



File Name: cannondale fatty headshok manual.pdf

Size: 2982 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 26 May 2019, 21:51 PM

Rating: 4.6/5 from 648 votes.

Status: AVAILABLE

Last checked: 13 Minutes ago!

In order to read or download cannondale fatty headshok manual ebook, you need to create a FREE account.

[**Download Now!**](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with cannondale fatty headshok manual . To get started finding cannondale fatty headshok manual , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



Book Descriptions:

cannondale fatty headshok manual



Please review our cookie policy to learn more or to change your cookie settings. By continuing to browse, you agree to our use of cookies. It features 4 strips of needle bearings. Each strip contains 22 bearings for a total of 88. Each of the needle bearing strips are "sandwiched" between an inner race of variable thickness and an outer race. Together, with an aluminum outer tube and a steel or aluminum inner steerer tube, they form a telescoping assembly. With this design Cannondale has a system that rolls and does not slide like other suspension forks. This also keeps stiction to a minimum. This assembly is pressed into the crown of a set of rigid aluminum fork blades. We use this "rigid" design to have a flexfree system that you can "pointandgo". The Headshok fork will not twist and bend around while under load like most conventional forks. Unlike most forks, the Headshok cartridges can be upgraded, sometimes resulting in more travel. The following is a list of what was released for that year, some forks were carried into the next year. The fork features the DL50 damping This fork is The brake mounts are international standard. The fork features several accessory mounting points as Press it onto the large nut. Reinstall the retaining screw Do not try to unthread the large nut under the lever. It is pressed on! When the handlebar. My primary objective was to disassemble the fork and put it back together. Mical supplied this copy of the complete Cannondale Headshok service manual. Cannondale Lefty Fork Owners Manual Cannondale Bicycle Owners Manual View PDF, Gemini OEM Rear Shock Positions Jekyll Manitou Rear Shock Setup Owners Manual Supplement View PDF. Service manual for cannondale lefty fork. Denis austin easy up manual treadmill 7300 gt manual mortal kombat vs dc strategy guide online indoor painting guide. Never had a probelm yet. I live in Pennsylvania and the summers are mostly dry. Last race rained week before and day of race. I shouldnt have to. <http://www.peyotecafe.it/fckeditorpics/dl2100-manual.xml>

- **cannondale fatty headshok manual, cannondale super fatty headshok manual, cannondale fatty headshok manual, cannondale fatty headshok manual pdf, cannondale fatty headshok manual download, cannondale fatty headshok manuals, cannondale fatty headshok manual free.**



How to check serial port connection. Changed IRCs to Pannaracers Smokes ORIGINAL SMOKES. I ride 7 days a week and sometimes twice a day. When i go camping its always twice a day or to JIM THROPE all day. I need a good bike to do all that. Take it from me shes always did more than i ever needed. At least that is what my LBS said. Initially you have got to join smartphone to personal computer then select amount of resources. The sims freeplay hack tool no survey. It looks like just about every person would be able to employ app. You will receive things just in quick while in your own online game accs. Utilizing the program you may be 100 percent undetected. Well the other day I put my bike in the repair stand and left it over night. The next day the thing was completely froze up!! You have to go to an authorized cannondale dealer for this. I mean even if you were to have the exclusive cannondale tools needed for the job, there is no instructions or manuals anywhere on the internet. This doesnt even include the cartridge overhaul I went in for. Service is a nightmare and actual Cannondale service employees Suck. Apparently these forks are notorious for turning to SHIT if they ever come in contact with water. Well, I live in south Louisiana. You almost have to take a boat to get to my house. If I had a choice from the beginning, I wouldve had the reducer cups put in and started running a conventional fork. One that you can actually get wet and service yourself. Especially when it comes to innovations to tackle the challenges of daytoday mobility. BMW has now come up with a clever solution that is perfectly crafted the new BMW Cruise ebike. See your local Cannondale or HeadShok dealer. If rust, pitting, or corrosion is present on the steerer tube, you should take the. Your HeadShok equipped Cannondale bicycle should have. FT80 Super Fatty SL, DD80 Super Fatty D. Please see your Cannondale Bicycle Owner's Manual for more. <http://www.madersport.cz/userfiles/dl180-manual.xml>



