

OWNER'S MANUAL

YETI SB75



YETI CYCLES

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YETI
CYCLES

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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.

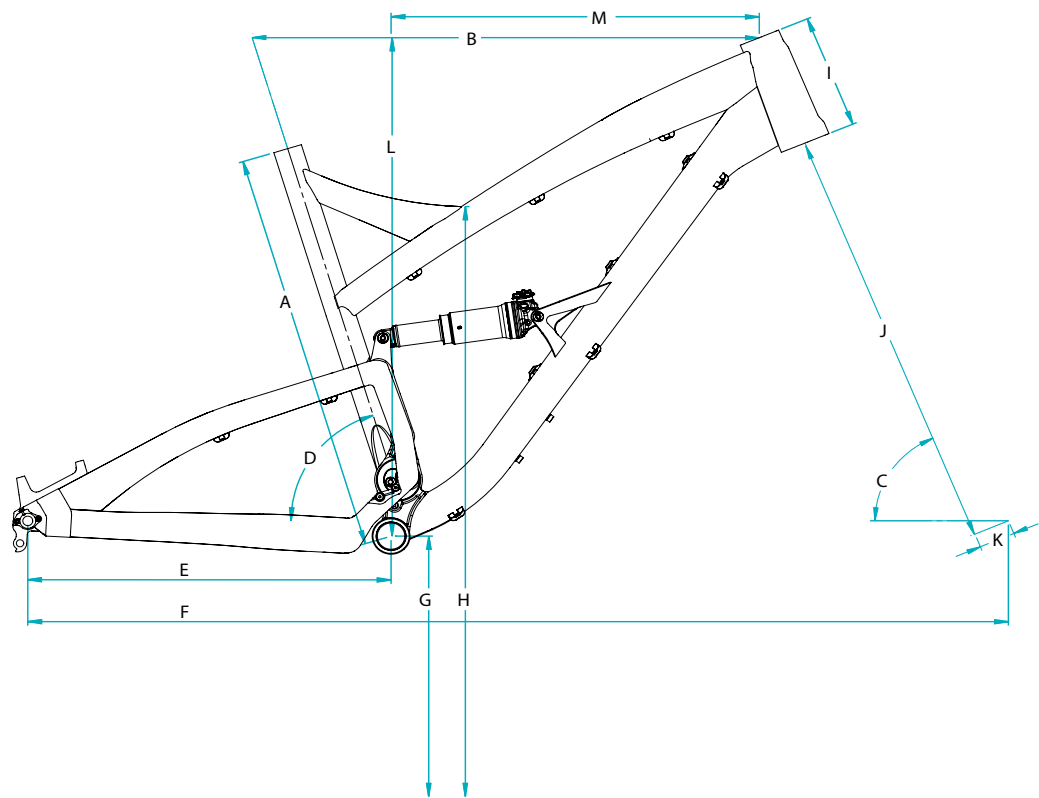
This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. The word "Warning" indicates a potentially hazardous situation in which, if not avoided, could result in serious injury or death. The word "Caution" indicates a potentially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

BUILT ON THE SWITCH TECHNOLOGY PLATFORM, PACKAGED INTO 27.5" WHEELS.

1. SWITCH SUSPENSION TECHNOLOGY
2. FULLY SEALED ECCENTRIC SYSTEM
3. OVERSIZED PIVOT PINS WITH ENDURO MAX BEARINGS
4. SPLINED BB SHELL ACCEPTS REMOVABLE ISCG 03/05 TABS
5. TAPERED INSET HEAD TUBE (44MM/56MM)
6. REAR SHOCK BY FOX RACING SHOX
7. DROPOUTS 12MM X 142 THRU AXLE OR 135MM QR
8. CUSTOM CHAIN-SLAP GUARDS
9. CABLE STOPS FOR HEIGHT ADJUSTABLE SEAT POST
10. DIRECT MOUNT FRONT DERAILLEUR
11. MAX CHAINRING SIZES: 42T (MULTI) 34T (1X)

