

**YETI**

# Unrivaled driv

575 OWNERS MANUAL '08-'09

**YETI CYCLES**

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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 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 "Warnings" and "Cautions".



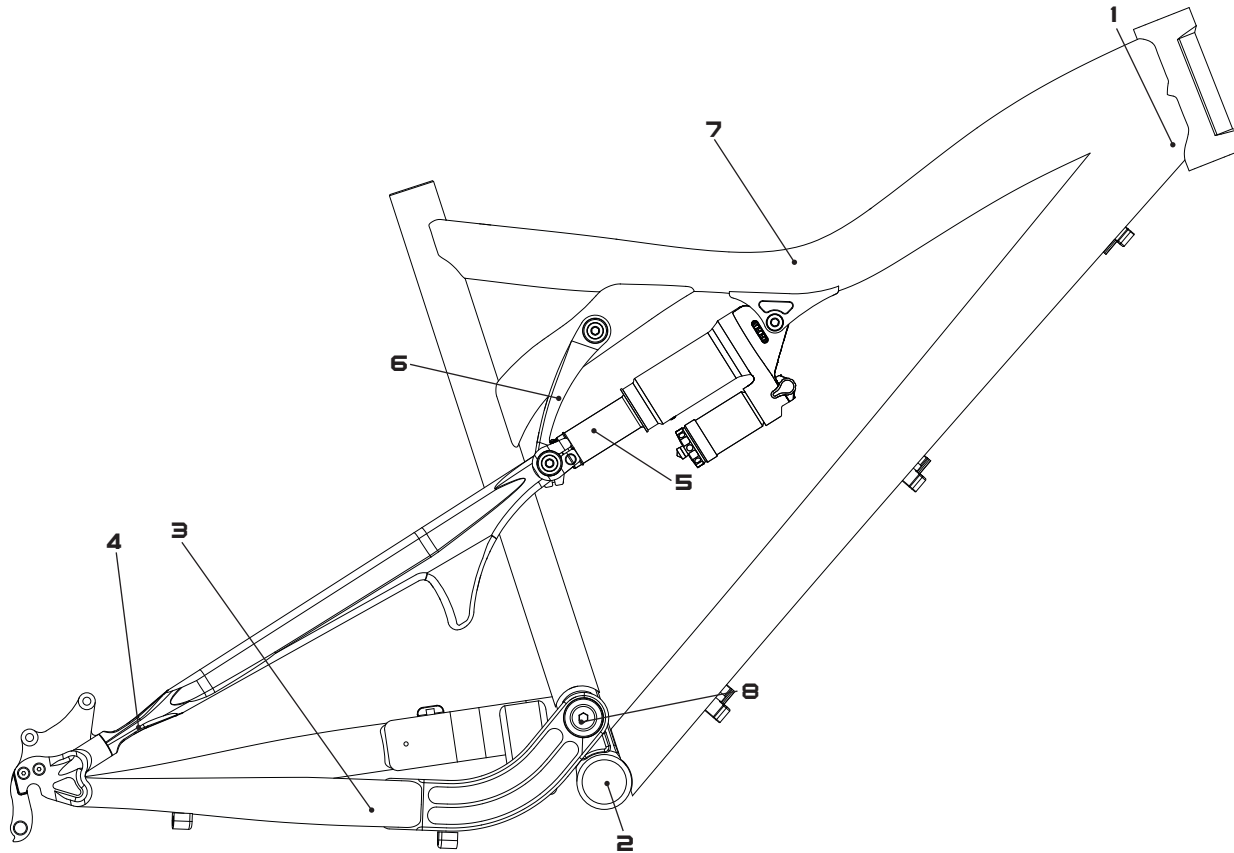
**Warning:** Make sure you review and understand the warnings, instructions and content of this manual and accompanying manuals for your bicycle.



**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 accompanying manuals to provide all the information required to properly repair and maintain your bicycle. In order to help minimize the chances of injury, it is critical for you to have work performed by an authorized Yeti dealer.