Cannondale Headshok Parts Would someone please tell the manufacturing world of rubber boingy things that theres need in Cannondale land for a remake of elastomers. The sawdustization of these things is killing totally functional forks left and right. Most DD50s have oil caps that are bonded onto the oil cylinder.therefore not repairable. The DD50 hadnt been made since 1996.14 years later and it finally failed. The fork takes probably the most abuse on a bike so replacing the entire thing isnt a horrible idea. I dont think that Cannondale should be.required. to keep supporting them. The problem I run into is the sheer number of forks I see that are 100% fine, damper works great, no leaks, telescope is spot on, smooth as a babies butt, heck, even the paints still sweet, but the elastomer is a hunk of parmesan at the bottom of the spring tube. Or, the one inside the coil is shot, and half the spring rate is gone, rendering the fork unusable. You guys built these forks way too well. They simply got hobbled by the spring concept du jour. Its like having a sweet antique truck that runs and drives great, only to have it bedridden because they dont make right size tires for it any more. I just wish some foam company had the ability to have these available. Or even a spring maker who could make the right dimension for the forks, with a rate not based on having the elastomer included. Speed Springs did it for Judys BITD, wish someone would for these. So many forks and old rigs out there that could still be working. Speedsprings did make them for headshoks though.manufactured by eibach distributed by speedsprings.converted my old delta v900 with a speedspring conversion and a dd50 damper. Why not use the spring from a dd60 damper minus the elastomer. Thats how i fixed a bunch of forks that had a busted elastomer back then. Speedsprings did make them for headshoks though.Why not use the spring from a dd60 damper minus the elastomerI need them in the present though.

Thats the issue. Ive no idea though, perhaps they are still in business, and have them in stock. As for de foaming your DD60, yep, but it dropped your spring rate a bit. I did that too, but I cant get those from Cannondale any more either, bummer. We actually had a.hot. tuning tip BITD, we lop an inch or so off the foam core, gave them a bit softer initial bump compliance, then firmed up deeper into the travel. Oooooo, cool. Mendon, FWIW, at the same time Eibach was starting to wind coils for Mountain Speed, this was something I persued also. Never happened on my end as Mountain Speed had some kind exclusive rights. Having spent many miles on Cannondale forks, and countless hours tuning, modding and repairing them, I know that a spring alone is not the setup. As you mentioned

the spring and MCU gave a more proper progression. I have a box of this older stuff. I believe I have an old DD2 cartridge assembly. Those are the ones to get, maybe Marzocchi still has the spares to build some. One of these days, I need to decide I no longer want this headshok and lefty stuff and send it to you. It was ironic BITD, Cannondale knew my opinion of their fork, when they finally came out with the clip style, I built some nice forks. Ironically, two production years later, all my mods for the telescopic somehow made it to production. Shame they never asked about how to make a Headshok cartridge run. No glory, but I did get a whole bunch of spares, warranty stuff, swag, and a bunch of time testing and working on an MX400. Shame Cannondales Marketing was always so gung ho to release anything before it was ready for the real world. Harrison, if you still need something, let me know, maybe we can work something out for the DD2 cartridge, look it up, Im pretty certain its a DD2, made by Marzocchi, air sprung, was the top of the line cartridge for a DD 50mm fork. I used to have a DD50 and the elastomer wore out.



<http://www.diamondsinthemaking.com/content/4-speed-manual-cars>

What if you just went to the next higher spring rate spring and did away with the elastomer. The elastomer seems to add some density to the springs feel. Which isnt to say it wont work, it just wont feel as originally intended. That said, the springs arent available anymore either. That said, the springs arent available anymore either. I found this place and Jim over there said they could make a replacement elastomer if I could provide length, inside dimension, and outside dimension.