1. The SB75 delivers 5 inches of travel with our Switch Technology. Efficient pedaling performance while still smooth and continuous when the going gets rough.
2. Compact, stiff, and fully sealed, the eccentric assembly is the key component to Switch Technology and is virtually maintenance free.
3. Oversized pivot pins help create a stiff interface between the front and rear triangles of the frame. Enduro Max sealed bearings keep things moving freely at the pivots.
4. The splined BB shell can accept a removable ISCG 03' or 05' tab. The splined system is lighter than a conventional welded tab and allows for a myriad of chain-guide options.
5. Using our new inset head tube on the SB75 allows for a larger head tube with more welding area, increased stiffness, and lower overall ride height.
6. The SB75 uses a 2.0 inch stroke, 7.5 inch eye to eye shock, by Fox Racing Shox.
7. The Yeti chip system allows for an easy switch between a standard 135mm QR or the 142mm x 12mm Shimano thru-axle system.
8. Custom chain-slap guards on the seat stay and chain stay keep things quiet while riding and protect the frame.
9. Dedicated cable stops for a height adjustable seat post make routing the line clean and easy. Enhance your trail riding experience on the SB75 with a dropper post.
10. Mount any direct mount (E-type) front derailleur to the SB75 with ease. The direct mount derailleur gives you the best shifting in any condition.
11. For clearance reasons the maximum chainring size on the SB75 is 42T for multi gear drive trains and 34T 1x drive trains.

GEOMETRY



FOX 34 / 140MM FORK

	XS	SM	MD	LG	XL
A	16.5	18.0	19.5	21.0	21.0
A**	16.0	16.5	18.0	19.5	21.0
B	21.5	22.5	23.4	24.2	25.4
C	67.5	67.5	67.5	67.5	67.5
D	73.0	73.0	73.0	73.0	73.0
E	17.4	17.4	17.4	17.4	17.4
F	43.9	44.9	46.0	46.8	48.0
G	13.0	13.0	13.0	13.0	13.0
H	29.0	29.0	29.0	29.8	29.9
I	3.90	4.50	5.10	5.70	5.9
J	21.0	21.0	21.0	21.0	21.0
K	1.70	1.70	1.70	1.70	1.7
L	23.3	23.9	24.4	25.0	35.1
M	15.4	16.2	17.0	17.6	18.7

All measurements are in inches
**Indicates running spec change

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 for more information on general bicycle maintenance.

SCHEDULE

	WEEKLY	MONTHLY	3 MONTHS	ANNUALLY
CLEAN AND LUBE CHAIN	■			
CHECK TIRE PRESSURE	■			
CLEAN BIKE OF MUD AND DEBRIS	■			
CHECK BRAKE FUNCTION	■			
CHECK SHOCK PRESSURE, IF APPLICABLE	■			
CHECK FOR LOOSE BOLTS AND TIGHTEN, IF NECESSARY	■			
CHECK HEADSET AND TIGHTEN / LOOSEN, IF NECESSARY		■		
THOROUGHLY CLEAN PIVOT POINTS WITH A RAG (DO NOT LUBRICATE)		■		
REPLACE BRAKE PADS, IF NECESSARY			■	
CHECK TIRES FOR WEAR			■	
CHECK SPOKE TENSION AND RETENTION, IF NECESSARY			■	
CHECK CHAIN FOR WEAR AND REPLACE IF NECESSARY			■	
COMPLETE TUNE-UP PERFORMED BY AN AUTHORIZED YETI DEALER				■

TORQUE

Yeti strongly recommends using a torque wrench when assembling your frame. Torque specifications for individual parts on the SB-95 are listed below, as well as in the step by step assembly instructions later in the manual. For general bicycle maintenance please consult the torque specifications of the manufacture's component you are adjusting.

KEY TORQUE SPECS

PART NUMBER	DESCRIPTION	TORQUE (IN/LB)
300030110	BOLT TI MALE M6X1X12MM	90-95
300030234	BOLT STOP M12X1.25X10MM	40-45
HNAS95A000000000000002	COLLET BOLT M8	155-160
HNAS95A000000000000004	UPPER LINK COLLET AXLE SB-95	35-40
HNAS95A000000000000000	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.

TOOLS NEEDED

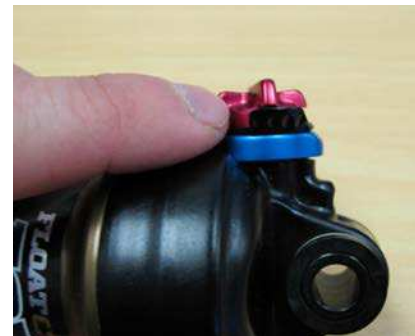
- Shock Pump
- Tape Measure

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.



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.



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



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.



