



# OWNER'S MANUAL 2014 YETI 575

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# WELCOME TO THE TRIBE. 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.

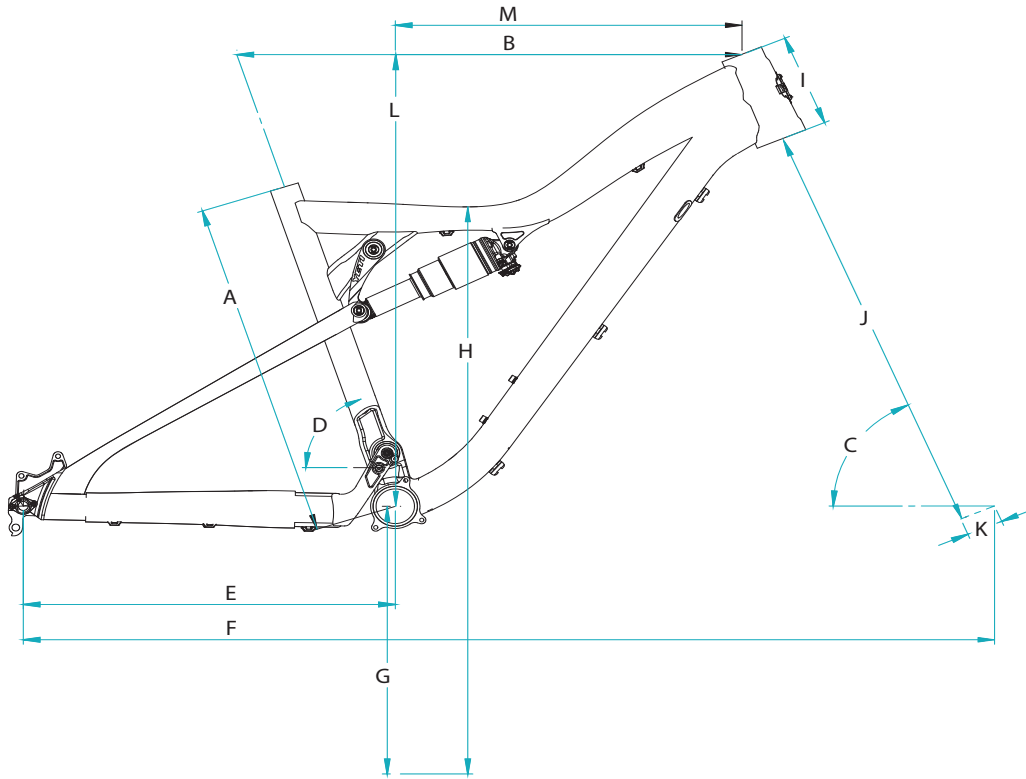
This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. The word "Warning" indicates a potentially hazardous situation in which, if not avoided, could result in serious injury or death. The word "Caution" indicates a potentially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

# LONG REVERED FOR IT'S IMPECCABLE TRAIL MANNERS, THE 575 HAS BEEN COMPLETELY UPDATED AND BUILT AROUND A 27.5" WHEEL PLATFORM.

1. CUSTOM BUTTED HYDRO-FORMED 7005 ALLOY TUBE SET
2. TAPERED INSET HEADTUBE (44MM/56MM)
3. NEW REAR TRIANGLE WITH FULL CUSTOM BUTTED ALLOY TUBING
4. INTERNAL CABLE ROUTING
5. DOUBLE ROW BEARINGS ON SWING-ARM MAIN PIVOT
6. DIRECT MOUNT FRONT DERAILLEUR ELIMINATES CLEARANCE ISSUES
7. CABLE ROUTING FOR INTERNALL HEIGHT ADJUSTABLE SEAT POST
8. ISCG 05 TABS FOR EASY INSTALLATION OF CHAIN GUIDE SYSTEMS
9. PF-30 BOTTOM BRACKET FOR EXTRA STIFFNESS AND COMPATIBILITY
10. DROPOUTS ALLOW FOR 135MM QR WHEEL OR 142MM X 12MM

