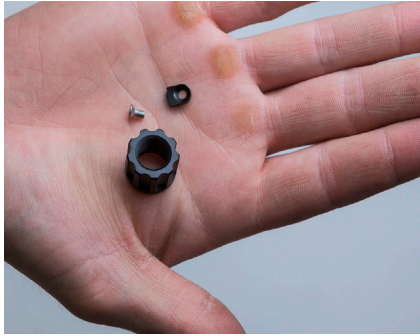
18.

Tighten a collet bolt assembly into the non drive side of the upper link collet axle with a 5mm allen key.

Torque to 120-125 in/lb.



## 12MM X 142MM DROPOUTS



**01.**

Axle nut and retaining hardware. This system allows for clocking of the skewer lever for easy, consistent removal and replacement of the rear wheel.



**02.**

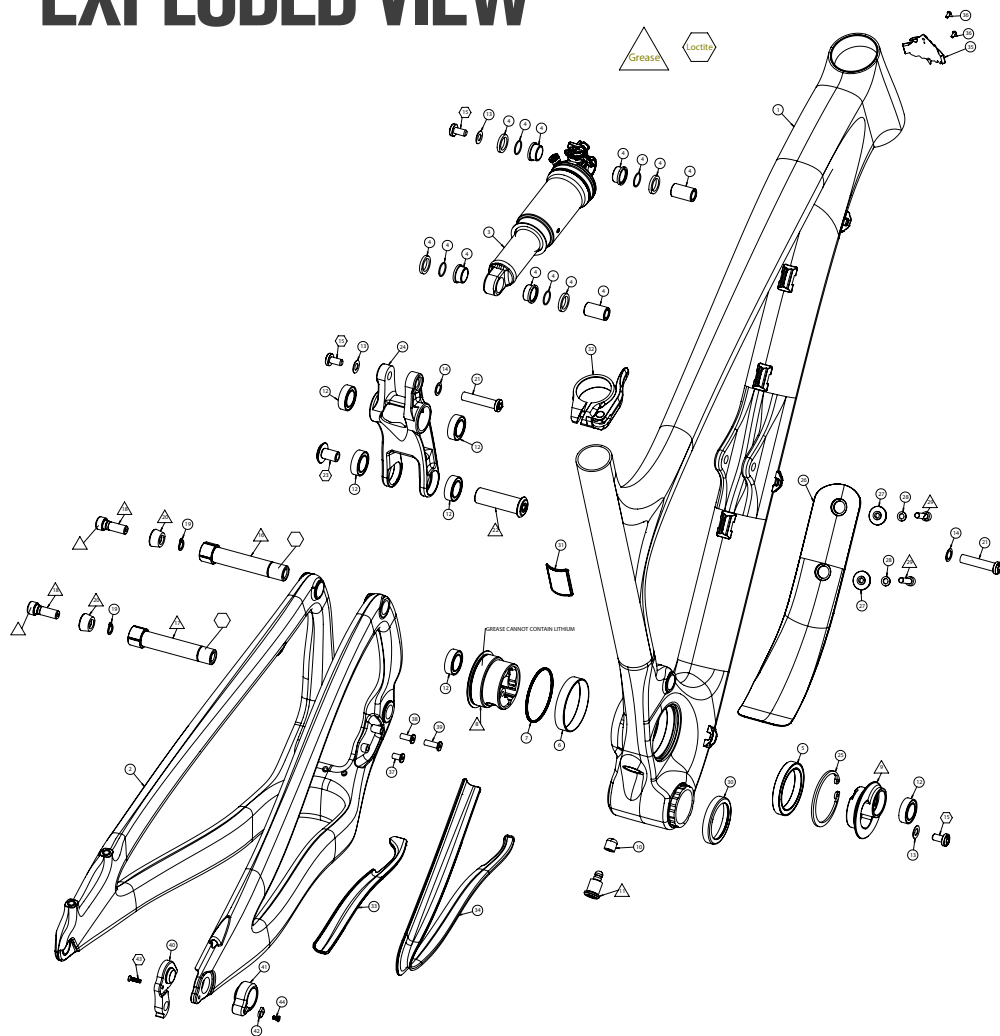
With the rear wheel installed close the quick release lever to the proper tension and in the desired orientation. Install the retaining hardware. You may need to open and slightly reposition the skewer to allow the retainer to fit into the grooves on the nut.



