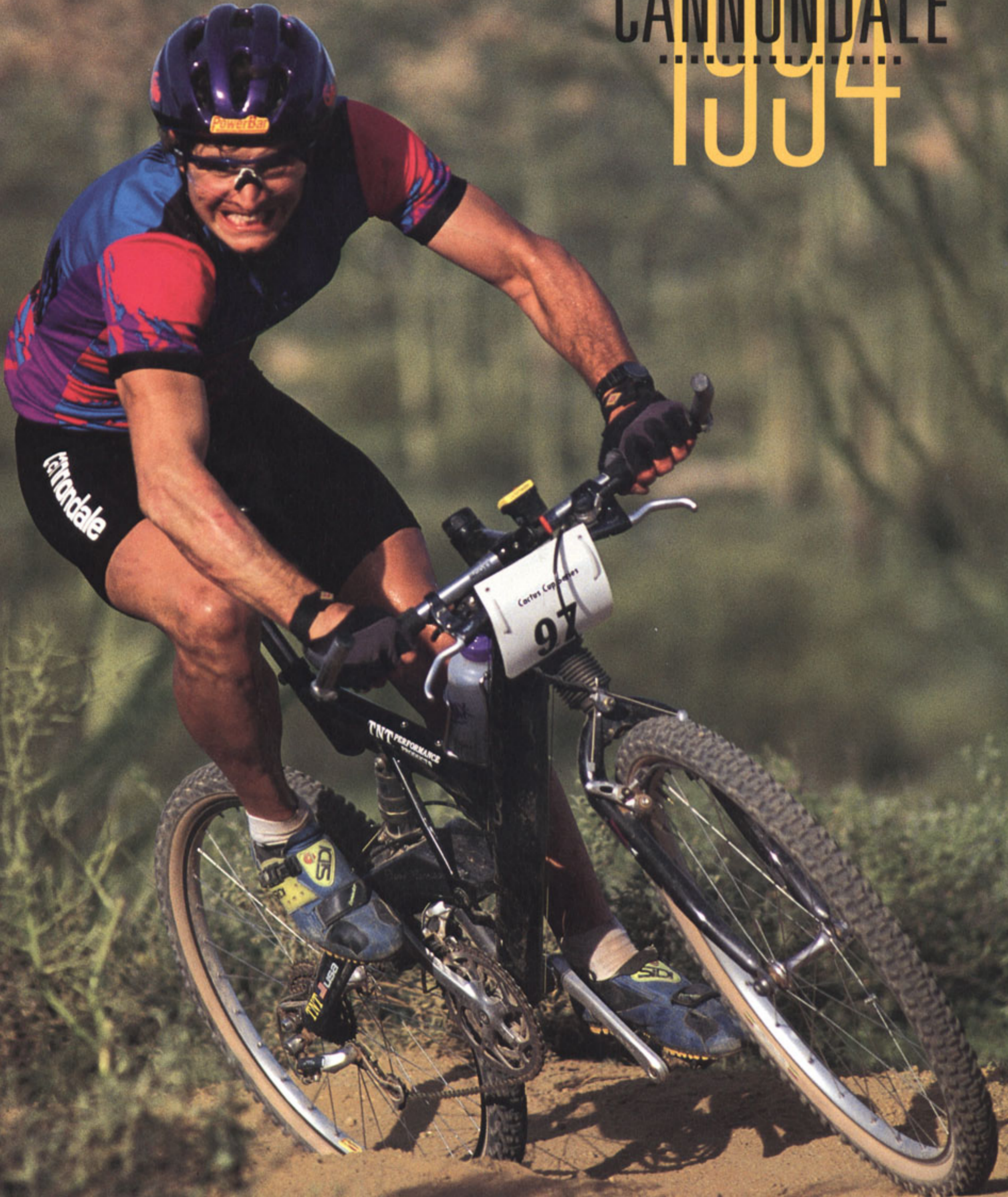


1004
CANNONDALE
.....
1994



"As much as mountain bikes are recognized as an American institution, being both conceived and manufactured in America, the (Cannondale) Super V represents American ingenuity at its free-thinking best. We can't see this type of design and technology coming out of Europe or the Orient."

~MOUNTAIN BIKE ACTION

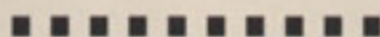
"American ingenuity at its free-thinking best" captures perfectly the spirit of innovation that is built into every Cannondale product. This spirit, this passion, is the unrelenting force that keeps us continually searching for ways to advance the state-of-the-art in bicycle design and production. Although we've succeeded over the years, making our bikes lighter and faster, and adding the finest suspension system in the world, the quest is unending. There is always more that can be done.



Our 1994 collection of bicycles, cycling apparel and accessories is the latest incarnation of our efforts. We are proud of the time, energy and enthusiasm invested in their development, and the care and attention paid to their production. New for 1994 are suspension mountain bikes with handlebar-mounted damping adjustment, our Headshok™-ELS suspension fork, the lightweight Killer V™ mountain bikes, a commuter bike with suspension, a cyclocross frame, and more.

We are also excited to announce a new venture with Magic Motorcycle Co. combining Cannondale's proven manufacturing expertise with Magic's innovative component designs. Alex Pong and the people at Magic share our passion for rethinking traditional cycling concepts, applying their own "free-thinking best" to the creation of innovative components. Look for "CODA Magic"™ cranksets and other precision parts on selected Cannondale models, and in your authorized Cannondale retailer's display case.

While much is new, our products and our company continue to reflect long-held beliefs that are perhaps best articulated in our company philosophy:



THE CANNONDALE PHILOSOPHY

Our PASSION is to be the best bicycling company in the world. We will succeed because:

1. We care about our customers, suppliers and each other.
2. We design and deliver a stream of innovative products.
3. We continuously improve.
4. We concentrate on detail.
5. We limit our distribution to the best bicycle retailers in the world.
6. We govern our every deed by what is just and right.

Enjoy,

Joseph S. Montgomery
FOUNDER AND PRESIDENT

Keith Andrew, Bill Poteete and Chris Freshwater cap two hours of pond hockey with a ride on Illinois' Lake Charleston. Photo by Tom Moran/Singletrack.



CANNONDALE BICYCLES

■■■■■■■■■■
HAND-BUILT FRAMES: PERFORMANCE THROUGH INNOVATION

When it comes to materials for building bicycle frames, it's hard to beat aluminum. Incredibly light, aluminum is 40% less dense than titanium, and a whopping 65% less dense than chrome-moly steel. And it's reasonably priced, so we can offer some of the very lightest frames on the planet at decidedly un-astronomical prices.

Aluminum allows us to use large-diameter tubes that won't flex when you jam on the pedals — doubling a tube's diameter increases its flex-resistance sixteen times — so your energy gets used to power you forward instead of twisting your frame. Other manufacturers use slimmer tubes simply because they have to: A titanium mountain bike frame with the same dimensions as a 3.6 pound Cannondale would be more than two pounds heavier. An identical chrome-moly frame would weigh over 10 pounds.

Crafting raw aluminum into lightweight, high-performance frames is a time-consuming, painstaking process that our craftspeople have been perfecting for over a decade. But just one test ride will convince you that a Cannondale's performance more than justifies the care and effort invested in its production.



Cannondale frames deliver maximum performance through superior innovation. We define innovation as the incorporation of insightful, performance-enhancing elements into bicycle frame design. From the obvious — like the unique configuration of our Super V™ frame — to the subtle — like the grams of weight shaved from Cannondale frames with our CAD system — performance dictates design: not price, not ease of manufacturing, not aesthetic convention.



We use flex-resistant, large diameter 6061-T6 aluminum tubes because they deliver more pedaling energy to the rear wheel for faster sprints, more aggressive climbing and unequalled efficiency. After cutting, tubes are TIG-welded by hand, then heat treated for maximum strength and true, uni-body construction. Our lugless, TIG-welded/heat treated production process is particularly difficult, time-consuming and expensive, but it results in a vastly superior frame.



After heat treating, each weld is carefully sanded for a sleek, seamless look. Sanding is one of the many operations we do by hand to guarantee maximum quality. In fact, over the four-hour course of its production, every Cannondale frame comes into contact with some 40 pairs of human hands.



The same passionate devotion to innovation also drives the production of every Cannondale frame. We use state-of-the-art manufacturing technology to ensure the quality of production matches the quality of design. Pictured at left: A computer-guided laser cuts aluminum tubing to incredibly precise tolerances.

1.625 x 0.058
2.500 *



Sanded frames are cleaned and hand-painted, then decals and clear coat are applied. We build our frames into complete bicycles with the latest, lightest and hottest components; not just Shimano and SunTour parts, but everything from Control Tech and Mavic to Profile for Speed and Continental. Finally, completed bicycles are packaged and shipped to progressive, service-oriented bike shops around the world — our network of authorized Cannondale retailers.

Every Cannondale bicycle is made in our U.S. factory, a fact that translates into yet another advantage for every Cannondale owner. With our own American factory, we're able to bring innovative new models to market faster and with greater control than companies sourcing out their production to Far Eastern factories.

SUPER V

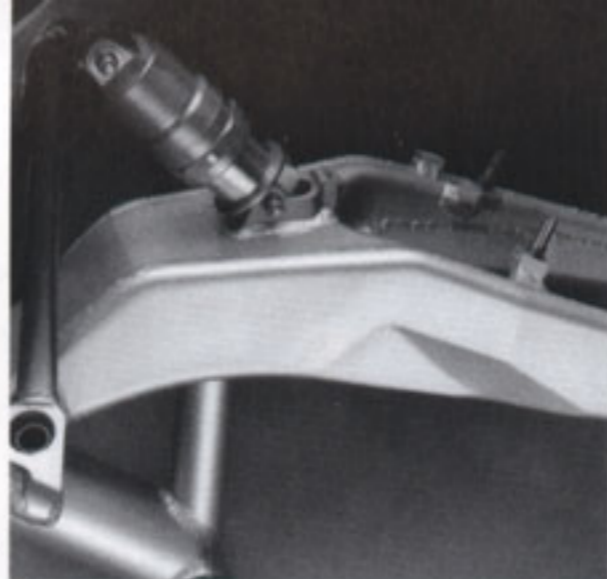
■■■■■■■■■■
FULL SUSPENSION
MOUNTAIN BICYCLES

The Cannondale Super V™ is the first mountain bike to give you the control and comfort of full suspension with the light weight and frame rigidity of conventional frames. At just 4.4 pounds¹, the Super V frame allows us to build full suspension bikes weighing as little as 26 pounds — well within the range of high-performance non-suspended bikes. And the frame's oversized swaged downtube, beefy four-inch pivot and box-section swingarm combine to make the Super V more stubbornly unyielding to flex than our standard-setting 3.0 Series mountain frame.

Sculpted from 6061-T6 aluminum, the Super V has been carefully configured to account for the changes suspension brings to frame geometry: The Super V's head angle corrects the slightly higher front end common to all suspended bikes. Our S.S.™ (Suspension Specific) stem positions the rider in the same efficient pose found on non-suspended bikes. And the teardrop seat mast gives unmatched stand-over clearance.

The Super V comes with the air-sprung, oil-damped Headshok™-RDC or Headshok-DD suspension fork (see page 11) and an air-sprung, oil-damped rear shock that provides three inches of rear wheel travel. Together the front and rear suspensions soak up all manner of bone-rattling ruts and bumps, freeing your wheels to follow the subtle contours of the most undulating trails.

¹ Bare frame weight. The Super V frame with the Headshok suspension fork and weight-saving S.S. stem weighs 7.65 lbs.



Composed of four precision-formed panels that took the better part of a year to develop, the Super V's reinforced box-section aluminum swingarm teams with a four-inch pivot to provide incredible rear end stiffness. The swingarm comes equipped with our patented² replaceable rear derailleur hanger; a trick feature that turns a potentially frame-trashing mishap into a minor inconvenience.

² U.S. patent #5,020,819.



The Super V 3000 and Super V 2000 (and also the Delta V 1000) feature our new Headshok-RDC suspension fork with the Remote Damping Control Lever™, an indexed, bar-mounted "thumbshifter" that lets you adjust damping on-the-fly without taking your hands off the grips. Compared to other suspension forks which require you to stop and adjust both legs (at best) or disassemble and reassemble the fork (at worst), it's hard to deny the dramatic superiority of the Headshok-RDC's adjustability.

SUPER V 3000



DELTA V

FRONT SUSPENSION
MOUNTAIN BICYCLES

Our Delta V™ models combine a range of suspension options with our innovative, lightweight¹, patented² Delta V frame. The Delta V 1000 features our acclaimed Headshok™-RDC air/oil suspension fork, shown on page 11 (patent pending), and the Delta V 700 and Delta V 600 feature the new Headshok-ELS elastomer-based fork described on page 10. The Delta V 500 comes with our Headshok-ELS2 suspension fork. All three lightweight, telescoping steerer tube systems feature adjustable preload and deliver two inches of front wheel travel.