1. Yeti's custom butted hydro-formed tube sets give our bikes the stiffness and strength you have come to expect and the clean look that everyone loves.
2. The tapered inset head tube allows for the widest range of compatibility and increases stiffness in the front end.
3. Full butted alloy tubing for the best in strength and stiffness. This bike tracks well and does not sacrifice in the weight department to achieve that.
4. Internal cable routing to keep the bike clean looking and to keep the cables clean. Nobody likes gritty cables and nobody likes the look of cables running all over your frame either.
5. Double row bearings are used to increase bearing life and keep everything running smooth.
6. The use of a direct mount (E-Type) front derailleur gives the 575 exceptional front shifting throughout the travel.
7. The 575 has cable routing for internally routed height adjustable seat posts. We all appreciate a clean looking bike.
8. The 575's integrated ISCG 05 tabs allow you to mount up any bash guard or chain guide you could want.
9. The PF-30 Bottom Bracket Shell gives the frame extra stiffness without compromising weight or compatibility.
10. The Yeti chip system allows for an easy switch between a standard 135mm QR or the 142mm x 12mm Shimano thru-axle system.

# GEOMETRY



## FOX 34 / 150MM FORK / INCHES

	XS	SM	MD	LG	XL
A	15.7	16.5	17.5	19.5	20.5
B	21.8	22.8	23.8	24.8	25.6
C	67.0	67.0	67.0	67.0	67.0
D	72.5	72.5	72.5	72.5	72.5
E	17.5	17.5	17.5	17.5	17.5
F	43.5	44.6	45.8	46.6	47.5
G	13.6	13.6	13.6	13.6	13.6
H	28.9	29.1	29.3	29.5	29.7
I	3.70	4.40	4.80	5.40	6.30
J	21.4	21.4	21.4	21.4	21.4
K	1.73	1.73	1.73	1.73	1.73
L	22.6	23.2	23.6	24.2	25.0
M	14.6	15.5	16.3	17.1	17.7

\*All measurements are in inches

## 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)

# KEEP YOUR 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)
HNAS95A00000000000000	MAIN PIVOT COLLET AXLE SB-95	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 absorbency on steep, aggressive descents.

### 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.

### QUICK START GUIDE - CTD ADJUST

ADJUSTMENT	SETTING
AIR SPRING SETTING (PSI)	RIDER WEIGHT LESS 10 PSI
MEASURED SAG (MM)	12-14
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.*



# INTERNALLY ROUTED HEIGHT ADJUSTABLE SEAT POST CABLE ROUTING

## YETI TIPS

If you are going to use an internally routed height adjustable seat post on your 575 you need to route your internal cable after frame assembly and **BEFORE** you install the bottom bracket. This diagram describes Yeti's intended cable routing but NOT the order of operations. Each seat post has a specific sequence for installation. Consult the manual for your specific brand of seat post for full installation instructions.

**Caution:** The failure to properly route housing can cause malfunction.



## 01. THROUGH THE DOWN TUBE

Fit the housing from the rear shifter across the head tube and down the cable stops on the top of the down tube. There are two cable stop groups on the top of the down tube to which housing and brake line can be attached, each with two positions to secure housing. Use the position closest to the drive side of the frame for the rear derailleur housing and secure the line with zip-ties. Next route the housing internally through the drive side seat stay. Work the housing through the two holes in the drive side seat stay and loop into the rear derailleur to finish.



## 02. THROUGH THE SEAT TUBE

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 chain stay 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 loops into the chain stay stop to allow enough slack when the suspension is compressed. Run the wire cable through the housing and attach to the derailleur to finish.

# CABLE SETUP

## YETI TIPS

The 575 uses full cable housing. By using full cable housing we have eliminated break points in the line of your shifter housing. This reduces the entrance of unwanted elements such as sweat and sediment into your shifting system. Use of full cable housing will keep your shifting smoother for a longer period of time.

