

YETI 575

OWNER'S MANUAL

Assembly Instructions, Shock Setup, Cable Routing, Etc.



YETI CYCLES

600 Corporate Circle, Unit D

Golden, CO

USA

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www.yeticycles.com

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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 manufactures. If you did not receive the Yeti owner's manual or the manual provided by the suspension manufacturer download the materials off the Internet, or contact your dealer.

Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility and when done properly helps reduce the risk of injury and damage to your bicycle. This manual outlines basic setup and maintenance recommendations of your new Yeti. Because it is impossible to anticipate every situation or condition that may occur during the assembly, setup, and maintenance of your bicycle, Yeti recommends that all service and repairs be

performed by an authorized Yeti Dealer.

This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. The combination of the safety alert symbol and the word "Warning" indicates a potentially hazardous situation in which, if not avoided, could result in serious injury or death. The combination of the safety alert symbol and the word "Caution" indicates a potentially hazardous situation in which, if not avoided may result in minor injuries or damage to your bicycle or a component of your bicycle. Be sure to read and understand all of the Warnings and Cautions.



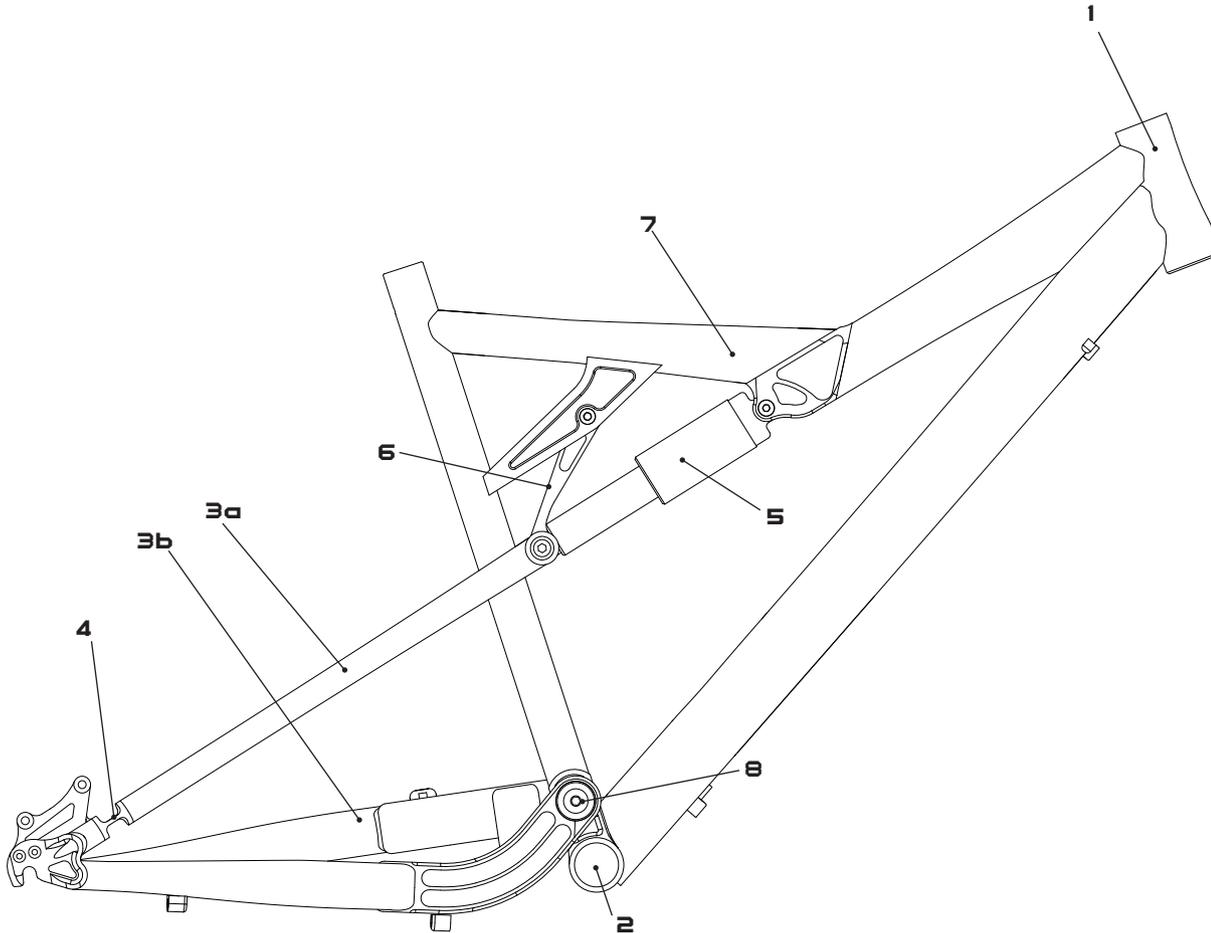
Warning: Make sure you review and understand the warnings, instructions, and content of this manual and accompanying manuals for your bicycle.