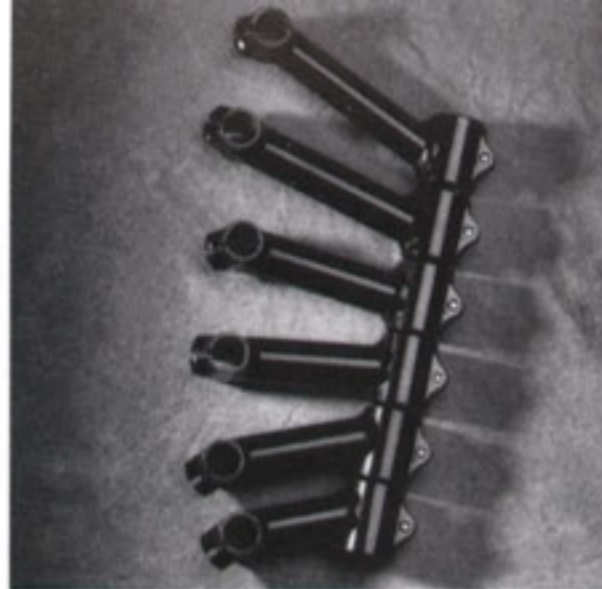
With its uniquely configured, large-diameter aluminum tubes, the Delta V frame provides exceptional stand-over clearance and unyielding resistance to frame flex. Each model also comes outfitted with powerful Force 40 Plus™ braking³, a method of rerouting brake cables to boost stopping power by 40% over standard cantilevers. Another trick feature — our patented⁴ replaceable rear derailleur hanger — protects a vulnerable frame area from permanent damage.

¹ 4.00 lbs. bare frame weight.

² U.S. patent #5,201,537.

³ Patent pending.

⁴ #5,020,819.



At roughly 165 grams, our lightweight aluminum S.S.™ (Suspension Specific) stem replaces a standard stem to shave about a half a pound off the Delta V's weight. The S.S. stem also addresses the elevated front end common to all suspension forks, repositioning the rider in the same efficient position perfected on non-suspended mountain bikes. For a totally dialed-in fit, we offer six different S.S. stems, each of which can be inverted on the bike, for a total of twelve rider-position options.



Super V and Delta V models (except the Delta V 500) come equipped with our rugged, cartridge sealed-bearing headset; very possibly the finest headset in the industry. Dramatically oversized to accommodate our suspension forks, the headset features ABEC-3 aircraft-quality bearings and the convenience of an adjustment-free design.

DELTA V 1000



DELTA V 700



Cannondale Delta V frame with Headshok-ELS elastomer-damped front suspension fork

CODA compact crankset with suspension gearing 44T chainring

Ritchey Rock 440 rims with Piranhapro tires

Cannondale custom anodized sealed cartridge headset and SS stem

Color (code): Diamond Black metallic with Pewter Hyper-Highlight (EPH)

DELTA V 600



Cannondale Delta V frame with Headshok-ELS elastomer-damped front suspension fork

Ritchey Vantage Sport rims with Piranhapro tires

Cannondale custom anodized sealed cartridge headset and S.S. stem

Cannondale Force 40 Plus braking system

Color (code): Diamond Black metallic fade to Cayman Teal metallic (ECT)

DELTA V 500



Cannondale Delta V frame with Headshok-ELS2 front suspension fork

Ritchey Vantage Sport rims with DT Swiss spokes

New Shimano Alivio groupset with STX rear derailleur

Colors (codes): Cobalt Blue metallic with Blue Pearl Hyper-Highlight (CBP), Deep Indigo fade to Wild Orchid metallic (IWO)



Cannondale Headshok-RDC air/oil suspension fork with Cannondale Remote Damping Control Lever™

Ritchey Rock 440 rims with Tioga Psycho tires

New CODA cantilever brakes with Cannondale Force 40 Plus braking system

Cannondale custom anodized sealed cartridge headset

Color (code): Polished aluminum with Diamond Black metallic fork (POL)

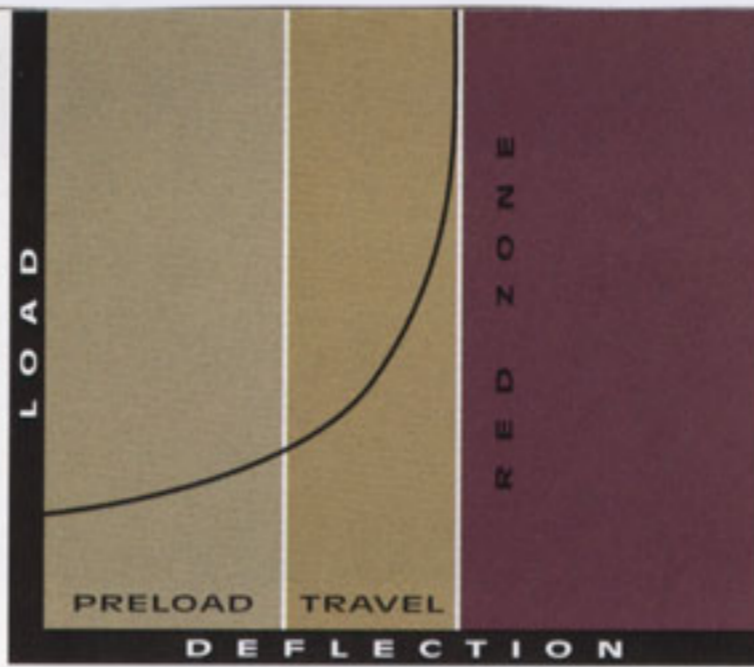


FORK GUIDE

- Headshok-RDC** Air/oil with Remote Damping Control Lever
- Headshok-DD** Air/oil with Damping Dial
- Headshok-ELS** Elastomer-damped, with needle bearings
- Headshok-ELS2** Elastomer-damped, with bushings
- Headshok-CMT** Elastomer-damped Commuter

HEADSHOK™ -ELS FORK¹

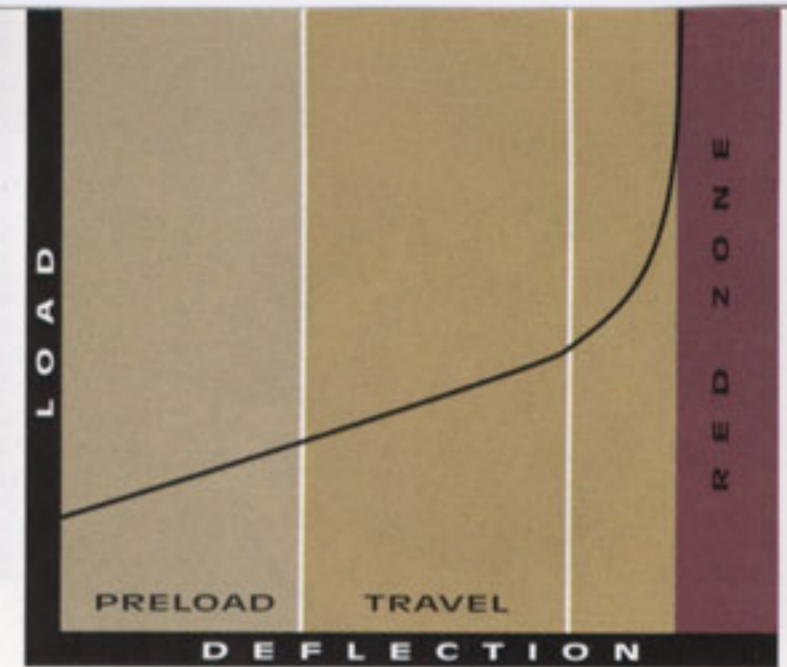
DELTA V 700, DELTA V 600



STANDARD ELASTOMER

As the chart above shows, standard elastomers absorb shock pretty well to a certain point. Beyond that point, the bumpers enter the "red zone", becoming rigid and losing the capacity to absorb additional shock.

The bottom line: Standard elastomer-based forks do well on smaller bumps, but you take a beating when you hit anything larger.



CANNONDALE HEADSHOK-ELS

The Headshok-ELS uses a micro-cellular, closed-cell urethane shock damper. Filled with thousands of small air bubbles, the 6.25 inch damper can compress up to four inches. Thus, only a portion of its compressibility is used to provide the fork with two inches of travel. The damper and the fork never enter the deadly red zone lurking at the far end of its graph. The rider enjoys a smooth, controlled ride as the fork scarfs up small and large impacts with equal skill and aplomb.

Adjustable preload

The Headshok-ELS's adjustable preload sets precisely to your weight with a few quick turns of a four millimeter allen wrench. (Setting the preload does not cause any loss in travel.)

Urethane bottom-out bumper

A low-durometer urethane bumper cushions the fork, should it reach the limit of its travel.

Telescoping steerer tube design

Our lightweight telescoping steerer tube delivers two inches of travel. Steering is stable and dependable because there's none of the uneven blade compression endemic to other suspension forks.

Urethane top-out bumper

A low-durometer urethane top-out bumper helps cushion the Headshok-ELS's rebound after major impacts.

Upgradeable internals

The Headshok-ELS can be easily upgraded to an air-sprung/oil-damped Headshok-RDC or Headshok-DD fork with parts available from your Cannondale retailer.

Stictionless needle bearings

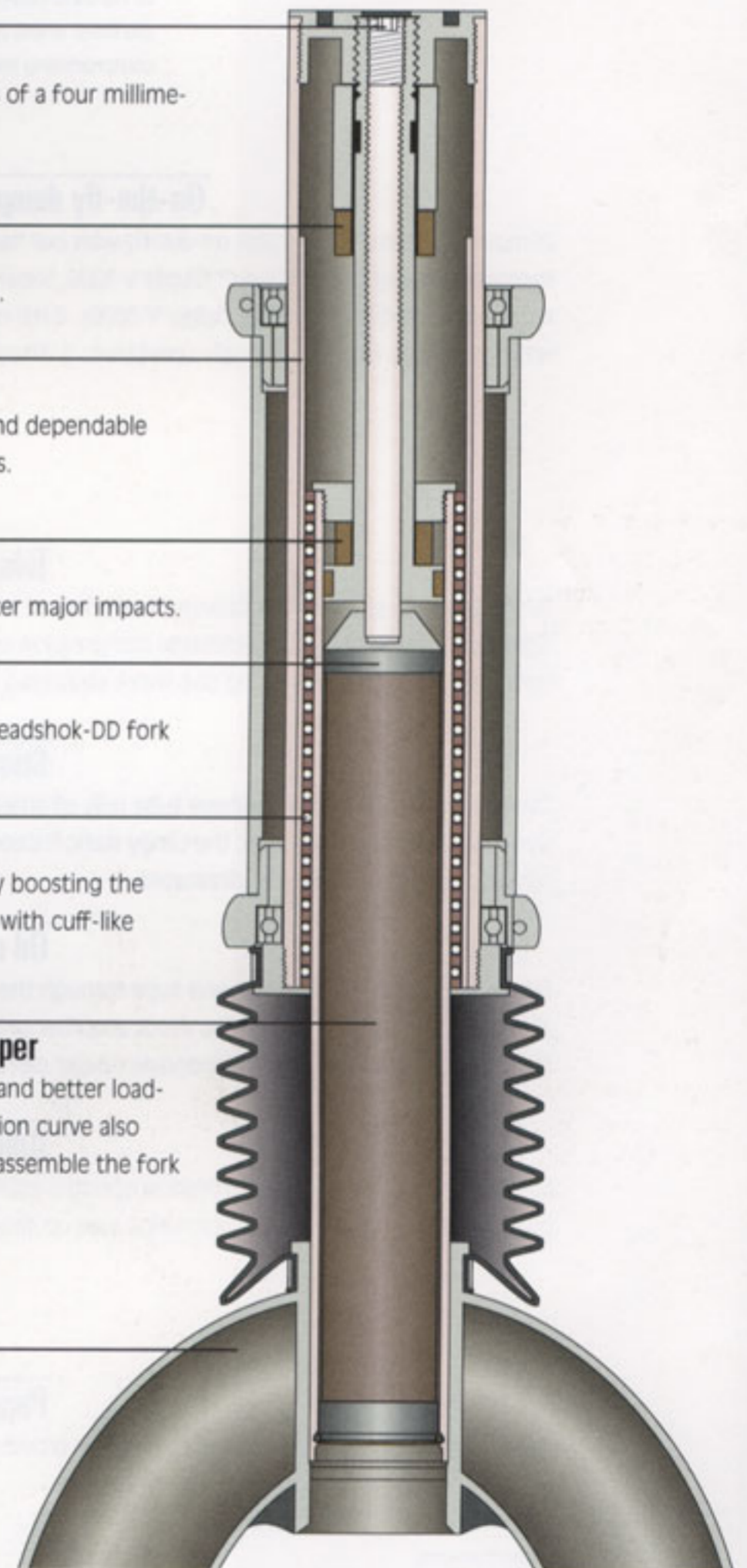
The Headshok-ELS's telescoping steerer tube rolls easily on 88 needle bearings, dramatically boosting the fork's responsiveness to small impacts. Stiction, the clingy static friction common to forks with cuff-like bushings between the telescoping tubes, is virtually eliminated.