**03.**

Once this process is complete you will be able to remove your axle and replace it in the same orientation every time.

# EXPLODED VIEW



PART NUMBER	DESCRIPTION	QTY	TORQUE SPEC
1	N/A	SB-95C FRONT TRIANGLE	1
2	N/A	SB-95C REAR TRIANGLE	1
3	N/A	FLOAT-CTDA <sub>adj</sub> _SV_7.5"x2.0"	1
4	214-09-005	FOX MOUNT KIT 21.84MM	2
5	BB 6808 LLB	BEARING 40X52X7 6808 2RS	1
6	HNAS95A00000000000007	BUSHING 52X50X9p5	1

7	300040429	O_RING_QUAD_50P4X54X1P6	1	
8	300040435	AXLE 45MM SB-95C	1	
9	300040436	AXLE 40MM SB-95C	1	
10	300030235	BUMPER STOP RUBBER	1	
11	300030234	BOLT STOP M12X1P25X10MM SB-66	1	40-45 in-lb [4.52-5.09 Nm]
12	HNA00000BA000000000000	BEARING 15X24X7 3802 2RS MAX DBL ROW	6	
13	300030062	WASHER 6.5X12.5X0.5 MM	3	
14	300030069	WASHER 8.5X12.5X0.5 MM	2	
15	300030110	BOLT-TI-MALE M6X1 12MM	3	90-95 in-lb [10.17-10.74 Nm]
16	300040437	AXLE COLLET LINK PIVOT UPPER SB-95C	1	40-45 in-lb [4.52-5.09 Nm]
17	300040438	AXLE COLLET AXLE MAIN PIVOT SB-95C	1	40-45 in-lb [4.52-5.09 Nm]
18	HNAS95A0000000000000002	COLLET BOLT M8	2	155-160 in-lb [17.52-18.08 Nm]
19	HNAS95A0000000000000003	COLLET RETAINING RING M8	2	
20	HNAS95A0000000000000001	COLLET WEDGE 15MM	2	
21	300030150	BOLT-TI-FEMALE 8.0X36.5MM	2	
22	300040439	AXLE LINK PIVOT LOWER SB-95C	1	
23	HNAS95A0000000000000006	CAP AXLE LINK LOWER SB-95C	1	125-130 in-lb [14.13-14.69 Nm]
24	200020188	LINK UPPER SB-95C	1	
25	300030237	SB-95C RETAINING RING_MAIN PIVOT	1	
26	400100094	SB-95C DT PROTECTOR	1	
27	300030238	SB-95C H20 Spacer	2	
28	300030148	WASHER 5.1X8.9X1 MM	2	
29	300030012	BOLT-CAP (M5 X 0.8 X 20 mm)	2	4.3 in-lb [5 cm-kg]
30	300040434	MOUNT BB SB-66	1	
31	300070012	FLAG BADGE - COLORADO	1	
32	300060067	YETI SEAT CLAMP QR	1	
33	400100095	SB-95C LOWER CS PROTECTOR	1	
34	400100096	SB-95C LOWER CS-SS PROTECTOR	1	
35	300070006	ICE AXE HEAD BADGE	1	
36	300030000	DRIVE SCREW HEAD BADGE	2	
37	300030241	FD E-TYPE BOLT 9MM	1	
38	300030242	FD E-TYPE BOLT 12MM	1	
39	300030243	FD E-TYPE BOLT 15MM	1	
40	300060068	12X142 HANGER STANDARD	1	
41	300040440	12X142 SHIMANO NUT HOUSING	1	
42	300030441	12X142 SHIMANO NUT STOPPER	1	
43	300030239	BOLT FLAT HEAD (M3X.5X12)	1	4.3 in-lb [5 cm-kg]
44	300030240	BOLT FLAT HEAD (M3X.5X6)	1	4.3 in-lb [5 cm-kg]