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



Frame Features



1. **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.

2. **BOTTOM BRACKET**

73 mm shell, for use with a 113 mm spindle

3. **SEATSTAY (A) + CHAINSTAY (B)**

Square seatstays are stiff and strong. Asymmetrical chainstays provide chainring clearance and are light and strong. Accommodates a 2.5" tire.

4. **FLEX PIVOTS**

CarbonFlex pivots allowed us to shave weight and increases performance. I-Beam construction has great lateral stiffness and enhances suspension performance.

5. **SHOCK**

7.875" eye-to-eye / 2" stroke.

6. **DOGBONE**

Dogbone controls suspension rate and enhances rear end stiffness. Sealed bearings allow the Dogbone to move freely.

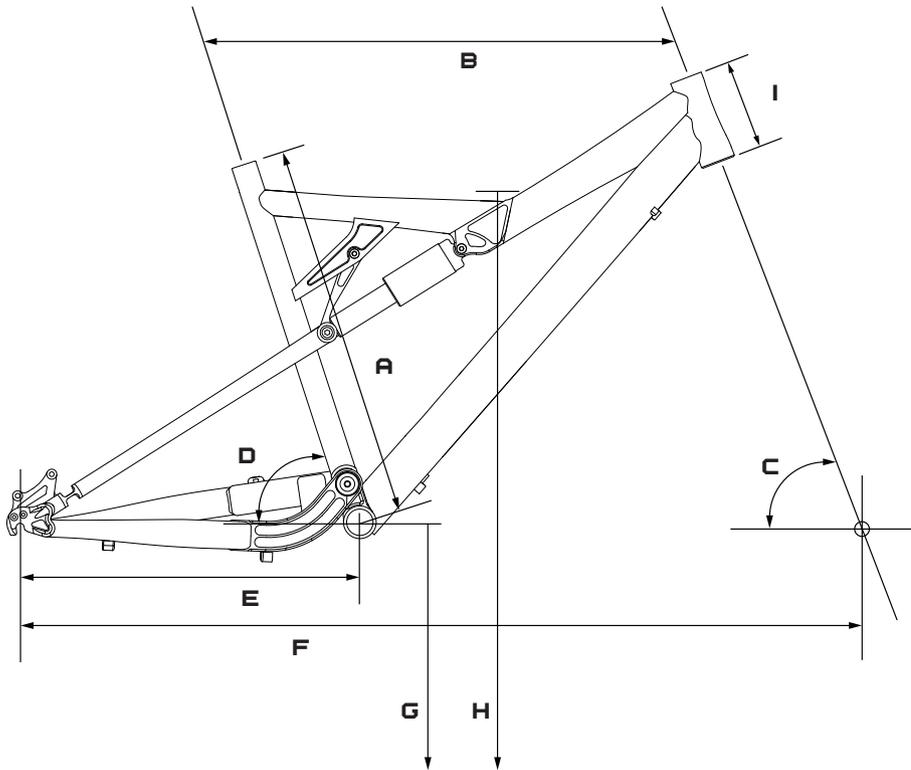
7. **KNUCKLE**

CNC machined knuckle junction allows for great stand-over clearance.

8. **MAIN PIVOT**

Oversized sealed bearings on main pivot for low maintenance and stiction-free performance.