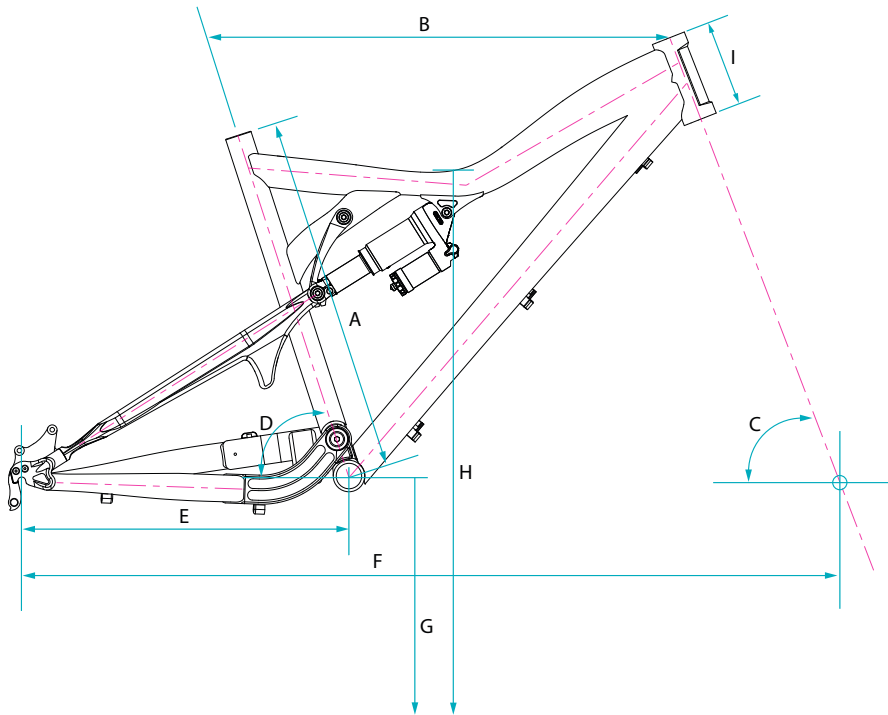


# Frame Features



- PURE TUBING**  
Yeti pure tubing is custom butted and tapered 7005 aluminum. This makes the frame lightweight and strong 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.
- CARBON REAR TRIANGLE**  
Full carbon rear triangle with a bridge between the seatstays. It provides a noticeable increase in rear wheel stiffness.
- FLEX PIVOTS**  
CarbonFlex pivots allowed us to shave weight and increases performance. I-Beam construction has great lateral stiffness and enhances suspension performance.
- SHOCK**  
7.875" eye-to-eye / 2" stroke.
- DOGBONE**  
Dogbone controls suspension rate and enhances rear end stiffness. Sealed bearings allow the dogbone to move freely.
- HYDRFORMED TOP TUBE**  
The hydroformed tube produces a stronger, lighter, and more rigid tube for increased stiffness while reducing weight. It also allows for greater stand-over clearance.
- MAIN PIVOT**  
Oversized sealed bearings on main pivot for low maintenance and stiction-free performance.

# Geometry



## GEOMETRY 575

### 140 MM FORK (RIDE HEIGHT 511MM)

	XS	S	M	L	XL
A	15.8	17.5	18.5	20.5	21.5
B	21.8	22.8	23.8	24.8	25.6
C	68.5	68.5	68.5	68.5	68.5
D	72	72	72	72	72
E	16.9	16.9	16.9	16.9	16.9
F	42	43	44	45	45.9
G	13.25	13.25	13.25	13.25	13.25
H	28.5	29	29	29	29
I	3.6	4.5	4.5	5.25	6

### 160 MM FORK (RIDE HEIGHT 545MM)

	XS	S	M	L	XL
A	15.8	17.5	18.5	20.5	21.5
B	22	23	24	25	25.8
C	66.9	66.9	66.9	66.9	66.9
D	70.4	70.4	70.4	70.4	70.4
E	16.9	16.9	16.9	16.9	16.9
F	42.5	43.5	44.5	45.5	46.4
G	14	14	14	14	14
H	29.5	29.7	29.7	29.7	29.7
I	3.6	4.5	4.5	5.25	6

\*All measurements are in inches.