# REBUILD KITS

PART #	DESCRIPTION
<b>200020193</b>	<b>SB95-C MASTER REBUILD KIT 13</b>
300030062 X3	WASHER SS 6.5MM ID 12.5MM OD .5MM
300030069 X2	WASHER SS 8.5MM ID 12.5MM OD .5MM
300030110 X3	BOLT-TI-MALE M6X1 12MM
300030150 X2	BOLT-TI-FEMALE 8.0X36.5MM
300030234 X1	BUMPER BOLT M12X1P25X10MM
300030235 X1	BUMPER STOP 66A 66C 95A 95C
300030237 X1	SB-95C RETAINING RING MAIN PIVOT
300040429 X1	O-RING QUAD 50P1X21X1P6
300040439 X1	AXLE LINK PIVOT LOWER SB95-C
300040454 X2	COLLET WEDGE ASSEMBLY GEN2
300040469 X1	AXLE COLLET 15X62.5SX12.25T
300040472 X1	AXLE COLLET 15X61.5SX14.5T
BB 6808 LLB X1	BEARING 40X52X7
HNA00000BA00000000000 X6	BEARING 3802 RS MAX DBL ROW
HNAS95A00000000000006 X1	CAP AXLE LINK LOWER SB-95C
HNAS95A00000000000007 X1	BUSHING 52X50X9.5
<b>200020194</b>	<b>SB95-C BEARING REBUILD KIT 13</b>
300030237 X1	SB-95C RETAINING RING MAIN PIVOT
300040429 X1	O-RING QUAD 50P1X21X1P6
BB 6808 LLB X1	BEARING 40X52X7
HNA00000BA00000000000 X6	BEARING 3802 RS MAX DBL ROW
HNAS95A00000000000007 X1	BUSHING 52X50X9.5

<b>200020195</b>	<b>SB95-C HARDWARE KIT 13</b>
300030062 X3	WASHER SS 6.5MM ID 12.5MM OD .5MM
300030069 X2	WASHER SS 8.5MM ID 12.5MM OD .5MM
300030110 X3	BOLT-TI-MALE M6X1 12MM
300030150 X2	BOLT-TI-FEMALE 8.0X36.5MM
300030237 X1	SB-95C RETAINING RING MAIN PIVOT
300040439 X1	AXLE LINK PIVOT LOWER SB95-C
300040454 X2	COLLET WEDGE ASSEMBLY GEN2
300040469 X1	AXLE COLLET 15X62.5SX12.25T
300040472 X1	AXLE COLLET 15X61.5SX14.5T
HNAS95A00000000000006 X1	CAP AXLE LINK LOWER SB-95C
<b>200020196</b>	<b>SB95-C ECCENTRIC KIT 13</b>
300030062 X1	WASHER SS 6.5MM ID 12.5MM OD .5MM
300030110 X1	BOLT-TI-MALE M6X1 12MM
300030234 X1	BUMPER BOLT M12X1P25X10MM
300030235 X1	BUMPER STOP 66A 66C 95A 95C
300030237 X1	SB-95C RETAINING RING MAIN PIVOT
300040429 X1	O-RING QUAD 50P1X21X1P6
300040435 X1	AXLE 45MM SB-95C
300040436 X1	AXLE 40MM SB-95C
BB 6808 LLB X1	BEARING 40X52X7
HNA00000BA00000000000 X6	BEARING 3802 RS MAX DBL ROW
HNAS95A00000000000007 X1	BUSHING 52X50X9.5
<b>200020197</b>	<b>SB95-C FRAME PROTECTOR KIT 13</b>
400100094	DOWN TUBE PROTECTOR SB-95C
400100095	SB-95C LOWER CS PROTECTOR
400100096	SB-95C LOWER SC-SS PROTECTOR
<b>200020198</b>	<b>DOGBONE SB95-C W/BEARING 13</b>
<b>300060068</b>	<b>12X142 HANGER STANDARD NO BOLT</b>

# 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

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## BUSINESS HOURS

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