**Caution:** The failure to properly route shifter housing can cause malfunction and unexpected shifting.



### 01. REAR BRAKE

The rear brake line runs on the inside of the non-drive side chain stay. If you have the option on your brake adjust the “banjo” to create as clean a line to the first housing mount as possible. Zip tie the line to the first housing mount. Follow the chain stay to the housing mount on the bottom of the chain stay and zip tie it in place. Leaving enough slack in the line to allow for suspension movement run the line up the bottom of the down tube. Very loosely zip tie the line in place up the non-drive side housing mount groove. The loose zip ties will allow you to thread your shift lines through.



### 02. REAR DERAILLEUR

Measure the appropriate amount of shifter housing. Once you have the housing measured start at the rear derailleur and work your way forward on the bike. Zip tie the housing to the bottom of the drive side chain stay and replace chain slap protector. Leaving a small amount of extra housing under the bottom bracket to allow for suspension movement run the housing up the drive side of the housing mounts threading the housing through the loose zip ties that you placed when running the rear brake line. Run the cable around the non-drive side of the head tube and to the shifter. Leave enough slack in the housing to allow the handlebar to turn without binding.



### 03. FRONT DERAILLEUR

Measure the appropriate amount of shifter housing. Starting at the swing arm housing stop. Use the stop closest to the drive side for Shimano derailleurs and the center cable stop for SRAM. Leave a little slack under the bottom bracket to allow for suspension movement and work your way up the housing mounts, threading the housing through the loose zip ties that were placed when you ran the rear brake line. Use the center housing groove for the front shifter housing. Run the housing around the drive side of the head tube to the shifter. Leave enough slack in the housing to allow the handlebar to turn without binding. Align all the cables in their appropriate grooves and tighten the down tube zip ties.

# 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
- 10mm allen key
- Guide pin tool
- Lock ring pliers
- Grease
- Blue Loctite
- Pink Loctite



**01.**

Install link on the front triangle using a Guide Pin tool.



**02.**

Lightly grease the upper link pivot axle and insert it into the frame through the drive side using the Guide Pin tool to guide it through the frame and bearings.



**03.**

Apply blue Loctite to the Ti male bolt and thread it into the pivot axle. Use two 5mm hex wrenches to tighten.

Torque to 90-95 in/lb.



**04.**

Prepare the main pivot collet axle with pink Loctite on the threads and lightly grease the shaft. Set it aside on a clean surface for one step.





05.

Slide the swing arm main pivot over the bearings on the front triangle and line everything up in preparation for the pivot axle.



06.

Partially install the Pivot axle from the non-drive side. Use a Guide Pin tool to help align the bearing spacer sleeve from the drive side.



09.

Grease and install the main pivot axle collet bolt.

Torque to 155-160 in/lb



10.

Install the front of the shock using a Guide Pin tool. Rest the back of the shock on the down tube using a rag to protect the finish.



07.

Once the bearing spacer sleeve is aligned and the pivot axle can pass through press it into place. Gently use a soft headed hammer if needed.



08.

Tighten the pivot axle using a 10mm hex wrench.

Torque to 35-40 in/lb.



11.

Grab the shock spacing washers and grease lightly grease the beveled side. This grease will help them stay in place as you insert the shock into the link.



12.

Place the shock spacing washers against the bearings on the inside of the link using the grease to hold them in place.





13.

Swing the shock up into the link and hold it in place with one hand. While holding the shock and link together swing the swing arm into place and insert a Guide Pin tool to hold it all together.



14.

Assemble the lower link pivot pin. Use blue Loctite on the male bolt and thread it into one end of the sleeve until it bottoms out. Place a 8.8X12.5X0.5 mm washer over the assembly.



17.

Lightly grease the shaft of the front shock mounting pin. Using the Guide Pin tool, slide it through the frame and shock. Gently use a soft headed hammer if needed



18.

Apply blue Loctite to the male bolt. Using two 5mm hex wrenches, thread the male bolt into the shock mounting pin.

Torque to 90-95 in/lb.



15.