# Maintenance

**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	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



**MAINTENANCE?** Not sure how to work on your own bike? Contact your authorized Yeti dealer or visit [www.parktool.com](http://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.

**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 a guide. For specific torque, specifications, please contact the component manufacturer directly.

## 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 manufacture's component you are adjusting. In order to help minimize the chances of injury, do not perform any maintenance that you are no confident can be completed within your abilities.

## Bike Setup



### TOOLS NEEDED

- Shock pump
- Tape measure
- 4mm allen key

### TIME

15-20 minutes

### 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.
- Removing the shock from the linkage will require the Yeti linkage tool for proper assembly and disassembly. The tool can be purchased online at [www.yeticycles.com](http://www.yeticycles.com) or through an authorized Yeti dealer.



## Setup-Fox RP23

**1 AIR PRESSURE** The main air spring controls the sag of the shock. For the 575 to ride properly it is important to setup the shock with the correct amount of sag. For general riding use 20-30% of the shock stroke (5mm to 10mm). To increase sag reduce the main spring air pressure. To reduce sag increase the main spring air pressure. Refer to the quick start guide to get your starting 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. 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. Refer to the guide below for the percentage of sag equivalents for the measurement recorded.

**Firm ride- 20-25% sag // Plush ride- 30% sag**

**3 PRO-PEDAL** The pro-pedal dampening has two settings and three levels of adjustment and is controlled by the blue lever (formerly the lock-out lever). The two settings are open and propedal. 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 pro pedal knob has three different levels of dampening: (1) light, (2) medium and (3) heavy 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.

**4 REBOUND** The rebound adjustment has 8-10 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**



## Setup-Fox DHX Air

**SETUP OVERVIEW** The DHX 5.0 employs both speed sensitive rebound damping and positive sensitive compression damping. There are three external adjustments that affect the compression and one external adjustment for the rebound. The three compression adjustments are bottom-out resistance, boost valve and pro-pedal. The pro-pedal controls the anti-bob properties of the shock or the first part of the shock's stroke; the bottom-out resistance controls the end of the shock stroke; and the boost valve damping links these two adjustments together to create a seamless transition through the entire stroke. The boost valve also decouples the pro-pedal and bottom-out resistance making these adjustments independent of each other.

**1 AIR PRESSURE** The main air spring controls the sag of the shock. For the 575 to ride properly it is important to setup the shock with the correct amount of sag. For general riding use 20-30% of the shock stroke. To increase sag reduce the main spring air pressure. To reduce sag increase the main spring air pressure. Refer to the quick start guide to get your starting air pressure.

**Firm Ride - 20-25% sag**  
**Plush ride - 30% sag**

**Warning:** Use of the shock with improper air pressure can cause loss of dampening and malfunction of the shock.

**2 BOOST VALVE** The DHX 5.0 has an air pressure range of 125-200 psi, and it must be pressurized for the shock to work properly. The Boost Valve allows the Pro-Pedal (beginning compression) and the Bottom-Out Resistance (ending compression) to work seamlessly together. Because of this relationship the Boost Valve pressure affects both the Bottom-Out Resistance and the Pro-Pedal Adjustments (see adjustment relation).

**Lower pressures (125 - 150 psi)- Will decrease bottoming resistance and lessen pro-pedal stiffness at a given setting.**  
**Higher pressures (160 - 200 psi)- Will increase bottoming resistance and stiffen pro-pedal at a given setting.**

**Warning:** Use of the shock with improper air pressure can cause a loss of dampening and shock malfunction could occur. Do not attempt to turn the adjuster with more than 125 psi in the chamber.





# Setup-Fox DHX Air

# Quick Start Guide

**3 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. Refer to the guide below for the percentage of sag equivalents for the measurement recorded.



**4 BOTTOM-OUT RESISTANCE** The bottom-out adjuster has three full turns of adjustment. This adjustment controls the bottom out resistance of the shock, or the compression on the final part of the shock's stroke. If you feel like you are bottoming-out the shock on big hits, you can minimize this sensation by increasing the bottom-out resistance.