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)	13-15
REBOUND	*5 CLICKS
COMPRESSION DAMPING	BASED ON TERRAIN
TRAIL ADJUST	POSITION 2

**All clicks are counted clockwise, rotating from the all the way out or counter - clockwise dial position.*

CABLE SETUP

YETI TIPS

The SB75 uses 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.

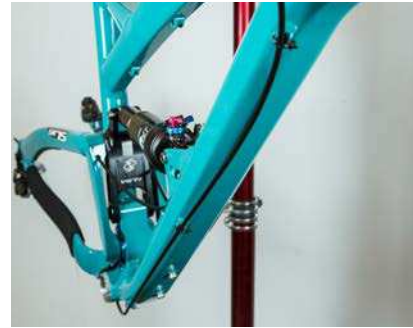
The staff at Yeti are sold on riding with a height adjustable seat post so we included specific cable guides for the post's line on the SB75. Run the line from your remote along the guides on the bottom of the top tube for a clean set-up. If you haven't tried a dropper on your SB95, we strongly recommend you do, as it makes trail riding even more fun.

Caution: The failure to properly route shifter housing can cause malfunction of the shift mechanism and unexpected shifting of gears.



01. REAR DERAILLEUR

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. Using a cable or a piece of heavier wire work the housing through the two holes in the drive side seat stay and loop into the rear derailleur to finish.



02. FRONT DERAILLEUR

Fit the housing from the front shifter across the head tube and onto the cable stops on the bottom of the down tube. Secure the housing to the three single cable stops on the bottom of the down tube with zip ties. Next, route the housing under the bottom bracket and into one of the two stops under the 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 cable through the housing and attach to the derailleur to finish.



03. REAR BRAKE

The rear brake line loops across the head tube and runs down the cable stops on the top of the down tube. Use zip ties to secure the line to the position closest to the non-drive side on the cable guides. Next, run the line between the non-drive side of the swing arm and the upper link and across the two single cable guides on the bottom of the non-drive seat stay. Secure the line to the guides with zip ties. Ensure the line is finished on the inside of the seat stay when attached to the caliper body. This will prevent the brake line from being compromised if the bike or rider falls.

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 import 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
- 2.5mm allen key
- Two - 5mm allen keys
- Two - 6mm allen keys
- 10mm allen key
- Guide pin tool
- Lock ring pliers
- Grease
- Blue Loctite
- Pink Loctite



01.

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



02.

Lightly grease the 45mm integrated axle and insert it into the frame through the non-drive side main pivot bushing.



03.

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



04.

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

Torque to 40-45 in/lb.





05.
Prepare a Ti male bolt with blue Loctite and install into the threads on the drive side integrated axle with a 5mm allen key.

Torque to 90-95 in/lb.

06.
Fit the bearing retainer clips in the groove between the drive side integrated axle and the eccentric housing of the front triangle. Use a 2.5mm allen key to secure each clip with a M4x8mm flat head bolt prepped with blue Loctite.

Torque to 15-20 in/lb.

09.
Apply pink Loctite to the threads on the lower link axle cap. Install and tighten the cap into the lower link axle with a 5mm and 6mm allen key.

Torque to 90-95 in/lb.

10.
Create two collet bolt assemblies. Place a collet wedge over each collet bolt and secure the wedge with a retaining ring using a pair of lock ring pliers. Prep the outside of each wedge and the bolt threads with grease.



07.
Slide the upper link over the lower pivot axle hole on the front triangle. Ensure the Yeti logo faces the front of the frame.

08.
Grease the lower link axle and install it through the link from the drive side of the frame. Use a dead blow hammer to tap the axle into place if necessary.

11.
Slide the rear triangle over the eccentric axle and align it with the collet pin axle hole.

12.
Grease the shaft and apply pink Loctite to the threads of the main pivot collet axle. Insert the collet axle through the swing arm and integrated axle from the non drive side of the frame and tighten with a 10mm allen key.

Torque to 35-40 in/lb.





13.

Grease the shaft and apply pink Loctite to the threads of the upper link collet axle. Insert the collet axle through the swing arm and the upper link bearings from the non drive side of the frame and tighten with a 10mm allen key.

Torque to 35-40 in/lb.



14.

Install the shock using Fox guide pins to hold it in place.



17.

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

Torque to 155-160 in/lb



15.

Insert a 34mm Ti female bolt with washer through the drive side of the frame and shock using the guide pin to maintain alignment. Use a Ti male bolt prepped with blue Loctite on the non-drive side and tighten with two 5mm allen keys.

Torque both bolts to 90-95 in/lb.