Geometry



GEOMETRY 575

	130 MM FORK				160 MM FORK			
	S	M	L	XL	S	M	L	XL
A	17.5	18.5	20.5	21.25	17.5	18.5	20.5	21.25
B	22.4	23.4	24.4	25.2	22.4	23.4	24.4	25.2
C	69	69	69	69	67	67	67	67
D	72	72	72	72	70	70	70	70
E	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9
F	41.8	42.8	43.8	44.6	41.8	42.8	43.8	44.6
G	13.5	13.5	13.5	13.5	14.3	14.3	14.3	14.3
H	29	29	29	29	30	30	30	30
I	4.5	4.5	5.25	6.0	4.5	4.5	5.25	6.0

*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 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 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 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
- 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.
- Removing the shock from the linkage will require the Yeti linkage tool for proper assembly and disassembly. The tool can be purchased online www.yeticycles.com or through an authorized YETI dealer.



Setup-Fox RP3

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

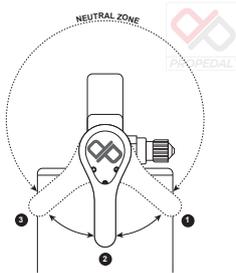
3 SAG Once you have set your baseline air pressure you need to measure the sag. To measure the sag slide the travel indicator (O-ring) up against the shock body. With a friend supporting the bike, sit on the saddle and allow your body weight to compress the shock. Once you have compressed the shock, get off the bike and measure the distance between the shock body and the new position of the travel indicator (O-ring) 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 (formerly the lock-out lever). The three different levels of damping are light, medium, and heavy Pro-Pedal.

We recommend setting the Pro-Pedal in the middle of its adjustment range. If you feel like you the bike is too firm and is not absorbing the small bumps flick the lever left to the light setting. If the bike feels sluggish and you want the suspension to feel more efficient, turn the lever right to the stiffer setting.

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-Fox DHX Air

SETUP OVERVIEW The DHX 5.0 employs both speed sensitive rebound damping and position 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 de-couples the Pro-Pedal and Bottom-Out Resistance making these adjustments independent on 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 75-200 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 (75-100 psi) - will decrease bottoming resistance and lessen Pro-Pedal stiffness at a given setting.

Higher pressures (110-200 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 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) is your sag. Refer to the guide below for the % of sag equivalents for the measurement recorded.



4 BOTTOM-OUT RESISTANCE The bottom-out adjuster has 3 full turns of adjustment. This adjustment controls the bottoming resistance of the shock, meaning it controls the compression on final part of the shocks 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 15 click range of 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 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. Adjustments that are too slow (clockwise adjustment) 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 RP3 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 (inches)	.400	.500	.600

*EXTERNAL ADJUSTMENTS

Rebound	4 Clicks
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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
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SAG SETTINGS

Sag %	20	25	30
Measured (inches)	.400	.500	.600

*EXTERNAL ADJUSTMENTS

Rebound	10 Clicks
Bottom-Out Resistance	1.5 Turns
Pro-Pedal	2 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

575 has full cable housing. Putting 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 routing 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 the down tube to which the housing and brake line can be attached. Fit rear housing line along the down tube into these stops. We recommend using the plastic clips as shown to attach the housing.



The routing junction around the bottom bracket is a little tricky. The shifter housing is looped over the bottom bracket shell and then under the drive side chainstay. The final stretch of rear derailleur housing is run through the cable stops on the chainstay and looped onto the derailleur.

2 FRONT DERAILLEUR Fit a piece of housing from the front shifter across the head tube into the first cable stop on drive side of the top tube.



The wire cable runs parallel along the drive side of the down tube and then slides in the cable guide on the underside of the bottom bracket shell. Sometimes the plastic guide from the front derailleur is oriented incorrectly. The cable should always run into the long guide which should be positioned closest to the drive side of the crank.

3 REAR BRAKE The rear brake loops across the head tube and into the cable stops on the down tube. The line is run along the downtube in the open cable stops, and then attached to the open stops on the top of the chainstay. Make sure the line is fished on the inside of the seatstay when attached to the caliper body.