Micro-cellular urethane shock damper

Our 6.25 inch, volume-compressible urethane shock damper has both a longer fatigue life and better load-deflection characteristics than elastomer bumpers (see charts above). Its long load-deflection curve also delivers the proper shock damping characteristics for all riders, eliminating the need to disassemble the fork to mix and match bumpers.

Fork blades

Super-rigid, lightweight fork blades provide sure, dependable tracking.



¹ Patent pending.

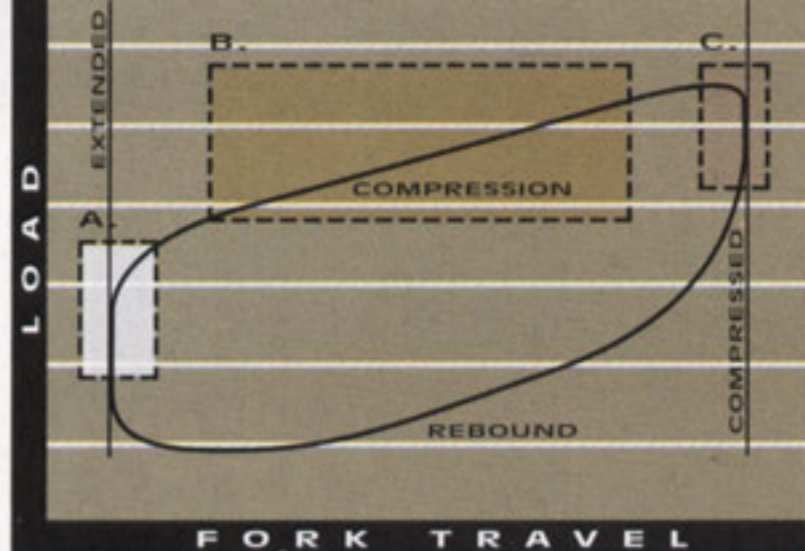


HEADSHOK™-RDC FORK¹

SUPER V 3000, SUPER V 2000,
DELTA V 1000

HEADSHOK-DD FORK¹

SUPER V 1000

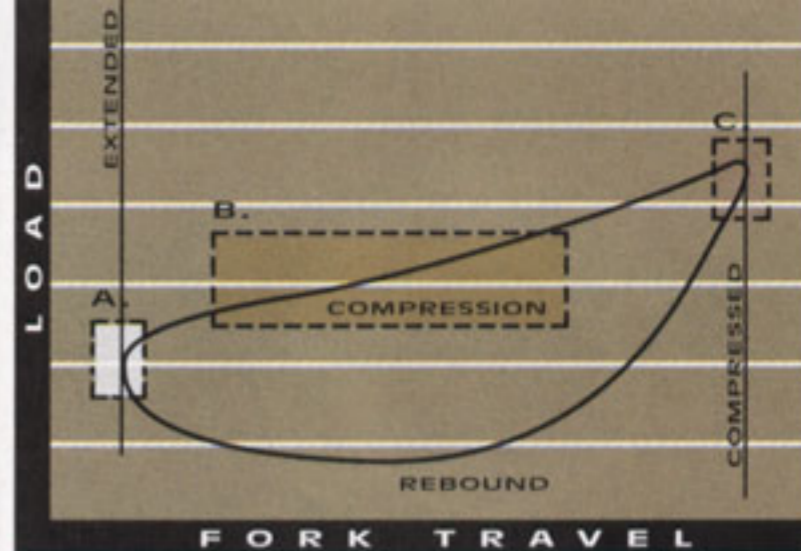


TYPICAL AIR/OIL,
TELESCOPING-BLADE FORK

A. The more vertical distance in this area, the greater the fork's stiction (i.e. the force is increasing without any resulting travel). On the trail, this means that the fork isn't responding to the hundreds of lesser impacts encountered on a typical ride. Instead, the shocks are being absorbed by the rider.

B. The higher the angle in this section, the greater the force required to compress the fork. This high compression ratio translates into less useable travel, as the force required to fully compress the fork is rarely, if ever, generated.

C. This area charts the transition from compression to rebound. The longer the vertical segment, the more time it's taking the fork to rebound (again, due to stiction). With a slow-rebounding fork, the front wheel stays in the air longer after going over a bump, compromising steering and braking control.



CANNONDALE HEADSHOK-RDC/DD
FRONT SUSPENSION FORK

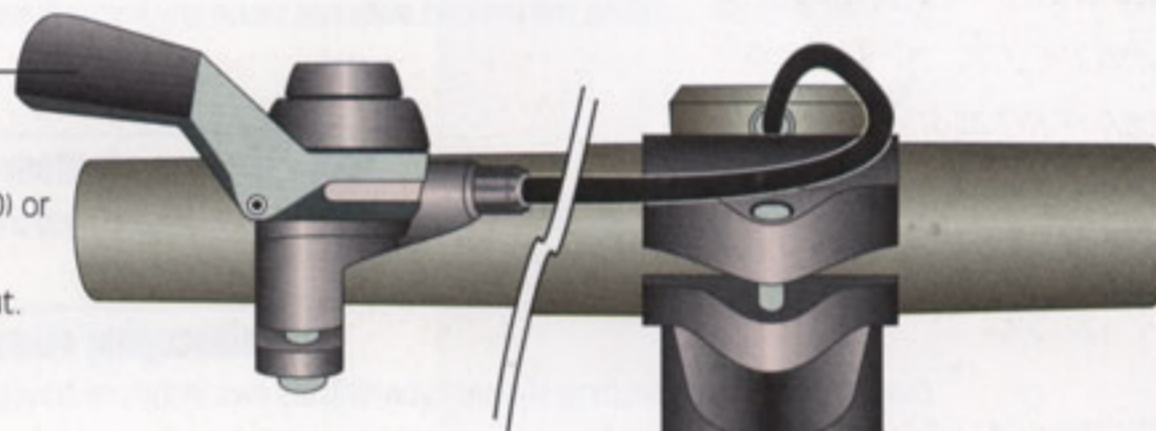
A. The Delta V's virtually stictionless design allows it to react to subtle changes in the trail. As illustrated above, even a slight increase in force (on the vertical axis) causes the fork to compress (the travel indicated on the horizontal axis).

B. This low, gradually sloping segment illustrates the Delta V's carefully engineered compression ratio. All of the fork's travel is useable, yet the fork will only bottom out under the severest impacts.

C. This small vertical distance demonstrates how quickly the Delta V changes from compression to rebound. After hitting a bump, the fork immediately rebounds to keep your tires in contact with the trail for seamless steering and braking control.

On-the-fly damping adjustment

Damping is instantly adjustable on-the-fly with our handlebar-mounted Remote Damping Control Lever™ (Super V 3000, Super V 2000, Delta V 1000) or a stem-mounted Damping Dial (Super V 1000). Each offers four indexed settings ranging from neurotically sensitive to a virtually unyielding lock-out.



Telescoping steerer tube design

Our telescoping steerer tube delivers two inches of impact-absorbing travel and allows the use of rigid fork blades. Rigid blades prevent the uneven blade compression and sloppy handling endemic to telescoping-blade suspension forks. And because we're using one shock absorbing element instead of two, our design saves weight.

Stictionless needle bearings

The Headshok's telescoping steerer tube rolls effortlessly on 88 needle bearings, making the fork incredibly responsive to small impacts. Stiction, the clingy static friction common to forks with cuff-like bushings between the telescoping tubes, is virtually eliminated.

Oil damping

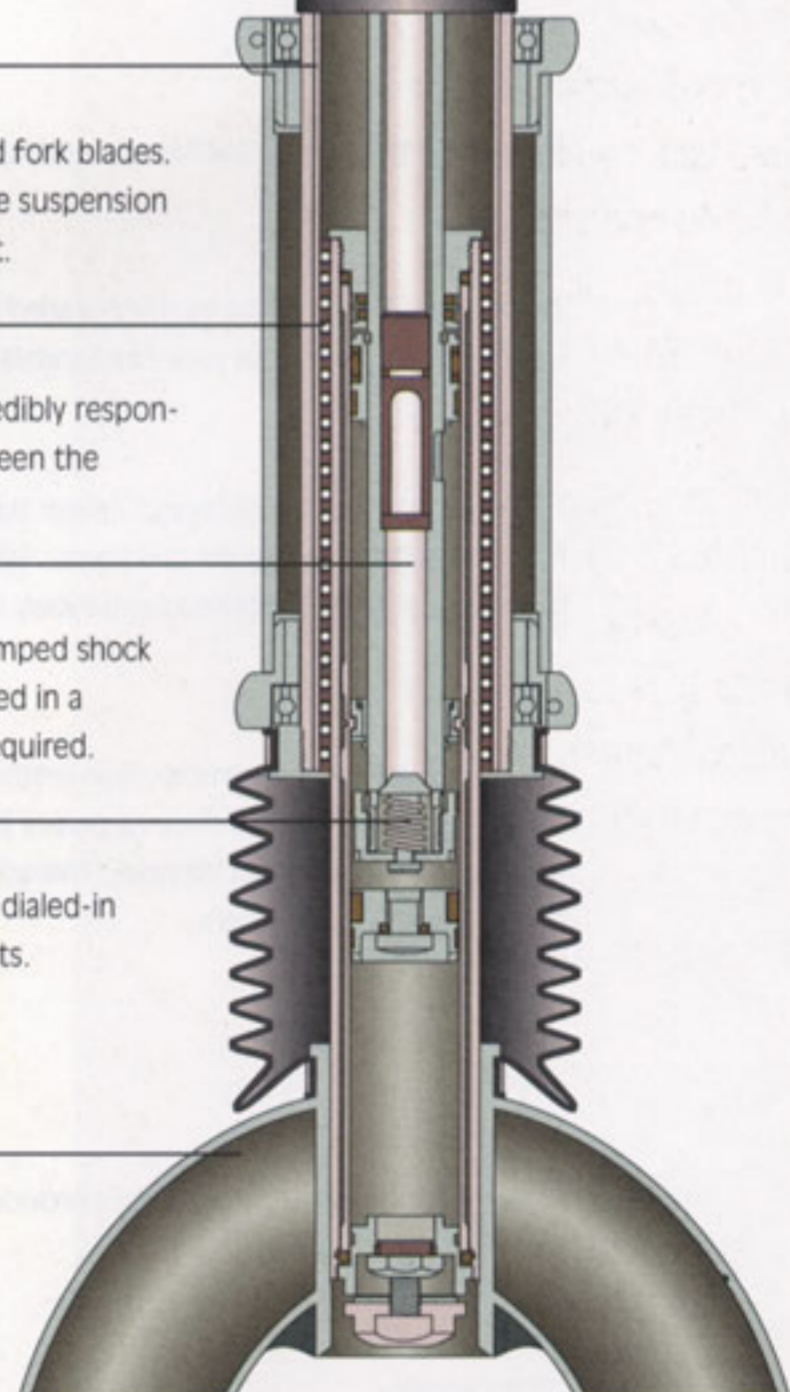
The movement of the inner steerer tube through the outer tube is controlled by an adjustable, oil-damped shock absorbing mechanism. The entire shock absorber unit (air spring and oil-damped mechanism) is housed in a compact cartridge that your Cannondale retailer can swap out in moments should servicing ever be required.

Adjustable air spring

The fork's Schraeder valve-controlled air spring is easily customized to the rider's weight for a precise, dialed-in preload setting. The air spring also helps soak up shocks and keeps the fork extended between impacts.

Pepperoni™ fork blades

Super-rigid, lightweight Pepperoni fork blades provide sure, dependable tracking.



¹ Patent pending.

KILLER V

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MOUNTAIN BICYCLES

While we were busy developing our first suspension fork in 1991, we were also hard at work designing a reconfigured, suspension-compatible mountain bike frame. The Delta V™ frame, introduced in 1992, succeeded in meeting three key design criteria; suspension compatibility, increased strength and added crotch clearance.

The understanding that extra strength and crotch clearance are at least as important with a non-suspended bike has led to our new Killer V™ frame¹. Combining a Delta V-style top tube with our proven 3.0 Series™ mountain frame geometry, the Killer V reinforces the vulnerable head tube/down tube junction. And the Killer V's unmatched stand-over clearance helps prevent unanticipated, falsetto-inducing encounters with the top tube.