**More resistance- clockwise rotation**

**Less resistance- counter-clockwise rotation**

The adjuster can be turned by hand or with a 4mm allen key. The allen key should be placed into one of the holes on the perimeter of the adjuster.

**5 PRO-PEDAL** The pro-pedal adjustment has a min/max adjustment. The pro-pedal damping affects the first half of stroke where most rider induced bob occurs.

**More Damping - clockwise rotation**

**Less Damping - counter-clockwise rotation**



**6 REBOUND** The rebound adjustment has a 22 click range. As a general rule, adjustments that are too fast (counter-clockwise) will produce a springy ride with excessive kick-up of the rear end. Adjustments that are too slow (clockwise) will cause packing of the rear wheel and give the bike a sluggish feel.

**Slower rebound - turn the knob clockwise**

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



## QUICK START GUIDE RP23 575

### AIR SPRING SETTINGS

Rider Weight (lbs)	125	135	145	155	165	175	185	195	205	215
Air Pressure (psi)	135	145	155	165	175	185	195	205	215	225

### SAG SETTINGS

Sag %	20	25	30
Measured (mm)	10	12.5	15

### \*EXTERNAL ADJUSTMENTS

Rebound	5 Clicks
Pro-Pedal Lever	On//Active
Pro-Pedal Knob	Position 2

## QUICK START GUIDE DHX AIR 575

### AIR SPRING SETTINGS

Rider Weight (lbs)	125	135	145	155	165	175	185	195	205	215
Air Pressure (psi)	145	155	165	175	185	195	205	215	225	235
Boost Valve Settings	109	116	124	131	139	146	154	161	169	176

### SAG SETTINGS

Sag %	20	25	30
Measured (mm)	10	12.5	.15

### \*EXTERNAL ADJUSTMENTS

Rebound	10 Clicks
Bottom-Out Resistance	1.5 Turns
Pro-Pedal Lever	Min. Settings

\*All quick start setting adjustments are clockwise rotation from all the way out or a full counter-clockwise position.



**WHAT IS PRO-PEDAL?** Pro-pedal is a 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.

# Cable Setup

The 575 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.

**1 REAR DERAILLEUR** Fit the housing from the rear shifter across the head tube and down the cable stops. There are three cable stop groups on the non-drive side of 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 through these stops, using the position closest to the drive side.

Next route the housing over the bottom bracket and continue under the drive side chainstay. Attach the housing to the two cable stops on the bottom of the drive side chainstay using cable clips or zip ties, and loop the housing into the rear derailleur to finish.



**2 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 on the down tube. The wire cable runs the length of the down tube and into the cable guide on the bottom of the bottom bracket shell. The guide should always be oriented so the longer part of the guide is closest to the drive side of the frame. Run the wire cable through the guide and attach to the derailleur to finish.