Lightly grease the pivot pin shaft. Using the Guide Pin tool slide the lower link pivot pin through the assembly. Gently use a soft headed hammer if needed.



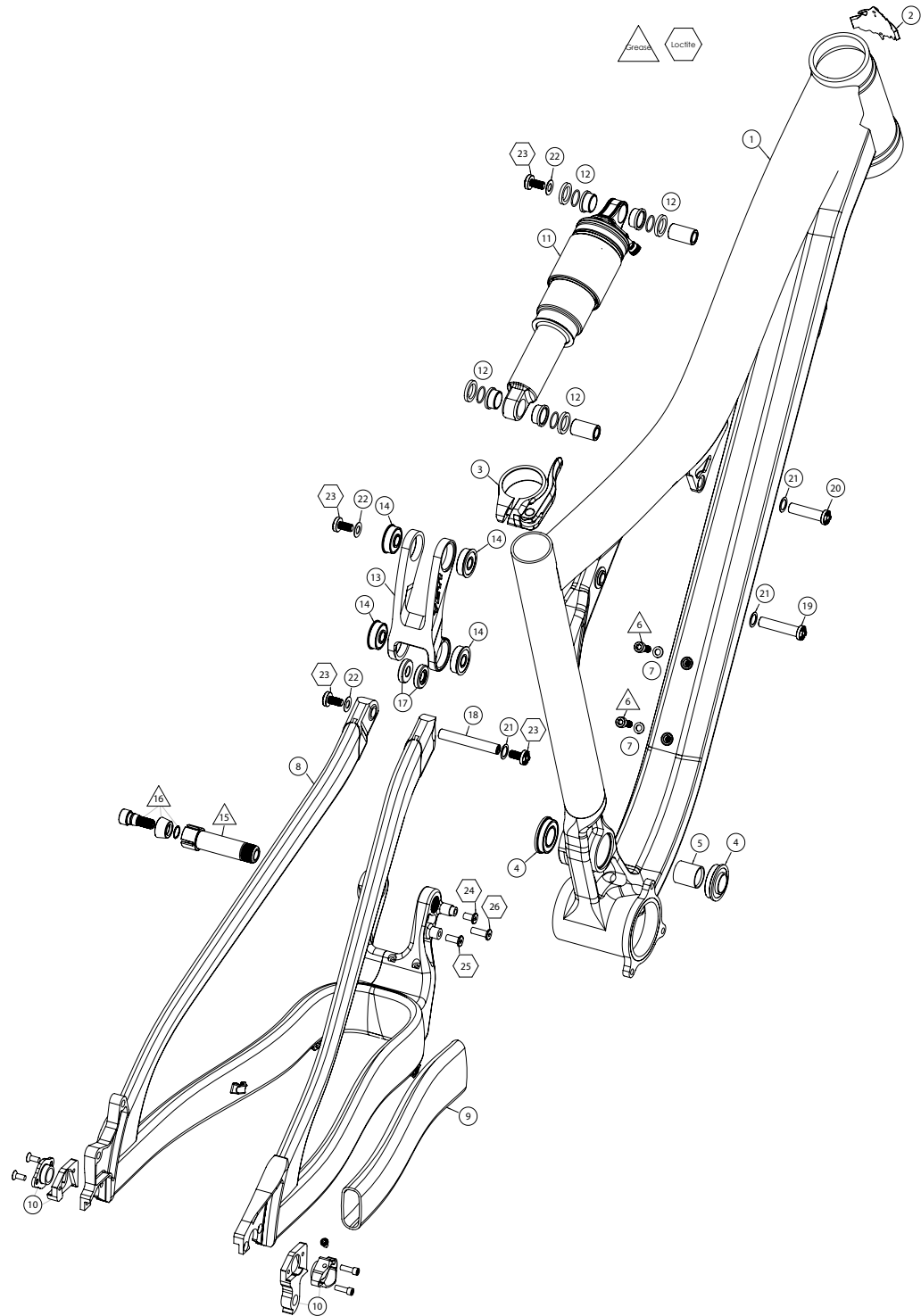
16.