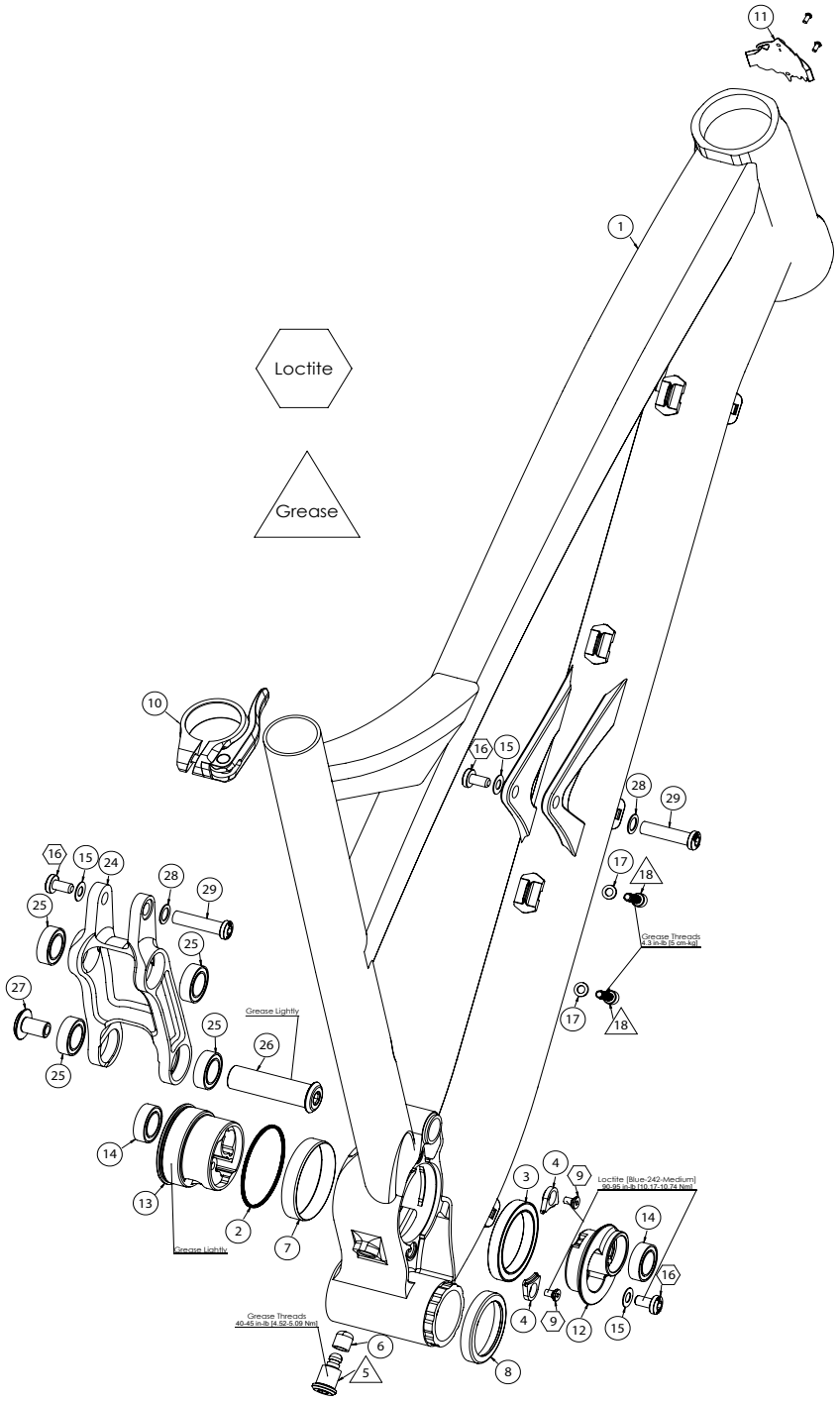
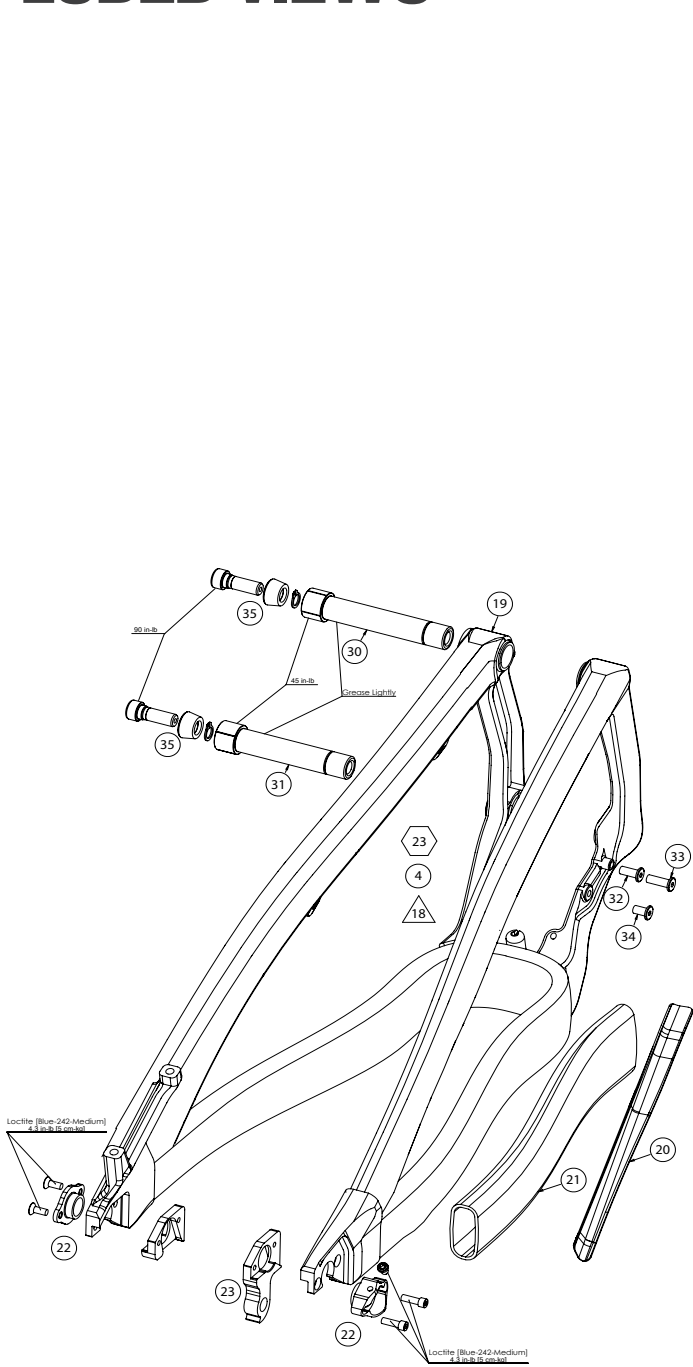