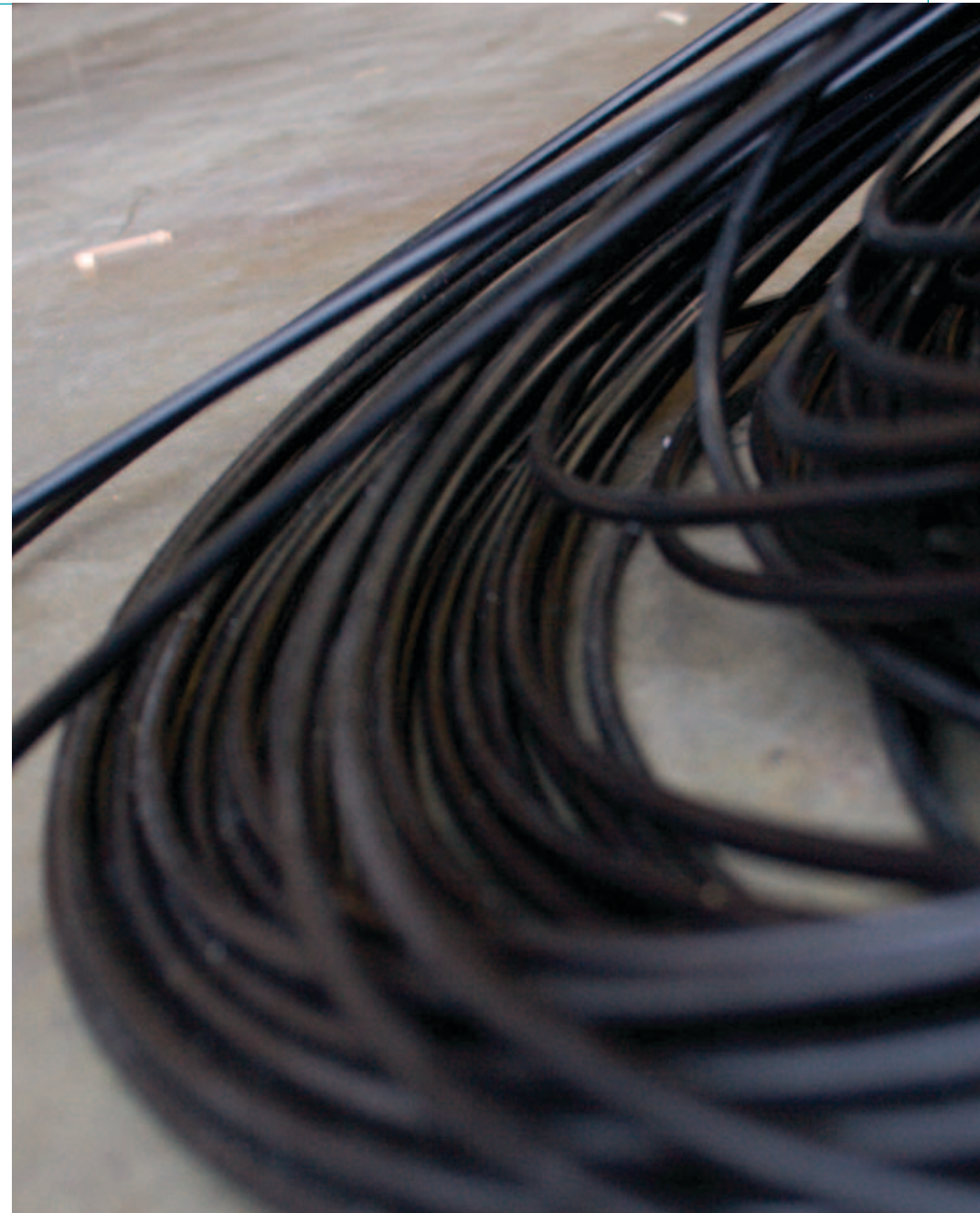


**3 REAR BRAKE** The rear brake line loops across the head tube and runs onto the stops on the non drive side of the down tube. Use the position closest to the non-drive side on the cable guides for the rear brake line, and attach the line to guides using cable clips or zip ties.

Next route the brake line over the bottom bracket shell and across the non drive chainstay. Secure the line to the single cable guide on the chainstay with a cable clip or zip tie. 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.



**HOUSING END CAPS** Yeti recommends using metal end caps to maintain the integrity of the housing. 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.



# Assembly



## TOOLS NEEDED

- Dead Blow Hammer
- Two-5mm allen keys
- 6mm allen key
- 4mm allen key
- 3mm allen key
- Fox 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 head of bolt preventing proper torque. Be careful when using ballend allen wrenches for the same reason.
- 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.
- Not every tool may be needed for the assembly / disassembly of your bike. The list encompasses all the tools necessary to completely assemble and disassemble a 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 bolt threads at once on your work bench with Loctite or grease. This will ensure that all bolts are used in assembly. The medium strength (blue) Loctite formula along with proper torque is ideal to keep the bolts snug.

**1 DOGBONE AND SHOCK MOUNTING ASSEMBLY** Install two M4x10mm bolts into the bottom of the dogbone. Prep the threads with loctite and torque the bolts tight enough to hold the bearings in place. The bolts will be torque to spec later in the assembly.