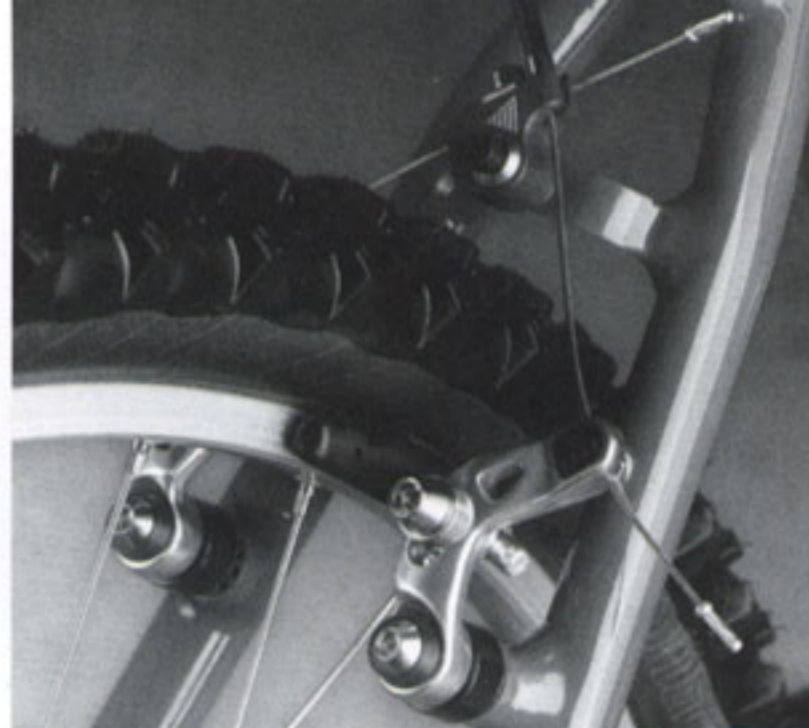
At 3.4 pounds², the Killer V is also among the lightest frames available anywhere. Yet despite its light weight, the Killer V is even more efficiently flex-resistant than our 3.0 Series mountain frame.

¹ U.S. patent #5,201,537.

² Bare frame weight.



Each Killer V model comes spec'd with our beefy Pepperoni™ fork. The Pepperoni features an oversized 1.25 inch steerer tube that adds strength and allows the use of rugged, oversized headset. The fork also comes with our incredibly rigid, oversized aluminum blades that deliver predictable, sure-footed steering and control.



Our Force 40 Plus™ braking system (patent pending) reroutes brake cables to boost the stopping power of standard cantilevers by 40%. Featured on the Killer V models, as well as many of our high-end mountain bikes, the Force 40 Plus system inspires confidence and reduces hand and arm fatigue on long descents. (Also shown: Our newly redesigned CODA cantilevers are lighter and far easier to mount and adjust than last year's model. For '94, they also come equipped with new, oversized CODA pads.)

KILLER V 3000



KILLER V 2000



•••
New Cannondale Killer V frame with Pepperoni fork and Force 40 Plus braking system

CODA Magic front hub, 28 hole, sealed cartridge bearing

Mavic PSP230 SBP rims with DT Super Comp double-buttied spokes

New Shimano XT group with Hyperdrive C

Leather Vetta TT saddle with manganese rails

Color (code): Iceland Green metallic with Green Pearl Hyper-Highlight (GPH)

KILLER V 900



•••
New Cannondale Killer V frame with Pepperoni fork and Force 40 Plus braking system

CODA Magic™ crankset, bottom bracket and front hub

Syncros Pro Series titanium seatpost with Flite saddle

Mavic PSP230 SBP rims with DT Super Comp double-buttied spokes

Piranha Racing Magnesium brakes with CODA pads and Force 40 Plus routing

Shimano XT clipless pedals

Color (code): Deep Indigo to Wild Orchid superfade (WDI)

New Cannondale Killer V frame with Pepperoni fork and Force 40 Plus braking system

Ritchey Rock 440 rims with DT Swiss spokes

New CODA cantilever brakes with Cannondale Force 40 Plus braking system

Leather Vetta TT saddle with manganese rails

Colors (codes): Cobalt Blue metallic fade to Rocket Silver metallic (CRS), Polished aluminum with Diamond Black metallic fork (POL)

3.0 SERIES
MOUNTAIN

■■■■■■■■■■
BICYCLES

Our 3.0 Series™ mountain bicycles are named for the three key attributes of their 3.0 Series mountain frame — light (3.6 pounds¹) weight, vibration-damping comfort and efficient, responsive performance. For 1994, we're offering four 3.0 Series models with a high-performance geometry designed for flat-out, high-speed stability. (One of these models, the M600, has a sloping top tube for those wanting extra crotch clearance.) And for those who prefer more technical riding, we offer the M800 with our nimble "Beast of the East"™ geometry.

Each model is crafted from flex-resistant 6061-T6 aluminum tubing. Incredibly light despite their massive size, these large-diameter tubes deliver more pedaling energy to the rear wheel for more efficient climbing and higher top speeds. The 3.0 Series mountain bikes also feature lightweight cantilever dropouts equipped with our patented, replaceable rear derailleur hanger, slim Mudcutter chainstays that inhibit mud build-up, and a strong, lightweight butted seat tube. Selected models also come with our sure-stopping Force 40 Plus™ braking system that provides 40% more stopping power than standard cantilevers.

¹ 18" bare frame weight.



For riders who'd rather finesse their way along an obstacle-strewn trail than bomb down a fire road, we offer the M800 with our Beast of the East frame geometry. With its 13 inch bottom bracket height, the Beast of the East clears rocks and logs that would quickly stymie other bikes. And the frame's sloping top tube provides welcome crotch clearance during those sudden saddle-to-straddle dismounts in uneven terrain.



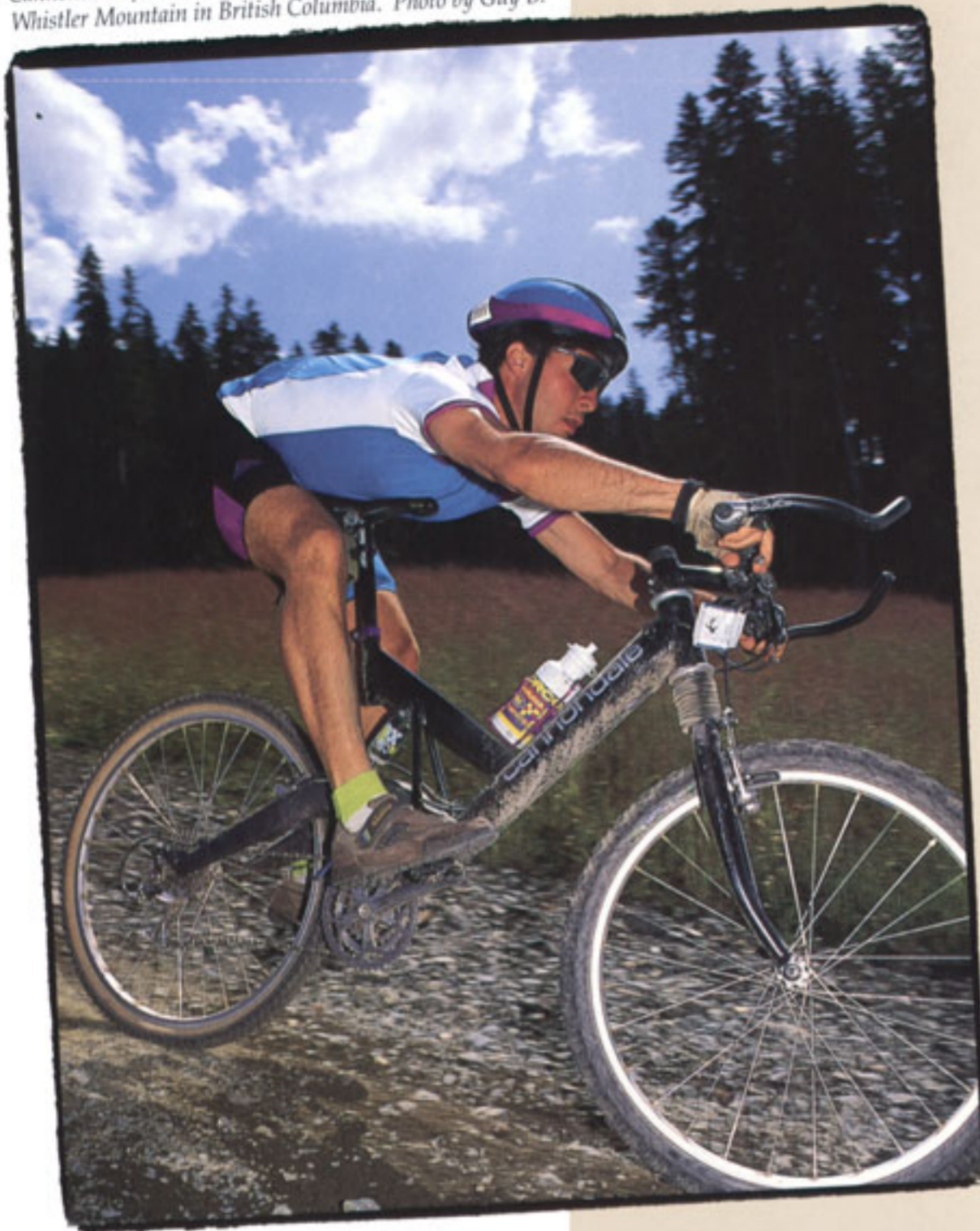
Every Cannondale mountain bike comes equipped with our patented² replaceable rear derailleur hanger. Get a branch jammed in your rear derailleur, or have the derailleur get pushed into the spokes, and the hanger will snap off before any damage can occur to your frame. Secured to the frame with two small allen screws, the hanger can be replaced easily — and inexpensively — in minutes.

² U.S. patent #5,020,819.

M800



Cannondale spec-meister Steve Cuomo, descending Whistler Mountain in British Columbia. Photo by Guy B.



■■■■■■■■■■
FORGET THE GROUP

When we spec components at Cannondale, we start from scratch. The goal is to provide our customers with the very best value possible. In many cases, this requires that we don't use the entire "group" of components provided by a single manufacturer. Many of our competitors take a different approach: They simply check a box on the spec sheet provided by the Taiwanese or Chinese bike factory that builds their bikes for them.

So, for example, you'll see things like the CODA™ crankset on a Cannondale. The CODA crankset is about 50 grams lighter than a comparable crank. And because it's custom-made for us, the CODA crankset can feature a 44 tooth large chainring; a more appropriate choice for the high speeds you'll achieve using our suspension systems. The major component makers won't provide anything but a 42 tooth ring.

Similarly, you'll find a 28 hole CODA Magic™ front hub on many of our bikes. This hub features super-smooth, sealed cartridge bearings while saving a ridiculous amount of weight over a standard hub. We couldn't find an appropriate 28 hole front hub in any "group." The big-name component companies will not provide a rear hub threaded for a drum brake, so we use the gorgeous and pricey Hugi on our MT3000. DID Supershift chains are featured in our line, because they are lighter, more durable and easier to service than the "group" chain.

This same thinking extends to our choice of tires, saddles, stems and handlebars. We're proud that a lot of thought goes into the components on Cannondale bikes.

Forget the group!