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



Assembly



TOOLS NEEDED

- Dead blow hammer
- Adjustable pliers
- Two - 5mm allen keys
- 6mm allen key
- 4mm allen key
- 4mm t-handle allen key
- 8mm allen key or 5/16 guide
- Linkage tool

TIME

30-45 minutes depending on condition of the bike

YETI TIPS

- Make sure your tools are in good condition. A worn allen key can round the hex on a bolt not allowing for proper torque.
- Torque settings are listed throughout the instructions. It is also important to prep all bolt threads. The instructions denote whether to use a blue Loctite compound or grease.
- The linkage tool is necessary to properly disassemble and reassemble the linkage. Using a hammer to tap out the pin can cause damage to the linkage and shock.
- Not every tool 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 Slide a washer, press-cup, and press-cup insert onto the threaded bolt.



2 LINKAGE ASSEMBLY Place two of the Dogbone bearings and the 1.38" steel pin onto the threaded bolt as shown followed by a washer and nut.



3 LINKAGE ASSEMBLY The procedure in step two produces a relief, shown on the right, that aids in the assembly.



4 LINKAGE ASSEMBLY Slide one of the black nylon washers onto the steel pin flush against the inside edge of the bearings.



5 LINKAGE ASSEMBLY Place the Dogbone over the shock with the counter-bored holes facing the lever of the shock, and the threaded end of the hold facing away from the shock. Slide the pin sub assembly into the shock eyelet as shown.



6 LINKAGE ASSEMBLY Once you have the pin subassembly started into the shock eyelet, you can slide the threaded bolt, press-cup, and press-cup insert configuration from step 1 through the steel pin subassembly and shock. On the opposing end of the bolt slide the second nylon washer, remaining two bearings, press-cup insert, press-cup, washer, and nut.



7 LINKAGE ASSEMBLY Take a 1/2" adjustable wrenches and torque the linkage together until the bearings press into position.



8 LINKAGE ASSEMBLY Insert the small socket head cap screws into the Dogbone, and torque down with a 2.5mm allen key
Torque spec: 125-150 inch pounds.



Assembly Cont.

9 FRAME ASSEMBLY Place the shock assembly onto the bike in the configuration shown to the right. Slide the 5/16 dickey or 8mm allen key through mounting position one to hold the shock assembly in place. Swing the Dogbone into mounting position two. Slide a 22mm female Yeti bolt and washer through the mounting hole. Tap the 22mm female Yeti bolt into position with the dead blow hammer.



10 FRAME ASSEMBLY Pull the dickey or 8mm allen key out slightly so you can get the 2mm female bolt started. Tap the 22mm female Yeti bolt into position with the dead blow hammer.



11 FRAME ASSEMBLY Thread a male Yeti bolt into the 22mm female bolt and tighten down with the 5mm allen keys. Repeat this step for second mounting position.
Note: The shoulder on the bolt should not be visible. The bolt should fit flush against the frame. Prep all bolt threads with blue loctite prior to assembly



12 FRAME ASSEMBLY Slide the rear triangle over the main pivot as shown. Notice the recess cut in the swingarm in front of the bearing. This recess should be lined up over the main pivot lip to ease the installation process. Make sure the bearings are lined up with the main pivot bore before tapping the lightly greased main pivot pin through the frame with the dead blow hammer.



13 FRAME ASSEMBLY Place the black washer over the main pivot pin as shown and thread the male button head on. Cinch the button head down with a 5mm allen key while holding the opposing side with the 6mm allen key.

Torque spec: 125-150 inch pounds.



14 FRAME ASSEMBLY Slide the seatstays over the steel pivot pin. Then slide the 41.2mm female Yeti bolt and washer through the seatstays and shock assembly. Place a male Yeti bolt with a washer on the opposing side of the female bolt and thread into position. Cinch down both male Yeti bolts with the 5mm allen keys. The last step is to install the derailleur hanger and water bottle bolts.