**2 DOGBONE & SHOCK MOUNTING ASSEMBLY** Use a dead blow hammer to install two 15mm reducers into the lower portion of the shock.



**3 DOGBONE & SHOCK MOUNTING ASSEMBLY** Install the shock and dogbone on the frame. Insert a 31.0 mm Ti female bolt through the drive side of the frame for the shock. Use a Ti male bolt on the non-drive to tighten the shock into place with a 5mm allen key. Support the bottom of the shock while tightening the shock to the frame.



Torque: 90-95 in-LB

**4 DOGBONE & SHOCK MOUNTING ASSEMBLY** Install the dogbone using a 40.5mm Ti female bolt and a Ti male bolt. Orient the dogbone so the Yeti logo is facing the rear of the frame, and use a dead blow hammer to insert 40.5mm female bolt through the top of the dogbone and the frame. Use the Ti male bolt on the non-drive side to tighten the dogbone into place with a 5mm allen key.



**Tip:** Use the fox guide pin tool and a dead blow hammer to help guide any female Ti bolts through frames and frame components.

**5 DOGBONE AND SHOCK MOUNTING ASSEMBLY** Align the shock and dogbone. Orient the lower portion of the shock between the lower bearings on the dogbone. If necessary, loosen the pinch bolts on the dogbone to allow the bearings to move and accommodate the shock.



**6 REAR TRIANGLE ASSEMBLY** Slide the swingarm over the main pivot bore, using the grooves in the swingarm to properly align over the bore.



**7 MOUNTING REAR TRIANGLE** 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.



**8 MOUNTING REAR TRIANGLE** Install the main pivot pin (female) from the drive side of the bike. Use a dead blow hammer to push the pin into place. Once the female pivot pin is in place, install and tighten the male pivot bolt with a 5mm allen key. Torque:115-125 in/LBs



**Tip:** While installing the female main pivot pin, align the swingarm with the main pivot bore in the front triangle with your free index finger. Use grease on the threads of the male bolt and on the outside of the female pin. This will help prevent binding, seizing, or stripping over time.

## Assembly Cont.

**9 MOUNTING REAR TRIANGLE** Prep an M6x12mm male Ti bolt with locktite and install into the 57.5 mm Ti stud. Place the 57.5 Ti stud and Ti male bolt assembly over the male portion of the Fox guide pin. Use a dead blow hammer to push the bolt into place. Be prepared to catch the guide pin as it exits the non-drive side of the bike. Install and tighten a Ti-male bolt to the non drive side of the 57.5mm Ti stud with a 5mm allen key. Check the alignment of the swingarm, dogbone, and shock.

Torque: 90-95 in/lbs



**10 COMPLETE ASSEMBLY** Ensure that there is equal spacing between the bearings in the dogbone and the bearings in the seatstays on the rear triangle. The shoulders of the two bearings on each side of the frame should be pushed flush against one another.

Torque the pinch bolts on the seatstays to 40-45 in/LB.  
Torque the pinch bolts on the dogbone to 25-30 in/LB.



## Disassembly Tips

**1 REAR TRIANGLE DISASSEMBLY** Loosen the pinch bolts at the top of the seatstays.

At the seatstay junction, remove the Ti male bolt on the non-drive side of the frame from the 57.5 Ti stud with a 5mm allen key.



**2 REAR TRIANGLE DISASSEMBLY** Insert the guide pin tool into the non drive side of the 57.5 mm Ti stud and use a dead blow hammer to tap the stud out of the frame. Be prepared to catch the stud as it exits the drive side of the frame. Leave the guide pin in the frame during the next step.



**3 REAR TRIANGLE DISASSEMBLY** Remove the male main pivot bolt from the female main pivot pin with a 5mm allen key. Use a punch and a dead blow hammer to remove the main pivot pin from the swingarm and front triangle. **Tip:** Brace the front triangle of the frame with your body while removing the main pivot pin. This will help prevent any damage to the front triangle and swingarm, and will allow for easier removal of the pin.