-Steve Cuomo, Cannondale Bicycle Product Manager

M700

M700



Cannondale 3.0 Series mountain frame with Pepperoni™ fork

New Shimano LX with Rapidfire Plus and XT rear derailleur

Ritchey Rock 440 rims with DT Swiss spokes

New CODA cantilever brakes with Cannondale Force 40 Plus braking system

Dia-Compe Ahead headset

Colors (codes): Deep Indigo (IND), Diamond Black metallic with Pewter Hyper-Highlight (EPH)

M800

Cannondale 3.0 Series "Beast of the East" mountain frame with Pepperoni™ fork

New Shimano LX with Rapidfire Plus and XT rear derailleur

Ritchey Rock 440 rims with Continental Pro 2 2.125" tires

Dia-Compe Ahead headset

Cannondale Force 40 Plus braking system

Colors (codes): Viper Red (VPR), Wild Orchid metallic (WFO)

M600

M600



Cannondale 3.0 Series™ mountain frame with sloping top tube and Pepperoni™ fork

Ritchey Vantage Sport rims with DT Swiss spokes

New Shimano STX with Rapidfire Plus and LX rear derailleur

Dia-Compe Ahead headset

Cannondale Force 40 Plus™ braking system

Colors (codes): Cayman Teal metallic fade to Navajo Turquoise metallic (CNT), Deep Indigo metallic fade to Wild Orchid metallic (IWO)

M500

M500



Cannondale 3.0 Series mountain frame

Ritchey Vantage Sport rims with DT Swiss spokes

Dia-Compe Ahead headset

Shimano STX with Rapidfire Plus and LX rear derailleur

Colors (codes): Deep Indigo metallic to Cobalt Blue metallic (CBI), Diamond Black metallic to Iceland Green metallic (GRE)



Jeff Burnard, U.S. Pro mountain bike racer

Maddy Tormoen, 1993 PowerWoman Champion



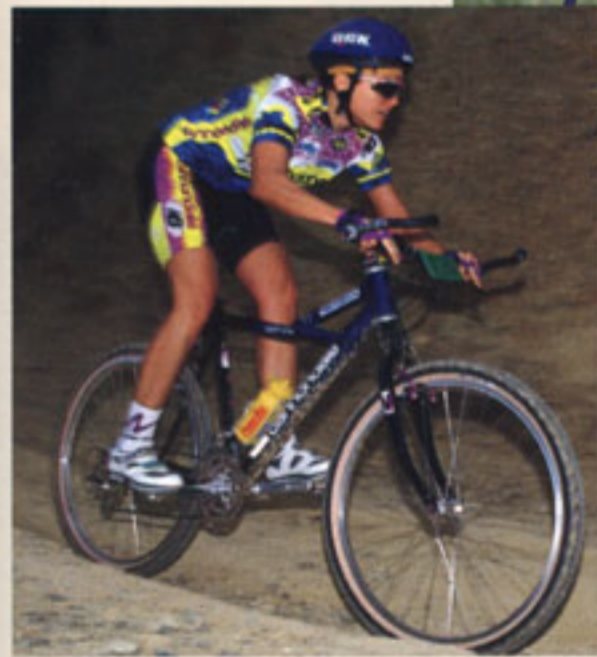
Laura Charameda, T.G.I. Friday's and 1992 National Criterium Champion



Jim Penseyres and Ray Patterson, Tandem racers



Jon Andrews, 1993 New Zealand National Sprint Champion and record holder.



Wink Zimick, four-time All Japan Cross Country Champion



Greg Christ, U.S. downhill/dual slalom racer



TEAM CANNONDALE

"Team Cannondale" is our world-wide coterie of over 300 Cannondale-sponsored athletes. From promising Juniors, to World and National Champions, to ageless Masters, Team Cannondale is our way of giving something back to the sport that has supported our company for over twenty years.

We'd like to extend our heartfelt thanks to all of our sponsored athletes for their professionalism and enthusiasm, and for the feedback that allows us to constantly improve our products.

- Argentina:** Ariel Garrigo, Nancy Goye, Marcelo Albornoz, Gerardo Baumann, Lilianna Zuniga
Australia: Stefan Kolm, Peter Trench, Lena Edmondston, Tim Bentley, Andrew Noble, Shane Johnson, Michael Langdon, Adam Joyce, Lawrence Vignes, Peter Clayton, Ashley Harding
Austria: Vaclav Toman, St. Wedl, Th. Ovsenk, A. Eisel, H. Morscher, A. Pagon, H. Dollinger, Helge Lorenz, N. Domnik, H. Jopp, Jasmine Hammerle
Belgium: Mario Huyes, Paul Herryjgers, Hugo van Essche, Dirk Persoons, Filip Lauwers, Pacal van Loo, Dirk Claeys, Jean-Luc Garrite, Axel Willems, Danny Bombaarts, Rudi Fontaine, Alain Destree
Bermuda: Greg Hopkins, Mary Hopkins, Stevie Doyling
Chile: Klaus Plaut, Cristobal Viduarre
Columbia: Leonardo Cardona, Rosa Angelica Maya, Raul Montana, Fernando Sierra, Julian Echavarría, Santiago Botero, Santiago Mejia, Sebastian Henao, Juan Pablo Copiano, Gustavo Jaramillo, Carlos Ivan Valencia, Carlos Balbino Jaramillo
Czech and Slovakian Republics: Libor Karas, Milos Fox, Jaroslav Pajac, Dukla Prague, Dukla Trencin
Denmark: Charlotte Boving, Jan Hansen
France: Sandy Shroot, Bertrand Picard, Olivier Legeai, Marc Legeai, Georges Edwards, Piene Haiseaux, Philippe Cie, Pierre Palet, Thomas Egysiano, Marc Bousquet, Jean-Jacques Monot, Annick Erny, Eddy Kern, Emmanuelle Grisius Norroy
Germany: Alexander Taubert, Wolfgang Ebersbach, Jamshid Javanshi, Andreas Wilken, Frank Stier, Albert Kraus, Xaver Grossbeck, Roman Huber, Lutz Siebert, Igor Sumnikov, Evgenij Wakker, Dino Gerst, Markus Menth, Soren Olejnik, Dorper Malte
Hungary: Gyorgy Strachinger
Italy: Matteo Fruiti, Franco Moncheiro, Annabella Stropparo, Libera Pincin, Sanesi Lorenzo, Tagliabue Paolo, Barzagli Paolo, Pompeo Antonio, Cattaneo Ezio, Simonetta Francesco, Borroni Sandro, Orio Graziano, Rossi Enrico
Israel: Bonnie Eshel, Ilan Bressler, Yaniv Atzmon, Andre Myburgh
Japan: Charles Dye, Tomonori Tsuchiya, Wink Zimick, Hiroe Takagi, Michael T. Jackson, Oki Kousuke, Richard Knapp, Mamora Shindo, Club Angle Road Team, Glen Mangum, Taro Shirato, Team Teikei, Bosco-Epson, Scott Delahanty, Yajima Yuki, Georgie Robertson, Akikio Yoshida
Luxembourg: Jempy Drocker, Steve Thull, Claude Guden
Mexico: Carlos Probert Maldonado, Claudia Beristain, Jose Ernesto Ayala, Roberto Bo Sr., Roberto Bo Jr., Alejandro Morales, Miguel Angel Giro
The Netherlands: Pim van de Bos, Auke Geurts, Marvin Besselink, Bergen de Knecht, Gerben Hofman, Gerard Ter Haar, John van Boeschoten, Sander Wessels
New Zealand: Bob Scott, Jon Andrews, Rick Wells, Cameron Brown, David Lee, Geoff Mathews, Warwick Dalton
Poland: Krzysztof Tatarczuk, Andrezej Bycka
Portugal: Fernando Dames
Slovenia: Dejan Kastelic
South Africa: Kevin Gaynor, Robbie Powell, Dr. Bruce Robinson, Nic Bester, Johan Giliomee, Ivo Buratovich, Richard Chesterton, Chris van Zyl, Penny Krohn, George Langley, Michael van Zyl, Bruce Fordyce, Colin Parsons, Moolman Welgemoed, Kevin Green, Douglas Rider
Spain: Andoni Lopez
Switzerland: Claudy Dewarrat, Kurt Zwahlen, Urs Rothenbuehler, GS Wuethrich Team
United Kingdom: Allison Hamilton, Rachael Hamilton, Chris Haskett, Phillip Stonelake, Dennis Thorn, Nick Anderson, Mark Chadbourne
United States: Dave Harrison, Jeff Burnard, Shawn Withers, Kelly Steelman, Alex McClaren, Greg Christ, Laura Charameda, Marianne Berglund, Carol Ann Bostick, Cynda Maxon, Cherie Turner, Esther Davis, Brooke Motley, Jimmy Minardi, Paul Swift, Matt Koschara, Kenny Fritts, Tim Quigley, Maddy Tormoen, Donna Kay, Mary Cook, Abe Rogers, Bill McLaughlin, Diana McLaughlin, Roman Beach, Joshua Dapice, Michael Smith, David Picciano, Dwayne Wagner, Ray Patterson, Yale University Cycling Team, T.G.I. Fridays Team, Kenny Faliero, Brian Eldridge, Davis Bicycle Club, Team Velo XS, Tony Topete, Alex Begg, Team V, Eddie Hale, UCLA Cycling Team, Coastline Cycles Racing Team, Team Home Federal, Piedmont Flyers Racing Team, Future Champion Cycling Team, Lancaster/Penn United Racing Team, One World Velo Racing Team, Casper Wheelman, Rainbow Racing Club, Wopsononic Velo Club, Cannondale Continental, and more.

3.8 SERIES
MOUNTAIN

■■■■■■■■■■
BICYCLES

We've designed and spec'd our 3.8 Series™ mountain bikes with an eye toward high-value and high-performance at a moderate price. Designed with sophisticated CAD computers, the lightweight¹ 3.8 Series frames are TIG-welded by hand from efficient, large-diameter 6061-T6 aluminum tubing. Each frame is then heat-treated to form a cohesive, integrated structure delivering true uni-body performance.

Every 3.8 Series mountain frame is built by hand at our Bedford, Pennsylvania, factory. Each model comes equipped with our innovative replaceable rear derailleur hanger, and is backed by the same comprehensive warranty covering every other style of Cannondale high-performance frame.

¹ 3.8 lbs. bare frame weight.



Like our high-end "flagship" models, our 3.8 Series mountain frames are hand-welded and heat treated from 6061-T6 aluminum by craftsmen at our Bedford, Pennsylvania, factory. And unlike competitor's imported models with misleading "Designed in the USA" or "Designed and Tested in the USA" decals, every Cannondale frame is designed, tested and manufactured here in America.



Our 3.8 Series Mountain bikes (and most of our 3.0 Series™ mountain bikes) are available in a unique 14-inch frame size. Configured similarly to the Killer V™ models on pages 12 and 13, the 14 inch frame size provides extra strength at the head tube/down tube junction. More importantly to smaller riders, the 14-inch frame supplies the proper length top tube with plenty of stand-over height for exceptional crotch clearance.

M400



M300



M300

Cannondale 3.8 Series mountain frame

Sun L21 rims and stainless steel spokes

Shimano Altus C50, with 6-speed Hyperglide rear cogs

IRC Piranhapro tires

Colors (codes): Electric Red (ELR), Cobalt Blue metallic (COB)

MCX24



New Cannondale aluminum small-sized frame

Ergonomically, down-sized handlebars, grips, crank, brake levers and saddle

Shimano MJ Rapidfire-L, 12-speed

24" Sun L21 Rims with DT Swiss Spokes

Color (code): Wild Orchid metallic with Blue Pearl Hyper-Highlight (WBP)

M400

Cannondale 3.8 Series mountain frame

New Shimano Alivio with Rapidfire Plus 7-speed

Sun L21 rims and stainless steel spokes

IRC Piranhapro tires

Upgraded Alivio crankset, non-riveted

Colors (codes): Navajo Turquoise metallic (NAV), Diamond Black metallic (EBO)

2.8 SERIES
RACING

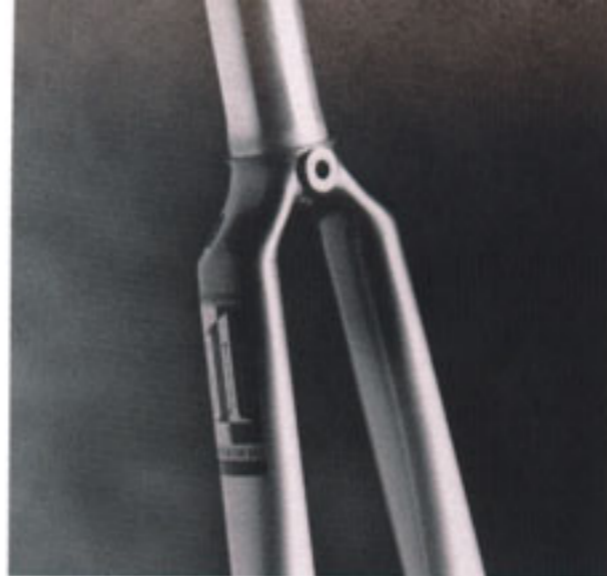
■■■■■■■■■■
BICYCLES

We designed our 2.8 lb.¹, 2.8 Series™ racing frame with advanced CAD (Computer-Assisted Design) technology to concentrate aluminum where it boosts performance and minimize it in non-critical areas for dramatic weight savings. This unconventional approach results in some unconventional tubes: A tapered, butted down tube with a larger diameter at the bottom bracket to reduce frame flex. Butted, tapered chainstays that put the meat of the tubes near the bottom bracket cluster to further minimize flex. And a bi-axially ovalized butted top tube that increases strength and stiffness.

The 2.8 Series racing frame also features lightweight cantilever dropouts with our patented replaceable derailleur hanger and TIG-welded rear brake cable stops for more positive rear brake control.

TIG-welded together, these innovative tubes deliver lightweight, high-speed performance that's as unconventional as their look. Piloted to victory in the U.S. National Criterium Championships, the 2.8 Series frame is available with your choice of several 1994 component packages.

¹ 56 cm, bare frame weight.