MendonCycleSmith do you happen to know those numbers for a DD60. That said, the springs arent available anymore either. What about using the blue or red spring from the upgrade kit, but leaving the original spring seat in place at the bottom of the tube. That should increase the spring rate by a bit. I still see the factory upgrade kits on ebay from surplusruss and bicycle mayor occasionally, right now in fact. Do you happen to know what the spring rate of the original DD50 cheese log is. Maybe we can cross it to a mechanical spring. Years ago I traveled this route. While Im sure you could have Cannonracecraft wind a spring, the springs OD and thus wire diameter is very small, meaning low rate. The elastomer, adds progression to the fork, and with so little travel, it must have progression. Adding a second spring will add rate, but the entire fork will be linear, meaning it will have a funny feel where it settles deep in the little stroke it has. The easier way around this is to find some air spring cartridges and have the upper ends machined to work with a DD50 cartridge. Then replace the DD50 lower oil seal with a quad ring. A lot of work for very little gains, the best mod is pull the headshok, find a reasonably priced 100 mm fork and swap it. BTW, I may be able to shoot some photos of all these parts if the topic still runs. I have all kinds of Headshok stuff from DD50 to Fatty 80s. So, resurrecting this old post.

<http://www.decor-ada.com/images/brother-overlocker-manual.pdf>



Did anyone ever find a suitable replacement setup for these old DD50s with the crumbled springs. Customer brought in a F700 that I originally unboxed in 1995 when I was wrenching in college, and a buddy of mine rode for many years. Still has his vintage spinergys and titanium titec bar on it. None of the longer stuff will fit. Also, depending on exact timeframe the thread depth changed too. Best bet sadly is Suspension Fork Parts in NM. How this guy stays in business, Ive no idea, but hes yet to pick up the phone, return a message, or respond to an email from me. Very frustrating, as he has something I could use a lot of. Ive warned customers of the pitfalls and sent them on their way to find one, as I was happy to do the rest of the job, and a few have been successful, he does have stuff and it does fit, and function. I ran out of OEM stuff I was getting from the maker several years ago now. SFP only sells full elastomer slugs, so youll replace the coil if you still have that in there, with this whole thing. 50s inner leg is shorter. Cannondale Headshok Parts None of the longer stuff will fit. SFP only sells full elastomer slugs, so youll replace the coil if you still have that in there, with this whole thing. I havent had a headshok apart in a dozen years and cant find my castle tool. At least i did find my old Cannondale Service manual circa 1998. I havent worked in a bike shop since about that same timeframe. If it doesnt work out, Ill have the customer order the slug from SFP and install it for him. More to come.Sooo. Little update on this project. Got the DD50 apart, and got a little lucky that apparently we had already done the cannondale spring system upgrade way back in 199whatever. The elastomer had completely pooped the bed so the slight rebound I was feeling was the coil trying to do everything itself. Even better is that the newer mc70 spring kit has the exact dimensions for the coil and the elastomer, except they are both slightly longer.

<http://demenagementlandry.com/images/brother-p-80-manual.pdf>



My original plan was to take the 70mm coil and shorten it to about 5.75 to meet the free length I saw on some thread somewhere. But now that I had an intact original spring, I decided to just reuse that,

and cut the new elastomer down. I decided to disassemble and relube the needle bearings and change the fluid in the oil damper while I was in there. Got it all back together and on the bike today. I might have needed to cut the elastomer a touch shorter, as I can't verify it has the exact same spring rate as the OEM did. Ever since I got it off Craigslist the fork has never worked. So for all intents and purposes it acts like a ridge Fork. I have been riding it like this for several months now and while I LOVE this bike I wanted to see if I could bring it back to its former glory. I have been wanting to learn how to repair and maintain my Cannondale Forks I have a Lefty DLR 2000 a Lefty DLR2 2007 a Super Fatty D and the Delta suspension system fork that I'm writing about today. According to the fork I have is a Headshok ELS with a whopping 50 MM of travel. Hats off to you buddy. That was a good idea you had there. OK, so a while back was farting around a local yacking it up with one of the guys that volunteers there. When he pulled out from a box a replacement spring kit that someone had donated. He said that they don't see many old Cannondales with the 1.5 head tubes and that these there were two spring kits had been sitting on the box for a long time. I used it as a pin spinner not having a real pin spinner to remove the top cap from the top of the telescoping tube. Under this is another cap that had two holes for a spinner tool to go into. Under here was a LOT of ROT. Dry powdery gummy stuck on ROT. The elastomer was wedged down into the fork so hard that I had to use a long screw to stab into it and pull it out. See photo above Here's what the inside of the telescope looks like. So, now that it's all back together the fork works MUCH better.