16.

Repeat the process for the shock and upper link interface. Again, use the fox guide pin tool and a dead blow hammer to help guide any female Ti bolts through the frame and frame components.

Torque both bolts to 90-95 in/lb.

EXPLODED VIEWS



EXPLODED VIEWS

ITEM#	PART #	DESCRIPTION	QTY
1	N/A	SB-75 FRONT TRIANGLE	1
2	300040430	O RING QUAD 56P8X60P4X1P6	1
3	BB 6808 LLB	BEARING 40X52X7 6808 2RS	1
4	HNAS95A000000000000010	BEARING RETAINER CLIP SB-95	2
5	300030234	BOLT STOP M12X1P25X10MM SB-66	1
6	300030235	BUMPER STOP RUBBER	1
7	HNAS95A000000000000007	BUSHING 52X50X9P5	1
8	300040434	MOUNT BB SPLINE COVER	1
9	300030134	M4X.7X8 FLAT HEAD BOLT	2
10	300060067	YETI SEAT CLAMP QR	1
11	300070006	ICE AXE HEAD BADGE	1
12	HNAS95A000000000000008	AXLE 40MM SB-95	1
13	HNAS95A000000000000009	AXLE 45MM SB-95	1
14	HNA00000BA000000000000	BEARING 15X24X7 3802 2RS MAX DBL ROW	2
15	300030062	WASHER 6.5X12.5X0.5 MM	3
16	300030151	BOLT-TI-MALE M6X1 12MM	3
17	300030148	WASHER 5.1X8.9X1MM	2
18	300030010	BOLT-CAP H20 (M5 X 0.8 X 16MM)	2
19	N/A	SB-75 SWINGARM	1
20	HNAS66A000000000000000	SS PROTECTOR SB-66	1
21	HNA0575000000000000001	CS PROTECTOR 575	1
22	200020172	SHIMANO 12MM CHIPSET	1
23	300060062	DERAILLEUR HANGER 12MM	1
24	300040462	LINK UPPER ALLOY SB-75	1
25	HNA00000BA000000000000	BEARING 15X24X7 3802 2RS MAX DBL ROW	4
26	HNAS95A0000000000000005	AXLE LINK PIVOT LOWER SB-95	1
27	HNAS95A0000000000000006	CAP AXLE LINK LOWER SB-95	1