Our lightweight, shock-absorbing 1.25 inch Sub One™ fork² weighs less than a pound and features a "uni-body" crown and steerer tube machined from a single piece of cold-forged aluminum. Equipped with aluminum blades, the Sub One is the ultimate combination of light weight and solid, stable performance.

² Not featured on the R700 and R600.



Most cyclists agree that, beyond the frame, your wheels have the most effect on performance. That's why we've spec'd every 2.8 Series racing model with high-quality, lightweight Mavic rims, high-performance Continental tires and stainless steel DT Swiss spokes.

R2000





Marianne Berglund at the Visalia Classic in Visalia, California. Marianne began the '93 racing season with three wins on three consecutive days at New Jersey's Bicycling Hall of Fame Classic, Tour of Nutley and Tour of Somerville. Photo by Tom Moran/Singletrack.

R900



Cannondale 2.8 Series Road Race frame with Cannondale Sub One aluminum fork
 CODA Magic™ crankset and bottom bracket
 Shimano 8-speed DuraAce with STI levers
 Mavic Open 4 Argent rims with Continental Grand Prix Kevlar bead tires
 Dia-Compe Ahead headset and Control Tech Ahead stem
 American Classic seatpost with Flite saddle

Color (code): Navajo Turquoise metallic fade to Rocket Silver metallic (RSN)

Cannondale 2.8 Series Road Race frame with Cannondale Sub One aluminum fork
 Shimano 8-speed Ultegra with STI levers
 Mavic Open 4 Argent rims with Continental Grand Prix Kevlar bead tires
 Dia-Compe Ahead headset and Control Tech Ahead stem
 Leather Vetta TT saddle with manganese rails
Color (code): Polished aluminum with Diamond Black metallic fork (POL)

R800

R800



Cannondale 2.8 Series Road Race frame with Cannondale Sub One™ aluminum fork

Shimano 105 8-speed with STI levers

Mavic Open 4 Argent rims with Continental Grand Prix Kevlar bead tires

Dia-Compe Ahead headset and Control Tech Ahead stem

Colors (codes): Viper Red with Electric Red vertical Hyper-Highlight (VHV), Cobalt Blue metallic with Blue Pearl vertical Hyper-Highlight (CBV)

R600

R600



Cannondale 2.8 Series Road Race frame with lightweight aluminum fork

Campagnolo Stratos 8-speed with Ergo Power levers

Mavic 195 aero profile rims with Continental Grand Sport tires

Dia-Compe Ahead headset and stem

Colors (codes): Deep Indigo (IND), Cobalt Blue metallic fade to Viper Red (USA)

R500



Cannondale 3.0 Series Road Race frame with lightweight aluminum fork
 Mavic 195 aero profile rims with Continental Super Sport tires
 Shimano RX100 7-speed Hyperglide drivetrain with triple crankset
 Modolo anatomic bend alloy handlebars
 San Marco "Engine Mount" saddle with Pirelli suspension
 Tange-Seiki triple-sealed headset
Color (code): Cobalt Blue metallic (COB)

R400

R400



Cannondale 3.0 Series Road Race frame with lightweight aluminum fork
 Mavic 195 aero profile rims with Continental Super Sport tires
 Shimano RX100 8-speed Hyperglide drivetrain
 Modolo anatomic bend alloy handlebars
 San Marco "Engine Mount" saddle with Pirelli suspension
 Tange-Seiki triple-sealed headset
Colors (codes): Diamond Black metallic (EBO), Electric Red (ELR)

3.0 SERIES
RACING
 BICYCLES

Our 3.0 Series™ racing models are named for the three key attributes of their 3.0 Series road frame — light weight, long-distance comfort and responsive handling. The light weight — 3.2 pounds on a 56 centimeter frame — results from the intelligent application of our large diameter, 6061-T6 aluminum tubing. The comfort is a function of aluminum's natural ability to damp vibration, and the responsive handling springs from our "dialed in" Road Race geometry and efficient, flex-resistant tubing.

The 3.0 Series racing frame features lightweight cantilever dropouts with our patented, replaceable rear derailleur hanger. The frame's tapered chainstays are thinner near the dropouts for light weight, and beefier near the bottom bracket cluster for resistance to frame flex. A weight-saving butted seat tube provides extra strength near the top tube, and aluminum fork blades soak up vibration for a smooth, comfortable ride.

2.8 SERIES
RACING

■■■■■■■■■■
TRIATHLON/TIME
TRIAL GEOMETRY

The R1000 and R700, designed for triathlon, duathlon and time trialing, both feature a specially modified 2.8 Series™ racing frame. The bikes' 75 degree seat tube angle puts the rider in a more aerodynamic position, and allows a multi-sport athlete to use more of the leg power developed through running. A 72 degree head angle supplies more stable steering, allowing the confident use of clip-on handlebars, and 38 centimeter chainstays stiffen the rear triangle for extra efficiency in climbs and sprints.

The R1000 and R700 are sized for 26-inch wheels that are lighter and easier to accelerate than their 700 c counterparts. The smaller wheels also provide better aerodynamics while lowering your center of gravity just enough to increase the bikes' stability.



We've designed our Triathlon/Time Trial frame with a versatile 75 degree seat tube angle. By outfitting the frame with a forward-position seatpost, triathletes and duathletes can effectively steepen the seat angle and make the most of the leg muscles developed through running. By using a straight or "rear-offset" seatpost, athletes can achieve a more traditional riding position.



Although the R1000 is pictured with wheels on this page, you may notice in the spec's on page 47 that wheels aren't included with the bicycle. (We've intentionally left the pedals off too.) Here's why: We've noticed that most experienced triathletes and duathletes have strong opinions about wheels and clipless pedals, and have long-since purchased the specific wheels and pedals they prefer. By eliminating these parts from the R1000 we're able to hold down the retail price of the bike, and prevent the discerning athlete from getting stuck with wheels and pedals they neither want or need.

R1000





Glen Magnum heading to an impressive victory at the Guam Triathlon Cup. Glen smoked the field, finishing some six minutes ahead of the next competitor. Photo by Hiyama Yuki Yoshi.

R700



Cannondale 2.8 Series frame with Triathlon/Time Trial geometry
 Super-lightweight CODA Magic™ crankset and bottom bracket
 Shimano 8-speed DuraAce with Gripshift "Pro Line" shifters
 Dia-Compe Ahead headset and Control Tech Ahead stem
 Syncros Pro Series titanium seatpost with Flite titanium-railed saddle

Color (code): Polished aluminum with Diamond Black metallic fork (POL)

Cannondale 2.8 Series frame with Triathlon/Time Trial geometry
 Sun M14A custom anodized rims with Continental Grand Prix Kevlar bead tires
 Shimano 105 8-speed with Gripshift "Pro Line" shifters
 Profile Airwing handlebars with Aero II clip-on
 Dia-Compe Ahead headset and Control Tech Ahead stem
 Control Tech seatpost with Vetta TT saddle, manganese rails
Color (code): Diamond Black metallic with Pewter vertical Hyper-Highlight (EPV)

COMMUTER

■■■■■■■■■■
BICYCLES

Our commuter models offer a practical alternative to the automobile, and not just for commuting. Outfitted with panniers, they're also perfect for trips to the grocery store and other errands around town. At the heart of our commuter models is the same frame featured on our hybrid bikes¹. Designed for efficient comfort, the hybrid frame positions you in a reassuring, upright posture that maximizes your view of the road ahead. We've equipped the hybrid frame with durable components chosen for their suitability to commuting, and included extras ranging from kickstands to fenders to racks. And our high-end commuter, the C2000, comes with our Headshok™-CMT commuter suspension fork and a suspension seatpost to devour even the most cavernous potholes.

¹ The C2000's frame is modified to accommodate 26 inch wheels and our Headshok-CMT suspension fork.



Our C2000 comes spec'd with bio-degradable wood fenders. Crafted in Denmark, the fenders are more than a novelty; They are a functional accessory manufactured from a renewable resource. And like the C2000 itself, the fenders make a subtle, reasoned statement about environmental priorities.



The C2000 also features DT's unique generator hub. Operating with virtually no added friction, the DT hub powers the C2000's lighting system for added visibility during the evening commute home.

C2000





Photographer Frank Poole heads home after spending a day in his New Haven studio shooting the 1994 Cannondale catalog. Photo by Drew Dole.

C600



■ ■ ■ ■ ■ ■ ■ ■ ■ ■
 Cannondale hybrid frame with Headshok-CMT suspension fork
 Mavic PSP230 SBP rims with Continental Top Touring tires
 "Road ready" extras - Cannondale rear rack, Woodguard fenders and DT lighting system
 Shimano LX with Rapidfire Plus and XT rear derailleurs
 Suspension seatpost with Vetta Lite Gel saddle, leather cover
Color (code): Iceland Green metallic (GRN)

■ ■ ■ ■ ■ ■ ■ ■ ■ ■
 Cannondale 3.0 Series™ hybrid frame
 New Shimano STX with LX rear derailleurs and Hyperdrive C
 Extras include Cannondale rear rack, Esge fenders
 Ritchey Vantage Cross Sport rims with Continental Top Touring tires
 Vetta Lite Gel saddle
Color (code): Deep Indigo (IND)

HYBRID

■■■■■■■■
BICYCLES

Our hybrid bicycles prove that light weight and efficient performance can be incorporated into a comfortable, stable geometry. Like our more function-specific road and mountain frames, our hybrid frame uses lightweight, large-diameter aluminum tubing to minimize wasteful frame flex. The hybrid frame also shares a weight-saving butted seat tube and a lightweight cantilever dropout with our other frame styles, and it features the same patented replaceable rear derailleur hanger.

Our 1994 hybrid models come equipped with rider-friendly upright handlebars and easy-to-use, bar-mounted indexed shifting. Each also features sure-stopping cantilever brakes, a tough, lightweight chrome-moly fork and threaded mounts for attaching waterbottle cages, rear racks and low-riding front racks.



Great bikes for those just getting back into cycling, our hybrid models can easily be modified with new components to provide a more efficient, aerodynamic riding position. The frame, for example, is compatible with down tube-mounted shift levers, allowing an easy switch to drop-style handlebars.



For those interested in riding their hybrid bikes primarily off-road, we've designed the hybrid frame with plenty of room to fit wide knobby tires. Able to accommodate even 38 c tires, the extra clearance also helps prevent mud build-up while riding.

H800



H600



H 6 0 0

Cannondale 3.0 Series hybrid frame
Ritchey Cross Sport rims with Avocet "Cross" tires
Shimano STX with Rapidfire Plus and LX rear derailleur
Aluminum seatpost with Vetta Lite Gel saddle
Colors (codes): Diamond Black metallic fade to Iceland Green metallic (GRE), Cobalt Blue metallic (COB)

H400



H 4 0 0

Cannondale 3.8 Series™ hybrid frame
New Shimano Alivio with Rapidfire Plus and STX rear derailleur
Ritchey Vantage Cross Sport rims with Avocet "Cross" tires
Vetta Anatomic saddle
Colors (codes): Cayman Teal metallic (CAY), Electric Red (ELR)

H300



H 3 0 0

Cannondale 3.8 Series hybrid frame
Sun L18 rims with DT stainless steel spokes
Shimano Altus C50 drivetrain
Vetta Anatomic saddle
Colors (codes): Wild Orchid metallic with Blue Pearl Hyper-Highlight (WBP), Diamond Black metallic fade to Gunmetal metallic (EGM)

.....
Cannondale 3.0 Series™ hybrid frame
Shimano clipless pedals
Ritchey Rock 450 CE eyeleted rims with Continental Top Touring tires
Shimano LX with Rapidfire Plus and XT rear derailleur
Leather Vetta Lite Gel saddle
Tange-Seiki triple-sealed headset
Color (code): Rocket Silver metallic (SLV)

TANDEM

■■■■■■■■■■
BICYCLES

A basic rule of physics: As a tube's length increases, so does the ease with which it can be flexed. Apply the rule to tandem design, and you can see why most tandems are flexible and inefficient: their slim chrome-moly tubing is too susceptible to flexing when used in the lengths required for tandem frames.

A second rule of physics: As a tube's diameter increases, so does its resistance to flexing. In fact, simply doubling a tube's diameter makes it 16 times more flex resistant. If the makers of chrome-moly tandems used large diameter tubing, they'd recapture the stiffness lost by their long tube lengths. But the frame would weigh a ton.

We offer tandems with 26-inch wheels (MT3000, MT2000) and 700 c wheels (RT3000). The aluminum tubes used in their construction are enormous, and they're as long, or longer, than the tubes in chrome-moly tandems. We're able to get away with it, and create a stiffer frame with more stoker (rear rider) room, thanks to the exceptionally light weight of aluminum. In fact, our frames weigh as much as 25% less than chrome-moly frames while blowing them away for stiffness and stoker comfort.