The top has a Hole that has a Hex nut inside of it the can be used to set the pertension on the spring. now that it has a spring This is a nice feature as I can Dial in the stiffness of the fork and it relay WORKS. So, now the fork is back on the bike, the brakes reset and stem is aligned, this cannondale rides better than it ever has. This Fork now has a new lease on life and I LOVE my bike even MORE. Riding on this fork now that it is fully functioning is like a hole new ride. The bike feels like I have a new fork. Next up is the rebuild of my Headshok Super Fatty D. This ought to be fun. Would you like to try it too Please try again later. Discover everything Scribd has to offer, including books and audiobooks from major publishers. Report this Document Download Now save Save 2005 Headshok Super Fatty Ultra Dlr Dl Owners Manu. For Later 0 ratings 0% found this document useful 0 votes 3K views 4 pages 2005 Headshok Super Fatty Ultra Dlr Dl Owners Manual Supplement En Uploaded by Sergey Ladeichshikov Description Full description save Save 2005 Headshok Super Fatty Ultra Dlr Dl Owners Manu. For Later 0% 0% found this document useful, Mark this document as useful 0% 0% found this document not useful, Mark this document as not useful Embed Share Print Download Now Jump to Page You are on page 1 of 4 Search inside document Browse Books Site Directory Site Language English Change Language English Change Language. This owner's manual contains important and useful information regarding the proper operation, care, and maintenance of your HeadShok Super Fatty D, Fatty D, or PBone D fork. Please read it carefully and follow its instructions for miles of safe, high performance riding. If you have any questions about your fork or the contents of this manual, don't hesitate to contact us. See the back page for phone numbers and Email contacts. These stems are supplied in sizes proportional to the different bicycle frame sizes.

<https://www.americanapi.com/wp-content/plugins/formcraft/file-upload/server/content/files/16270b2c6c7f20---boston-soundbar-tvee-26-manual.pdf>

There are a total of 14 different stem sizes available, and all of these stems can be inverted, for a total of 28 possible unique rider positions. This allows any rider to customize the fit of his or her bicycle. See your Authorized Cannondale Retailer for replacement CODA stems. Framesets and aftermarket forks do not include a stem. **REQUIRED MAINTENANCE** It is recommended that you take your Super Fatty D, Fatty D, or PBone D fork to your Authorized HeadShok Service Center for a regular tune up every two months or 40 hours of riding. Your fork is a high performance suspension system and needs regular inspection, lubrication, and maintenance. Your mechanic will check the following items and service the fork as necessary. Between these tune ups, you should also

occasionally check the top bearing seal and boot as outlined below. HEADSET BEARINGS Every few rides, or every time that the bicycle is exposed to water rain, mud, or washing a few drops of lightweight oil should be applied to the upper headset bearing seal located just below the stem. This seal must be kept lubricated, as it protects the headset cartridge bearings from contamination by water and dirt. Failure to keep the headset bearing seal lubricated will result in premature bearing wear. Page 2 and 3 SUSPENSION FORK BOOT Frequently in Page 4 and 5 WARNING Use great care and pay clo Page 6 and 7 Beyond changing the coil spring in Page 8 SUSPENSION UPGRADES AND OPTIONS The Thank you, for helping us keep this platform clean. The editors will have a look at it as soon as possible. Bought second hand and the shock is topping out on me on almost every stroke. Am around the 200lbs mark and pressure is set at 118 psi. No other controls appear to be on the fork aside from the air pressure valve on the bottom. Cant get onto any manuals pages on the Dale website. All appears to be down now. cheers ConsumerREVIEW.com, a business unit of Invenda. See Figure 1.