Apply blue Loctite to the male bolt. Using two 5mm hex wrenches tighten the male bolt into the pivot pin.

Torque to 90-95 in/lb.

# EXPLODED VIEWS

ITEM#	PART #	DESCRIPTION	QTY
1		575 FRONT TRIANGLE	1
2	300070006	ICE AXE HEAD BADGE	1
3	300060067	YETI SEAT CLAMP QR	1
4	300020045	BEARING_F6902-2RS-MAX_28X15X7_2P5-OUT	2
5	300030269	SPACER 15MM X 19.75MM	1
6	300030010	BOLT-CAP H20 (M5 X 0.8 X 16MM)	2
7	300030148	WASHER 5.1X8.9X1MM	2
8		575 SWINGARM	1
9	400100111	CS PROTECTOR 575	1
10	200020172	SHIMANO 12MM DROPOUT CHIP KIT	1
11		FOX FLOAT CTD 7.875 X 2.25	1
12	214-09-006	FOX MOUNT KIT 21.84MM	2
13	300040464	2014 575 LINK	1
14	300020048	BEARING_608-SRS-MAX_22X8X7_1-IN	4
15	300040456	COLLET_AXLE_15X42.5SX10.5T_M15X1.5	1
16	300040454	COLLET-WEDGE SUB-ASSEMBLY GEN2	1
17	300020047	SPACER_SHOCK_4.5MM	2
18	300030154	STUD YETI TI FEMALE 8.0OD X 54.5MM, M6	1
19	300030150	BOLT YETI TI FEMALE 8.0OD X 36.5MM, M6	1
20	300030249	BOLT YETI TI FEMALE 8.0OD X 31.5MM, M6	1
21	300030069	WASHER 8.8X12.5X0.5 MM	3
22	300030062	WASHER 6.5X12.5X0.5 MM	3
23	300030151	BOLT-TI-MALE M6X12.0MM	4
24	300030241	FD E-TYPE BOLT 9MM	1
25	300030242	FD E-TYPE BOLT 12MM	1
26	300030243	FD E-TYPE BOLT 15MM	1



# REBUILD KITS

PART #	DESCRIPTION	QTY
<b>200020216</b>	<b>575 MASTER REBUILD KIT</b>	
300020045	BEARING F6902 2RS 28X15X7 OUT	2
300040456	AXLE COLLET 15X42.5SX10.5T	1
300030269	SPACER MAIN PIVOT 575	1
300030249	BOLT-TI-FEMALE 8.0 OD M6X31.5M	1
300030154	STUD-TI-FEMALE 8X54.5MM	1
300030150	BOLT-TI-FEMALE 8.0X36.5MM	1
300020048	BEARING 608 FE 2RS	4
300020047	SPACER 8MM X 4.5MM FOR SHOCK	2
300040454	COLLET-WEDGE ASSEMBLY GEN2	1
300030151	BOLT-TI-MALE M6X12MM	4
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	3
300030069	WASHER SS 8.8MM ID 12.5MM OD	3
<b>200020217</b>	<b>575 BEARING REBUILD KIT</b>	
300020045	BEARING F6902 2RS 28X15X7 OUT	2
300020048	BEARING 608 FE 2RS	4

PART #	DESCRIPTION	QTY
<b>200020218</b>	<b>575 HARDWARE KIT</b>	
300040456	AXLE COLLET 15X42.5SX10.5T	1
300030269	SPACER MAIN PIVOT 575	1
300030249	BOLT-TI-FEMALE 8.0OD M6X31.5M	1
300030154	STUD-TI-FEMALE 8X54.5MM	1
300030150	BOLT-TI-FEMALE 8.0X36.5MM	1
300020047	SPACER 8MM X 4.5MM FOR SHOCK	2
300040454	COLLET-WEDGE ASSEMBLY GEN2	1
300030151	BOLT-TI-MALE M6X12MM	4
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	3
300030069	WASHER SS 8.8MM ID 12.5MM OD	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, seat post, 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, seat post, 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)