Stokers of all sizes will find they fit comfortably on Cannondale tandems. Our longer rear top tube provides plenty of room for taller stokers, while a fully-adjustable stoker's stem — standard equipment on all of our '94 tandems — provides plenty of adjustability to accommodate shorter stokers.



Our two 26-inch wheel tandems each feature a Pepperoni™ fork with light, beefy, large-diameter aluminum blades. The MT3000's Pepperoni is built with a super-lightweight, oversized titanium steerer, while the Pepperoni on the MT2000 has an oversized chrome-moly steerer.

RT3000



MT3000



- ■ ■ ■ ■ ■ ■ ■ ■ ■
- Cannondale tandem frame
- Oversize Cannondale Pepperoni fork with titanium steerer
- 26-inch Mavic PSP 261 Argent rims with Ritchey Tom Slick tires
- Drum brake-compatible Hugi Tandem rear hub
- Shimano XT with Rapidfire Plus
- Color (code):* Deep Indigo to Cobalt Blue metallic to Navajo Turquoise metallic triple-fade (ICN)

- ■ ■ ■ ■ ■ ■ ■ ■ ■
- Cannondale tandem frame with Tange all chrome-moly fork
- Shimano XT with DuraAce bar end shifters
- Chinook CRT16 700 c tandem rims with Continental Top Touring tires
- Pedersen Self-Energizing cantilever brakes
- Control Tech Ahead stem, front, adjustable
- Control Tech stoker stem, rear
- Ritchey Logic Tandem crank
- Color (code):* Hyper Viper Red (HVR)

MT2000



- ■ ■ ■ ■ ■ ■ ■ ■ ■
- Cannondale tandem frame
- Oversize Cannondale Pepperoni fork with chrome-moly steerer
- Pedersen Self-Energizing cantilever brakes
- Sun CRT16 II 26-inch tandem rims with Ritchey Tom Slick tires
- Dia-Compe Ahead headset
- Color (code):* Diamond Black metallic fade to Cayman Teal metallic (ECT)

TOURING

■■■■■■■■■■
BICYCLES

While touring often involves a slower pace than full-bore mountain biking or a high-speed criterium, it still demands a durable, efficient machine — ask anyone who's climbed a high mountain pass with loaded panniers. It's for just those kinds of situations that we build our touring bikes.

We start out with beefy, large diameter aluminum tubing for virtually flex-free efficiency, and shape it into a classic touring geometry with a long wheelbase and relaxed head angle for comfort and stability. Along the way, we add features like a replaceable rear derailleur hanger and a strong, lightweight chrome-moly fork outfitted with low rider bosses. Each model also comes equipped with versatile 21 speed gearing, sure-stopping cantilever brakes, and a host of convenient extras ranging from pump pegs to braze-on mounts for racks and waterbottles.



Our T1000 touring model comes expedition-ready with front and rear racks, waterbottle cages and fenders. The T700 is equipped with our lightweight aluminum rear rack and waterbottle cages.



We've also spec'd the T1000 and T700 with easy-to-use indexed bar end shifters. A great feature on breezy days when crosswinds are buffeting your front panniers, bar end shifters let you keep both hands firmly on the handlebars while shifting.

T1000





Julie Bacon silhouetted against the cobbles of Laufenburg, Switzerland. Photo by Liz Raffaele.

T700



Cannondale touring frame

Ritchey Rock 450 CE eyeleted rims with Continental Top Touring tires

Shimano Ultegra SPD clipless pedals and XT bar end shifters

American Classic seatpost with Leather Vetta Lite Gel saddle

"Road ready" with rear rack, fenders and bottle cages

Color (code): Iceland Green metallic (GRN)



Cannondale touring frame

Shimano LX/STX drivetrain with XT bar end shifters

New CODA cantilever brakes with Force 40 Plus braking system

Ritchey Vantage Cross Sport rims with Continental Top Touring tires

Cannondale rear rack
Vetta Lite Gel saddle

Color (code): Cobalt Blue metallic with Blue Pearl Hyper-Highlight (CBP)

3.0 SERIES
TRACK
■■■■■■■■■■
BICYCLE

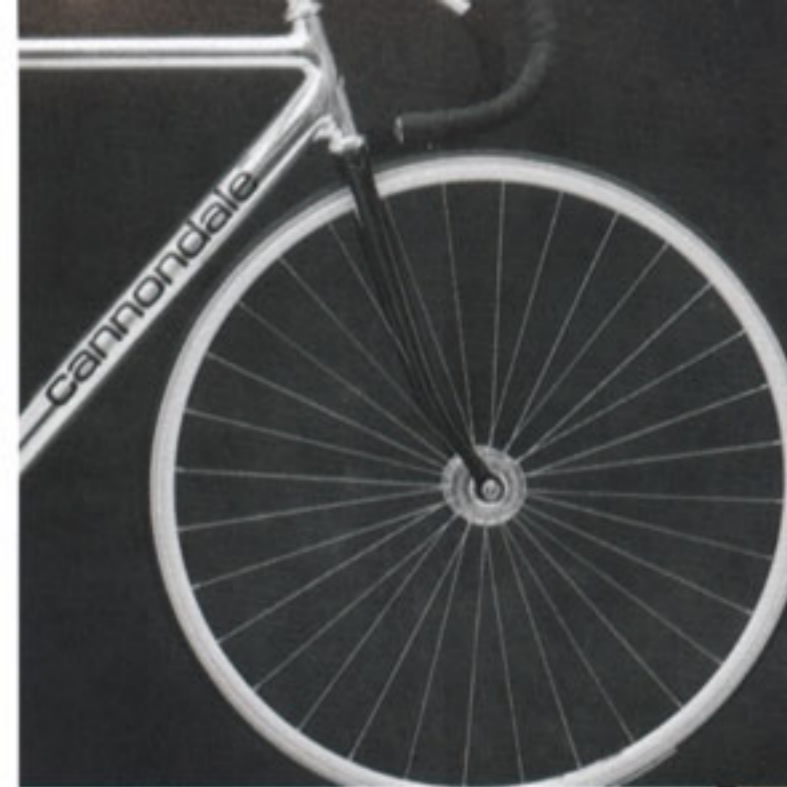
Our 3.0 Series™ track bike is built around our incredibly stiff, exquisitely nimble, 3.25 pound track frame. The stiffness results from the frame's flex-resistant, oversized aluminum tubing — including a super beefy two-inch down tube — that channels pedaling energy directly to the rear wheel. The frame also benefits from its unique double-offset bottom bracket cluster that allows shorter, lighter, more efficient chainstays. A cantilever rear triangle fights flex as well, joining the chainstays and seatstays forward of the dropouts for a lighter, more efficient configuration. The frame features an aggressive 75 degree head angle and a short wheelbase that combine to deliver precise handling, while a slightly sloping top tube¹ keeps the rider in an efficient, aerodynamic tuck.

The 3.0 Series track frame is available as a frameset or on our SunTour Superbe Pro-equipped track bike, and features a top quality chrome-moly track fork with stiff, round blades.

¹ on most sizes.



Our 3.0 Series track frame is also compatible with standard caliper brakes. Pop in a road fork, add brakes, and you can easily assemble a fantastic fixed-gear bike for winter spinning.



The radially spaced front wheel featured on our track bike weighs less than a conventional wheel while also improving aerodynamics.

TRACK 1000



CYCLOCROSS

FRAME

At just 3.5 pounds, our new cyclocross frame weighs substantially less than comparable competing models. Along with its light weight, the frame's large-diameter top tube and off-set, top-mounted cable guides provide extra comfort when it's shouldered for unridable course sections.

We've equipped the cyclocross frame with modified Mudcutter chainstays (similar to those used on our mountain bikes) that help prevent mud build-up and ensure plenty of clearance for knobby tires. The frame's slightly elevated bottom bracket increases chainring clearance, and its 43.10 centimeter chainstays contribute to the frame's stability. For lightweight resistance to rear triangle flex, the cyclocross frame features our unique cantilever rear dropouts (complete with an easily replaceable rear derailleur hanger). The frame comes outfitted with a weight-saving butted seat tube, cantilever brake bosses, and a strong, lightweight chrome-moly fork.



Paul Swift, who went undefeated in Keirin races for nearly two years, making the rounds at T-Town. Photo by Neal Palumbo.

CYCLOCROSS FRAME

■ ■ ■ ■ ■ ■ ■ ■ ■ ■
Cannondale 3.0 Series track frame with Tange all chrome-moly fork

SunTour Superbe Pro Track group

Sun M17A rims with Panaracer Ultima Slicks tubular tires

American Classic seatpost with Flite titanium-railed saddle

Color (code): Polished aluminum with Diamond Black metallic fork (POL)



■ ■ ■ ■ ■ ■ ■ ■ ■ ■
Cannondale cyclocross frame with chrome-moly cyclocross fork

Color (code): Hyper Viper Red (HVR)

TRAILERS

■■■■■■■■■■
CANNONDALE BICYCLE
TRAILERS

Stowaway™ Collapsible Bicycle Trailer (B007)

Our Stowaway trailer features a tough, vacuum-formed polyethylene shell supported by a rugged, lightweight, oversized aluminum frame. Precisely shaped to form a comfortable seat for up to two children, the roomy 21.5" wide interior also provides a firm base for the trailer's rugged aluminum canopy support assembly. The canopy itself is crafted from hefty, high-visibility nylon. Trimmed with reflective piping, the canopy sports front and side mesh panels which provide great flow-through ventilation. In back, a zippered panel provides access to a handy rear storage area.

To keep the Stowaway's center of gravity low, we've equipped it with 20" wheels that are canted slightly inward at the top for added stability. For comfort, the quick-release wheels feature true independent suspension complete with shock absorbing rubber bushings. And the Stowaway connects with your bike via a versatile, adjustable, off-center boom hitch* that attaches easily and securely to an incredible range of bicycles. The hitch's pivot, molded from durable urethane elastomer, is supple enough for easy cornering. But unlike the coiled spring pivots found on other trailers, it's rigid enough to prevent the trailer from fishtailing during out-of-the-saddle climbs.

Inside the trailer, waterbottle pockets help ensure passengers won't go thirsty. Foam-backed, forward-facing seats provide a reassuring, if less than flattering, view of Mom or Dad, and multi-point safety belts discourage fledgling daredevils from abandoning ship while under way.

Stowaway Rain Canopy (A304)

The Stowaway's high-visibility rain canopy is crafted from clear, beefy vinyl and durable, waterproof nylon pack cloth. Carried easily in the Stowaway's rear storage compartment, the vented rain canopy goes on and off the trailer in seconds to protect passengers from a sudden shower. Mounts with hook-and-loop panels and durable snaps. (Not shown.)

* Patent pending.



Our collapsible Stowaway fills the needs of customers who want a child-toting bike trailer but have limited storage space, as well as those who like to bring a trailer along when car-topping their bikes. Remove the quick-release wheels, place them inside the trailer, and the collapsible Stowaway folds down to a compact package that can be packed in your trunk or stored in a closet.



An optional Stowaway Storage Bag (B301) is available from your Cannondale retailer. Crafted of rugged 500 denier Cordura, the Storage Bag opens wide with a beefy, wrap-around zipper for hassle-free insertion and removal of the folded Stowaway. For easy carrying, we've equipped the Storage Bag with an integral shoulder strap.

B007



B008



Tagalong™ Bicycle Trailer (B008)

New for '94, the Tagalong² is a lower-priced, non-folding alternative to the Stowaway. Like the Stowaway, the Tagalong features a rugged polyethylene shell over a chassis crafted from beefy, oversized aluminum tubing. The Tagalong also attaches to your bike with the same adjustable, quick-release hitch developed for the Stowaway, and both trailers secure passengers with easy-to-use, multi-point safety belts.

The Tagalong's removeable wheels are canted inward at the top to give the trailer extra stability, and they come complete with "aero-look" disk wheel covers. We've designed the Tagalong with your children's comfort in mind, from the comfortable foam pad and back-supporting shell to the two waterbottle-toting pockets. The Tagalong is topped with a durable, high-visibility nylon canopy with generous mesh screens for maximum cooling ventilation. Trimmed with a large, reflective logo, the canopy can be removed from the trailer for hassle-free cleaning. (Shown at left.)

Tagalong Rain Canopy (A331)

The Tagalong's optional rain canopy offers your children fully-enclosed rain protection to fend off everything from a sudden summer shower to the odd monsoon. The rain canopy features three large vents to combat the greenhouse effect and several large windows to assuage the anxiety of budding claustrophobics. Secured to the Tagalong with hook and loop panels, the rain canopy goes on and off the trailer in seconds. (Not shown.)

² Patent pending.