ITEM#	PART #	DESCRIPTION	QTY
28	300030069	WASHER 8.5X12.5X0.5 MM	3
29	300030149	BOLT-TI-FEMALE 8.0X33.0MM	2
30	HNAS95A0000000000000004	AXLE COLLET LINK PIVOT UPPER SB-95	1
31	HNAS95A0000000000000000	AXLE COLLET AXLE MAIN PIVOT SB-95	1
32	300030242	FD E-TYPE BOLT 12MM	1
33	300030243	FD E-TYPE BOLT 15MM	1
34	300030241	FD E-TYPE BOLT 9MM	1
35	300040453	COLLET WEDGE ASSEMBLY	2

REBUILD KITS

PART #	DESCRIPTION	QTY
200020213	SB75 BEARING REBUILD KIT	
BB 6808 LLB	BEARING 40X52X7 6808 2RS MAX	1
HNA00000BA00000000000	BEARING 15X24X7 3802 2RS MAX	6
300040429	O RING QUAD 50P4X54X1P6	1
HNAS95A000000000000007	BUSHING 52X50X9.5	1
200020212	SB75 MASTER REBUILD KIT	
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	2
300030069	WASHER SS 8.8MM ID 12.5MM OD .	2
300030134	BOLT FLAT HEAD M4X.7X8	2
300030149	BOLT-TI-FEMALE 8.0X33.0MM	2
300030151	BOLT-TI-MALE M6X12MM	3
300030234	BUMPER BOLT M12X1P25X10MM	1
300030235	BUMPER STOP 66A 66C 95A 75A	1
300040429	O RING QUAD 50P4X54X1P6	1
300040454	COLLET-WEDGE ASSEMBLY GEN2	2
300040468	AXLE COLLET 15X61.5SX12.0T	1
300040471	AXLE COLLET 15X69.0SX12.0T	1
BB 6808 LLB	BEARING 40X52X7	1
HNA00000BA000000000000	BEARING 3802 RS MAX DBL ROW	6
HNAS95A000000000000005	AXLE LINK PIVOT LOWER SB-75	1
HNAS95A000000000000006	CAP AXLE LINK LOWER SB-75	1
HNAS95A000000000000007	BUSHING 52X50X9.5	1
HNAS95A000000000000010	BEARING RETAINER CLIP SB-75	2

200020215	SB75 ECCENTRIC KIT	
HNAS95A000000000000009	AXLE 45MM SB-75	1
HNAS95A000000000000008	AXLE 40MM SB-75	1
HNAS95A000000000000010	BEARING RETAINER CLIP SB-75	2
HNAS95A000000000000007	BUSHING 52X50X9.5	1
BB 6808 LLB	BEARING 40X52X7	1
300030235	BUMPER STOP 66A 66C 95A 75A	1
300030234	BUMPER BOLT M12X1P25X10MM	1
HNA00000BA000000000000	BEARING 3802 RS MAX DBL ROW	2
300040429	O RING QUAD 50P4X54X1P6	1
300030134	BOLT FLAT HEAD M4X.7X8	2
300030151	BOLT-TI-MALE M6X12MM	1
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	1
200020214	SB75 HARDWARE KIT	
HNAS95A000000000000005	AXLE LINK PIVOT LOWER SB-75	1
300030149	BOLT-TI-FEMALE 8.0X33.0MM	2
HNAS95A000000000000006	CAP AXLE LINK LOWER SB-75	1
HNAS95A000000000000010	BEARING RETAINER CLIP SB-75	2
300040468	AXLE COLLET 15X61.5SX12.0T	1
300040454	COLLET-WEDGE ASSEMBLY GEN2	2
300030134	BOLT FLAT HEAD M4X.7X8	2
300040471	AXLE COLLET 15X69.0SX12.0T	1
300030151	BOLT-TI-MALE M6X12MM	3
300030062	WASHER SS 6.5MM ID 12.5 OD .5M	2
300030069	WASHER SS 8.8MM ID 12.5MM OD .	2

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-A / SB95-C / SB75 / 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)