Torque spec: 125-150 inch pounds 



Disassembly Tips

1 FRAME DISASSEMBLY Use a 2.5mm allen key to loosen the socket head cap screws from the Dogbone



2 FRAME DISASSEMBLY Slide a washer and removal slug onto the threaded bolt. Slide this subassembly through the shock and Dogbone. On the opposing end slide on the catch sleeve, washer and nut. Use 1/2" and adjustable wrenches and torque down until the removal slug presses the steel pin out of the Dogbone bearing assembly.



3 FRAME DISASSEMBLY To remove the main pivot pin, place a 5mm allen key on the button head bolt and a 6mm allen key on the pivot pin. Turn counter-clockwise until the button head is removed. Then take an 8mm allen key and tap out the main pivot pin.



4 FRAME DISASSEMBLY To remove the shock mounting bolt, place on 5mm allen key on both end of the bolt and turn counter-clockwise. Once the male Yeti bolt is removed, take a 6mm allen key and tap out the female end.



Note: this method works for all three mounting bolts on a Fox Racing shock. For a 5th element see the specified section on the following page.



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

5TH ELEMENT DISASSEMBLY NOTE The seatstay pivot has a unique disassembly technique. The system is made up of a steel female pin threaded on both side with a 4mm broach in the middle. Attached to this pin is two male Yeti bolts. Follow the instructions below to disassemble this pivot point. Also note there is a diagram of the steel pin below to aid in disassembly.

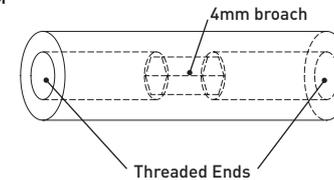
1 FRAME DISASSEMBLY First, take the two 5mm allen keys and loosen one of the male Yeti bolts. Remove the loosened Yeti bolt and set aside for reassembly.



2 FRAME DISASSEMBLY Slide a 4mm allen key inside of the threaded steel pin and feel for the 4mm hex in the middle of the pin. Take the 5mm allen key and turn counterclockwise against the 4mm allen key to break the assembly free. All the pieces to the seatstay pivot should now be loose and slide apart. 🇪🇺