You will need to remove the front wheel to access the crown area. PreRide Checklist Before every ride do the following Check the fork boot for damage cracking, splits, or tears. Be sure to check in the folds of the boot. Check for any cables or lines rubbing the boot. 2. Check the attachment of the boot at the top and bottom. The upper and lower boot lips should be tted over the lower collar and fork lip. NO PART OF THE FORK INNER TUBE lower leg SHOULD BE EXPOSED. 3. Replace the zip ties and cable guides clamps as required. Always tighten securely. Replacement boots, zip ties, and cable clamps are available through a Cannondale Dealer. If you nd boot damage, the area under the fork should be inspected for damage. And the damaged boot must be replaced with a new one. Do not try to x it. 4. Make sure the fork and its adjustment features are operating normally. VALVE CAPFigure 1 WARNING CAUTION BE SURE TO CLEAN the fork crown area, the VALVE end, and the pump end before attaching the pump to the fork. If dirt is pumped into the fork air chamber it can cause rapid damage to the air chamber. Be sure to replace the VALVE CAP when completed. Stay within pressure limits for your fork. The wrong air pressure can result in damage or poor fork performance. It is a barrier to water, dirt, dust, mud, or grit encountered while riding. If the boot is loose or damaged, dirt, water, dust, salt spray or other contaminants will quickly ruin the fork. 5. Thoroughly inspect the inner tube 1 and inner races 2 a for any signs of corrosion or damage. Some very light wear to the inner races is normal, however, they are wornout if any scratches or grooves are evident. If heavy corrosion is present they must be replaced. If ridges can be felt by the tip of a rolling ball point pen over the race, the races should be replaced. If damage is found, the damaged parts must be replaced new before the fork is ridden. ZIP TIE 2 BOOT1 ZIP TIE Figure 2 About Grease Renewal Under The Boot Figure 3 6.

Use a stiff nylon brush to rub in a highquality bicycle grease onto the inner tube and bearing races. Cycle the fork and reapply grease. Cycling moves the new grease inside the fork onto the outer tube races and bearing cages.Its OK to leave a good coating under the boot. Wipe it off the inner tube and inner boot to ensure that boot does not slide up when zip tie is re secured. 7. When you are nished, inspect the condition of the boot. Make sure it is undamaged. Replace it if it is. Re secure the boot and reassembly the fork. Under the boot, periodic external cleaning and regreasing helps assure that the inner tube leg surface, bearings races and needle bearings do not suffer damage due to lack of good lubrication. The interval will depend on how the fork is used and in what environments. Average riders should have the service performed every 2 months. Any clean highquality bicycle bearing grease selected for riding temperatures and environment can be used. Some forks may have an screw type band clamp securing the upper portion of the boot. If this is the case, simply loosen the clamp. 3. Lift the unsecured boot up to expose the inner tube aka inner fork leg. WARNINGNEVER RIDE YOUR FORK IF THE INNER TUBE, BEARING RACES, OR BEARINGS ARE CORRODED, RUSTED, OR CRACKS ARE PRESENT. 4. Wipe away any old grease with a clean lintfree shop towel. Cycle the fork and repeat. CAUTIONDo not use solvents or spray chemicals to

clean. Protect the exposed fork from contaminants. Work in a clean area. Headshok Headsets
Headshok headset parts are renewable and available through a Cannondale Dealer. 1 2 3 137.7mm
134.6mm 4.5 Maintenance Maintenance of your fork is important to your safety and to the useful life
of the fork. OVERALL FORK INSPECTION Clean and visually inspect entire fork for cracks or
damage.