**Tip:** Use an adequate sized punch to prevent damage to the threads in the main pivot pin.

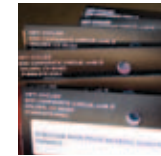
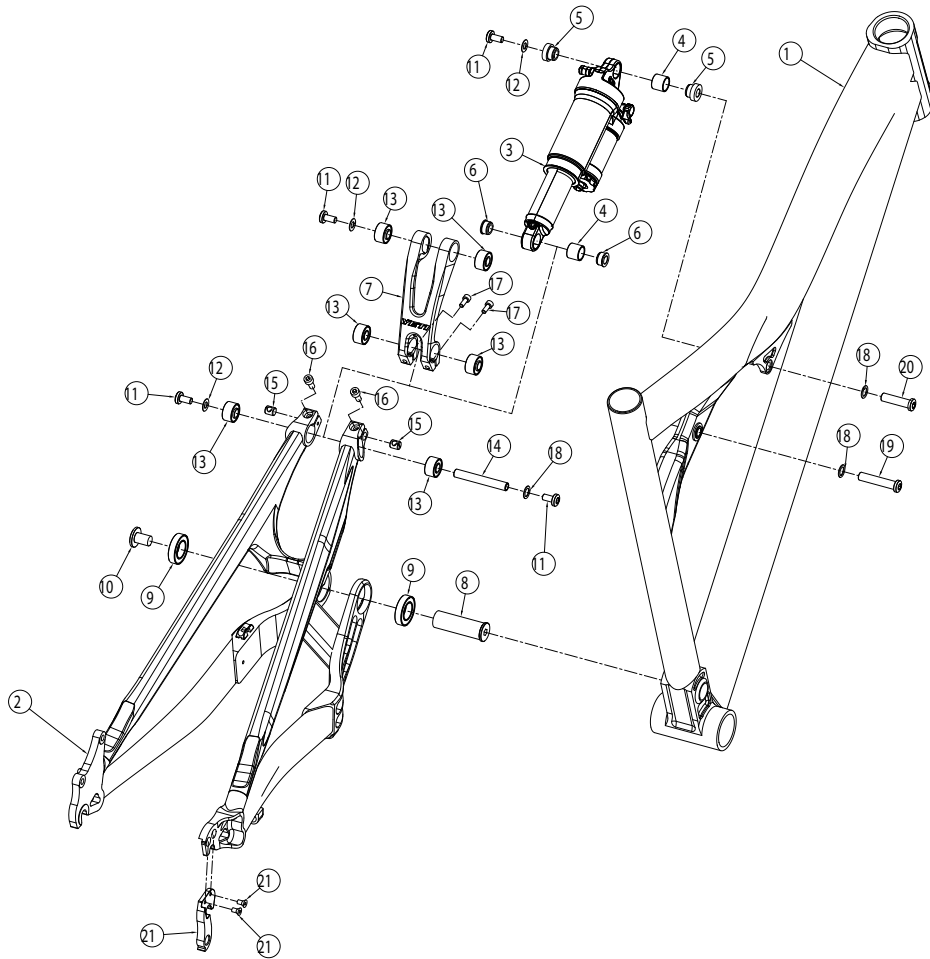


**4 SHOCK & DOGBONE DISSASSEMBLY** Remove the guide pin from the seatstay junction and then pull the rear triangle off of the frame. Remove the male bolt from the 40.5mm Ti female bolt holding the dogbone in place. Use the guide pin and a dead blow hammer to tap the female bolt out of the frame.

Repeat the process for the bolts holding the shock in place.