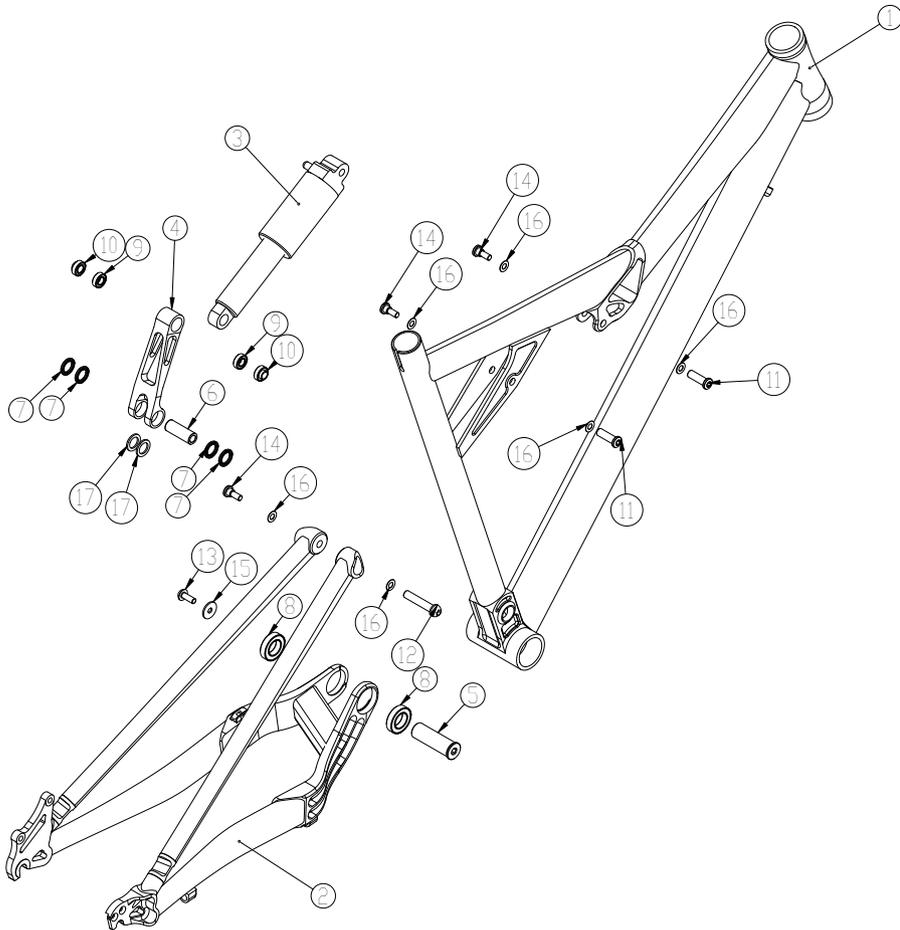
STEEL PIN DIAGRAM



Exploded Views



REBUILD KITS The individual components of each Yeti bike are not sold separately. All yeti parts are sold in rebuild kits listed below. Each and every part can be obtained by purchasing one of the rebuild kits. Cross reference the part number you desire from the parts list to the rebuild list.



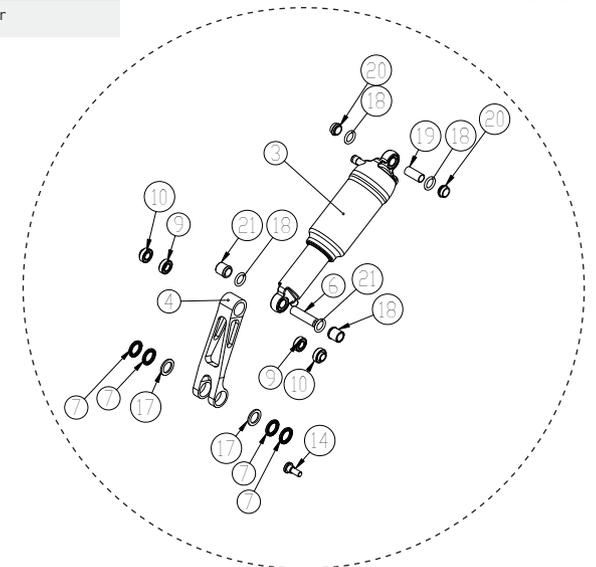
PARTS LIST W/FOX SHOCK

QTY.	PART #	DESCRIPTION	
1	1	NA	Front Triangle
2	1	NA	Rear Triangle
3	1	NA	Fox Shock
4	1	300040210	Dogbone - 575
5	1	300030085	Main Pivot Pin
6	1	300030087	Steel Pin 1.38"
7	4	300020029	Dogbone Bearing
8	2	300020001	Main Pivot Bearing
9	2	300020027	688 2RS Bearing
10	2	300020026	688 2rs W/Ext Ring Bearing
11	2	300030077	Female Pivot Bolt 24.8mm
12	1	300030015	Female Pivot Bolt 41.2 mm
13	1	300030006	Button Head Bolt
14	2	300030078	Male Pivot Bolt 17mm
15	1	300030179	Washer Main Pivot 6061
16	6	300030069	Thin Washer
17	2	300030052	Nylon Washer

PARTS LIST W/5TH ELEMENT SHOCK

QTY.	PART #	DESCRIPTION	
3	1	NA	5th Element Shock
4	1	300040210	Dogbone - 575
6	1	300030090	Pin - Slider End 5th Shock
7	4	300020029	Dogbone Bearing
9	2	300020027	688 2RS Bearing
10	2	300020026	688 2rs W/Ext Ring Bearing
17	2	300030052	Nylon Washer
18	2	300030094	O-Ring 5th Shock
19	1	NA	Must Purchase From Progressive
20	2	NA	Must Purchase From Progressive
21	2	300030092	Hat-O-Ring 5th Shock