Things that can indicate a serious problem 1 Unusual klunking or knocking noises 2 changes in
travel 3 Overextended or compressed boot 4 Changes in the way the fork has been working 5 Loss of
adjustments features. 6. Sudden air loss or leaking uid. If you experience any of the above
conditions, have the fork inspected by your Cannondale Dealer before riding it. Before and After
Each Ride Every 2 months YOU DEALER DEALER Figure 4 Cleaning When cleaning your Headshok
fork, use only a mild soap and water solution. A clean water and a common dishwashing liquid will
work best. Be sure to cover adjustment knobs with a clean plastic bag. Use a rubber band or
masking tape to hold the bag in place temporarily. Use an ordinary water hose to gently spray off
heavy soils and dirt. BOOT REPLACE Annual renewal suggested As Needed RACE Every 6 months
NORMAL Annually INSPECTION REBUILD Inspect and disassembly of telescope and races,
bearings, main telescope parts, damper cartridge, uids, etc. DEALER CAUTIONDO NOT powerwash
or spray water under high pressure to clean your Headshok fork. Power washing will force
contaminants into the fork where they will promote corrosion, immediately damage, or result in
accelerated wear. DO NOT use compressed air to dry your fork. It will have the same damaging
effected as power washing. Frequent checks are necessary to identify the problems that can lead to
an accident. Our Factory Tech Room, provides professional services through Cannondale Dealers for
all Headshok suspension forks. Please ask your dealer about the service programs available for your
model fork. It controls how fast the fork returns following compression. There are a total of 2 turns of
adjustment. Lockout Lever The Lockout Lever is located at the top of the fork. It controls the fork
lockout. Rotate the lever completely between the stops points to the LOCKED no travel or the
UNLOCKED free fork fork travel.

LOC KEDRETAINING SCREW Lockout Lever The Lockout Lever is located at the top of the fork.
LOCKED REBOUND KNOB TOP CAP Figure 6 U OC NL D KE LOCKOUT LEVER U Figure 5
Recommended Application Note DLR German Aerospace Center Uses Optical. DLR DLR is the
national aeronautics and Documents Das DLR im DLR at a glance DLR is the national aeronautics
and space research centre of the Federal Documents SUPER FATTY ULTRA DLR, ULTRA DL
20200207. Read its strength, weaknesses, find deals and pricing mtbr.com Cannondale Headshok
Fork Rebuild Part 1. Bikes in depth review. Duration. Read its strength, weaknesses, find deals and
pricing mtbr.com Shop with confidence. Read its strength. HeadShok Super Fatty Ultra DL Rear
Shock Not applicable Are they reliable Im looking at. Easily share your publications and get.
Cannondale Super V 700 XC Full Suspension reviews. We also think. Hi got a super v700 with fatty d
fork. Customer Reviews. 5. June 04, 2011. At least I thought I had. It has not gone all the way in
Specificaties; Reviews 0 Fotos 1. HeadShok Fatty DL50 XL, 50mm, Isolated Damper Technology, OPI
Type velgen Shop with confidence. Specificaties; Reviews 0 Fotos 1. HeadShok Fatty DL50 XL,
50mm, Isolated Damper Technology, OPI Type velgen Rebound adjustment with red knob on top to
control how fast the fork. This is the story of why Cannondale made the single legged fork.
CannondaleExperts.com is powered by Send It Bikes Bike Shop and is not affiliated with Cannondale
Bicycle Corporation. Home; About Us; Contact Us; Everything the person wrote the review was.
Shop with confidence. The story is that I no longer own a cannondale and probably never will again,
at least not a headshok equiped one. It was returned with a gentle knocking when locked out. Please
write a review about it!. NO LEAK HAS SOME MINOR SCRATCHES Please review all pictures
carefully. Inappropriate Review Reports are generally addressed within 12 hours. Cannondale
Headshok Reducer Headset Lefty 1.

We'll take a look and remove the review if it doesn't. Shop with confidence. The frame is light, responsive aluminum, meshing with the Fatty Headshok for a fast, smooth ride. Find great deals on eBay for cannondale f700, usb3. Traded 2001 Cannondale CAAD4 Bad Boy Ultra, for this alloriginal,. This model also uses the venerable Headshok Fatty with 50mm travel. Its gloss black with yellow logos, has both disc brake tabs and canti posts, and includes. Recently, play has developed when I lock the front brakes.

<https://www.informaquiz.it/petrgenesis1604790/status/flotaganis25032022-0120>