# 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 lists.

## PARTS LIST W/FOX SHOCK

QTY.	PART #	DESCRIPTION
1	1	NA Front Triangle
2	1	500050131 Swingarm 2008 575 Aluminum
2	1	500050132 Swingarm 2008 575 Carbon
3	1	NA Fox Rear Shock - RP23
3	1	NA Fox Rear Shock - DHX Air
4	2	300020020 Fox Garlock
5	2	300020034 Reducer - 22mm (Front)
6	2	300020035 Reducer - 15mm (Rear)
7	1	300040235 575 Dogbone 2008
8	1	300030188 Pivot Pin (M10 x 17 x 52.4mm)
9	2	300020001 Bearing 6903
10	1	300030189 Pivot Pin (M10 x 1 x 22mm)
11	4	300030110 Bolt - Ti - Male (M6 x 1 x 12mm)
12	3	300030062 Washer (6.5 x 12.5 x 0.5mm)
13	6	300020032 Bearing 398 2RS MAX Double Row
14	1	300030191 Stud - Ti - Female (M6 x 8 x 57.5mm)
15	2	300040349 Barrel Insert (M5)
16	2	300030124 Washer 5.5mm ID x 9mm OD
17	4	300030010 Bolt - Cap H20 (M5 x 0.8 x 16mm)
18	2	300030194 Bolt Cap Sckt M4 x 10mm
19	3	300030069 Washer (8.5 x 12.5 x 0.5mm)
20	1	300030190 Bolt - Ti - Female (M6 x 8 x 40.5mm)
21	1	300030186 Bolt - Ti - Female (M6 x 8 x 31mm)
22	1	300060045 Derailleur Hanger w/ Fasteners

# Parts List

PART NUMBER	DESCRIPTION	QTY.
200020133	575 '08-'10 BEARING REBUILD KIT	1
	300020032 BEARING 398 RS MAX DBL ROW 19MM X 8MM X 11MM	6
	300020001 BEARING 6903 MAX	2
200020134	575 '08-'10 MASTER REBUILD KIT	1
	300030191 STUD TI FEMALE 8 X 57.5MM	1
	300030190 BOLT TI FEMALE 8 X 40.5MM M6X1	1
	300030186 BOLT TI FEMALE 8 X 31.0MM M6X1	1
	300030062 WASHER SS 6.5MM ID 12.5 OD .5M	3
	300030069 WASHER SS 8.5MM ID 12.5MM OD	3
	300030110 BOLT TI MALE M6X1 12MM M6X1	3
200020135	575 '08-'10 MOUNTING HARDWARE	1
	300030191 STUD TI FEMALE 8 X 57.5MM	1
	300030190 BOLT TI FEMALE 8 X 40.5MM M6X1	1
	300030186 BOLT TI FEMALE 8 X 31.0MM M6X1	1
	300030062 WASHER SS 6.5MM ID 12.5 OD .5M	3
	300030069 WASHER SS 8.5MM ID 12.5MM OD	3
	300030110 BOLT TI MALE M6X1 12MM M6X1	4
200020136	575 '08-'10 PINCH BOLTS FOR SWINGARM / DOGBONE	1
	300030194 BOLT CAP SCKT HD M4 X .7 X 10 STAINLESS	2
	300040349 BARREL INSERT M5 ROLLED THREADS W/ POSITION	2
	300030011 BOLT CAP M5 X .8 X 12 STAINLESS	2
500050143	575 '08-'10 SWINGARM CARBON W/ BEARINGS	1
	500050132 SWINGARM '08 575 CARBON	1
	300020032 BEARING 398 2RS MAX DBL ROW 19MM X 8MM X 11M	2
	300020001 BEARING 6903 MAX	2
500050144	575 '08-'10 SWINGARM ALUMINUM W/ BEARINGS	1
	500050131 SWINGARM '08 575 ALUMINUM	1
	300020032 BEARING 398 2RS MAX DBL ROW 19MM X 8MM X 11M	2
	300020001 BEARING 6903 MAX	2



# Warranty

## **YETI LIMITED (2) TWO YEAR FRAME WARRANTY** (applies to 303, 4X, DJ)

Yeti Cycles will repair or replace, at its option, any frame it determines to be 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 Carbon, 575, ARC, ARC-X)

Yeti Cycles will repair or replace, at its option, any frame it determines to be 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, malfunction 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 circumstances does this limited warranty include of 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 reserve the right to refuse this offer. If you have a warranty concern, please contact you 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 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 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 outline in this warranty.

## **CONTACT INFO**

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## **BUSINESS HOURS**

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