PROGRESSIVE 5TH ELEMENT SHOCK ASSEMBLY



Parts List

PART NUMBER	DESCRIPTION	QTY.
200020066	575 '04-05 DOGBONE PLUS BEARINGS	1
	300020027 AS-R 16 MM X 8 MMX5MM BRG 688 2RS	2
	300020026 AS-R 16MMX8MMX5MM BRG W/EXT RING	2
	300020029 BEARING SLIDER END OF DOGBONE .75 X .5	4
	300040210 575 DOGBONE	1
300040210	575 '04-05 DOGBONE	1
200020072	575 '04-05 FOX MOUNTING HARDWARE	1
	300030087 PIN - STEEL SHOCK - 1.38	1
	300030078 BOLT-PIVOT-MALE YETI CR-MO,CP M6X17MM	1
	300030015 PIVOT BOLT - 41.2 MM	1
	300030069 WASHER SS 8.5MM ID 12.5MM OD .6MM THK	2
	300030052 WHASHER- NYLON .754" X .511" X .061"	4
200020059	AS-R '03-05/575 '04-05 PROGRESSIVE MOUNTING HARDWARE	1
	300030092 HAT-O-RING-PIN - SLIDER END - 575	2
	300030090 PIN - SLIDER END - 575	1
	300030094 O-RING - PROGRESSIVE AIR SHOCK HARDWARE	2
	300030078 BOLT-PIVOT-MALE YETI CR-MO,CP M6X17MM	2
	300030069 WASHER SS 8.5MM ID 12.5MM OD .6MM THK	2
200020065	575 '04-05 BEARING REBUILD KIT	1
	300030052 WASHER-BLK NYL.754X.511X.061 AS-R	4
	300020027 688 2RS BRG 16MMX8MMX5MM	2
	300020026 688A RS W/EXT RING 16MMX8MMX5MM	2
	300020029 BEARING SLIDER END OF DOGBONE .75 X .5	4
	300020001 BEARING 6903	2
200020064	575 '04-05 MASTER REBUILD KIT (W/5HT MOUNTING HARDWARE)	1
	300020027 688 2RS BRG 16MMX8MMX5MM	2
	300020026 688A RSW/EXT RING BRG 16MMX8MMX5MM	2
	300020029 BEARING SLIDER END .75 X .5 1212 2RS	4
	300020001 BEARING 6903	2
	300030077 BOLT-PIVOT-FEMALE YETI CR-MO,CP 24.8MM	2
	300030078 BOLT-PIVOT-MALE YETI CR-MO,CP M6X17MM	4
	300030069 WASHER SS 8.5MM ID 12.5MM OD .6MM	6
	300030179 WHASHER MAIN PIVOT 6061	1
	300030085 MAIN PIVOT PIN 52.4MM LENGTH - AS-R	1
	300030006 BOLT-BUTTON HEAD M6X1X12	1

PART NUMBER	DESCRIPTION	QTY.
300030092	HAT-O-RING-PIN - PROG AIR SHOCK	2
300030090	PIN - PROGRESSIVE AIR SHOCK	1
300030094	O-RING - PROGRESSIVE AIR SHOCK HARDWARE	2
300030052	WHASHER- NYLON .754" X .511" X .061"	2
200020063	575 '04-05 MASTER REBUILD KIT (W/FOX MOUNTING HARDWARE)	1
	300020027 688 2RS BRG 16MMX8MMX5MM	2
	300020026 688A RSW/EXT RING BRG 16MMX8MMX5MM	2
	300020029 BEARING SLIDER END OF DOGBONE .75 X .5	4
	300020001 BEARING 6903	2
	300030015 PIVOT BOLT - 41.2 MM	1
	300030077 BOLT-PIVOT-FEMALE YETI CR-MO,CP 24.8MM	2
	300030078 BOLT-PIVOT-MALE YETI CR-MO,CP M6X17MM	3
	300030069 WASHER SS 8.5MM ID 12.5MM OD .6MM THK	6
	300030179 WHASHER MAIN PIVOT 6061	1
	300030085 MAIN PIVOT PIN 52.4MM LENGTH - AS-R	1
	300030006 BOLT-BUTTON HEAD M6X1X12	1
	300030087 PIN - STEEL SHOCK - 1.38	1
	300030052 WHASHER- NYLON .754" X .511" X .061"	4

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)