Bugger™ Bicycle Trailer (B006)

Introduced as the world's first bicycle trailer — and Cannondale's first product — over 20 years ago, the Bugger is a legitimate classic. Constructed around a rugged polyethylene shell that comfortably seats two children, the Bugger goes on and off your bike in seconds thanks to our unique torsional hitch. A five-point child restraint system secures children over both shoulders, across the waist and between the legs. Quick-release, child-resistant buckles make getting kids in and out a breeze. The Bugger comes with a soft foam pad for a cushioned ride, and the trailer's head-supporting shell actually allows children to snooze while under way. (Shown at right.)

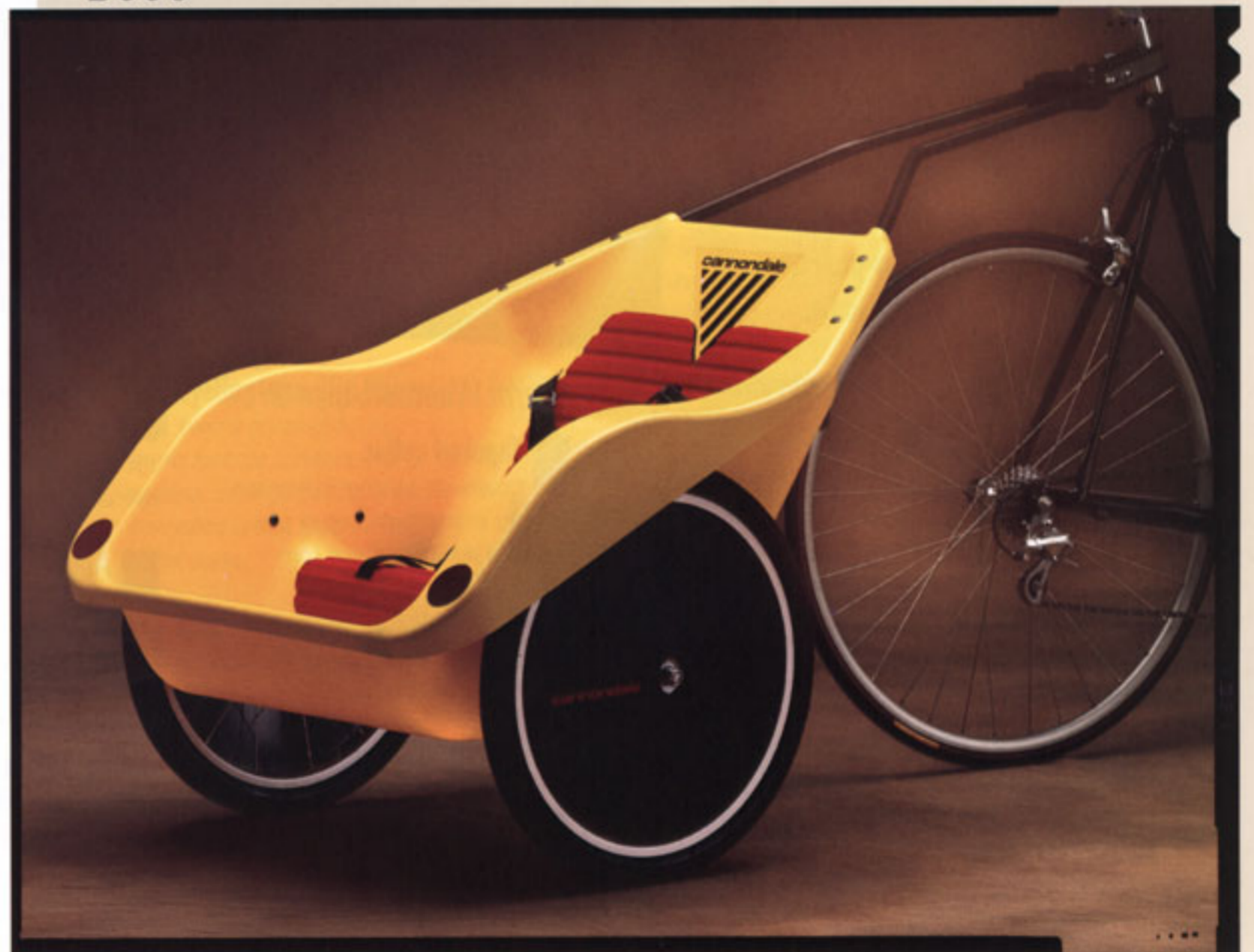
Bugger Sunshade (A221)

Protect your children from the hazards of prolonged exposure to the sun. Our sunshade attaches quickly and easily and can be removed just as fast. The open design provides plenty of flow-through ventilation for cool comfort. (Not shown.)

Bugger Rain Canopy (A222)

Seal out the elements with our rain canopy and keep children warm and dry. Easy to install or remove, the rain canopy features a zippered door and snug, wrap-around fit to keep out rain and spray. Two side windows allow you to peek in on passengers without exposing them to the weather. (Not shown.)

B006



HIGH PERFORMANCE GEAR™

TECHNICAL FABRICS, QUALITY CONSTRUCTION

Cannondale has been designing, manufacturing and continually refining high-performance cycling apparel for more than a decade. From Zefsport®/Lycra® shorts to rain gear to winter tights and jackets, every American-made Cannondale garment is designed for a perfect fit in the normal, forward-leaning riding position. Constructed from the latest, most functional fabrics, each apparel item is also jammed with innovative, cycling-specific features.

Our apparel is divided into four generalized categories:

Warm Weather Apparel. Sleek, form-fitting garments ranging from four, six and eight panel Lycra shorts to jerseys to skinsuits. Shorts come with innovative synthetic liners, like our seamless, molded BioSuede™ chamois or our chamois with an antibacterial treatment.

Women's Apparel. A colorful, attractive collection of gender-specific cyclewear for women only. Shorts, jerseys and sport-tops are carefully patterned to provide a close, comfortable, aerodynamic fit.

A.T.W.™ (All Terrain Wear). Rugged clothing for mountain biking, A.T.W. garments generally offer a looser fit for unrestricted movement. Fleece jerseys and jackets are specifically designed for layering.

Three Season Apparel. An extremely versatile collection of jackets, jerseys, vests, gender-specific tights and accessories. Designed as a total system, these garments can be layered in different combinations for comfort in an incredible variety of conditions.



Warm Weather Apparel

1 Tapered collar

Collars are tapered in front to prevent irritating chafing of the sensitive skin under your chin.

2 Articulated sleeves

Before they're sewn to the jersey's torso, sleeves are rotated forward to naturally "reach" toward the handlebars.

3 Rear pockets

Jerseys are equipped with generous, elastic-closure rear pockets for storing food, spares or extra waterbottles.

4 Aerodynamic cut

The jerseys' trim, aerodynamic cut is longer in back for a generous overlap with cycling shorts.

5 Angled waistline

Shorts are cut with an angled waistline that's higher in back for full coverage and lower in front to avoid bunching.

6 Seamless BioSuede chamois liners

Plush, comfortable seamless BioSuede liners* are featured on selected shorts.

* U.S. patent #4,961,233.

7 Multi-panel construction

Shorts feature four, six or eight panel construction for a comfortably contoured, aerodynamic fit.

Women's Apparel

8 Gender-specific styling

All of our women's tops feature gender-specific styling, including shorter torsos, smaller waists, narrower shoulders and roomier busts.

9 Wide waistbands

Selected women's shorts feature extra wide waistbands for a comfortable, non-binding fit.



10 Antibacterial synthetic chamois liner

Selected women's shorts feature an innovative, seamless, antibacterial synthetic chamois that reduces the risk of infections.

11 Wide leg bands

Our women's SPL (Supplex/poly/Lycra) shorts feature wide, stretchy leg bands that hold the short comfortably in place.

A.T.W. (All Terrain Wear)

12 Weather-resistant fabrics

Our A.T.W. shells provide a barrier against the elements with water-resistant and windproof fabrics that are treated to resist stains.

13 Attractive styling

Although all of our A.T.W. jerseys and shells are designed for hard-core riding, many items can also make attractive additions to your off-the-bike wardrobe.

14 Moderately tapered cut

A.T.W. shells feature a moderately tapered cut that's loose enough to allow layering, yet adequately tapered to prevent "ballooning" and billowing at high speeds.

15 Storage pockets

Our A.T.W. shells come with generous storage pockets that close securely with zippers or hook-and-loop panels.

16 Cycling-specific liners

Several styles of A.T.W. shorts feature comfortable, padded, cycling-specific liners concealed within their attractive outer shells.

17 Coordinated colors

Although function and comfort are the hallmarks of our apparel, we also recognize the importance of attractive colors and patterns. Accordingly, we design our garments to coordinate perfectly with other Cannondale apparel items.

Three Season Apparel

18 Staggered collar heights

Collars on base and insulating layers are cut shorter and closer to the neck. Jacket and shell collars are cut higher to encase the less weather-resistant underlying collars.

19 Concentrically-sized torso, shoulders and sleeves

Torsos, shoulders and sleeve diameters on outer layers are cut roomier to fit over inner layers. Base and insulating layers have a closer, more contoured cut to trap insulating air for warmth.

20 Staggered cuff seams

Seams joining cuffs to sleeves are staggered by layer to prevent them from overlapping. (Overlapping seams can be stiff and uncomfortable).

21 Articulated cut

Tights feature an anatomic cut that's "pre-bent" at the hips and knees for a comfortable in-the-saddle fit.

22 Gripper elastic ankle bands

Soft-grip Gripper elastic ankle bands prevent the tight from riding up the legs.

Zefsport nylon **BASF**

Zefsport® is a registered trademark owned by BASF Corporation.

CYCLING BAGS



INNOVATIVE DESIGN AND QUALITY MATERIALS

Cycling bags have never been an “add-on” or an afterthought to our bicycle line. We’d been designing and manufacturing innovative bags for a decade before introducing our first bicycle, and our commitment to producing the finest possible cycling accessories has never diminished.

Every Cannondale bag is crafted from durable, waterproof 500 denier nylon Cordura.[®] Experience has taught us that larger fibers make a tight, waterproof weave difficult to achieve. Fabrics with thinner fibers have disappointed us with their inability to withstand abrasion and other abuse.

All of our bags are sewn with eight stitches per inch; a seemingly trivial detail perhaps, but we’ve found fewer stitches create a weak seam and more stitches weaken the fabric with needle holes. We’ve even given substantial thought to the thread used to sew our bags together, opting for a cotton-wrapped poly-core thread that swells when wet to help prevent rain penetration at needle holes.

We offer three general categories of bike-mounted bags:¹ Mountain bike bags, lightweight, moderate-capacity road bike bags, and large-capacity/touring bags. And while they’re designed with specific end-users in mind, most bags are versatile enough to go from mountain bike to road bike and back without a problem.

¹ We also produce fannypacks, duffels and a backpack designed specifically for cyclists.



Lightweight, moderate-capacity road bike bags

1 500 denier Cordura
Every Cannondale bag is made from 500 denier nylon Cordura, a durable, abrasion-resistant and waterproof fabric.

2 Quick-release handlebar bag mounting system
Most of our handlebar bags mount with a patented quick-release system² that allows you to easily take your bag with you when you’re away from your bike.

3 YKK[®] zippers
We use self-repairing, nylon coil YKK zippers exclusively. We’ve found no other zipper matches YKK’s durability or quality.

4 Built-in extras
Many bags include surprisingly thoughtful features, from the patch kit and tire levers in our Flat Fixer™ seat bag, to an exterior pocket that converts to a fannypack on our Overland™ panniers.

5 Problem-solving design
Many Cannondale bags successfully address specific cycling problems, like our Oasis™ seat bag that’s perfect for bikes with limited waterbottle capacity.

6 Cord pulls
Cord pulls on zipper tabs ensure easy operation, even when wearing bulky winter cycling gloves.

Mountain bike bags

7 Award-winning Seat Cleat™ attachment system
Cannondale seat bags mount quickly and securely, thanks to our patented³ Seat Cleat. Equally innovative systems secure panniers and handlebar bags to your bicycle.

8 Function-specific design
Each bag is designed with specific users in mind. One example: Our mountain seat bags are foam-lined to minimize rattling cargo noise on bone-jarring trails, and their drawstring/mud flap closure protects contents from dirt and water sprayed off the rear wheel.

² U.S. patent #4,798,308.
³ U.S. patent #5,127,563.



9 Exterior mesh pockets
 Many Cannondale bags feature exterior mesh pockets. A handy, ventilated place to dry a bathing suit after an impromptu swim, a mesh pocket is also a convenient spot to stash a wallet, road map or note pad.

10 Bar tacking
 Bar tacking at high-stress points helps bags to withstand heavy loads.

11 Compression/cinch straps
 Our new Mountain Panniers feature exterior compression/cinch straps that prevent cargo from shifting and rattling during a ride.

*Large-capacity/
 touring bags*

12 Rugged support frames
 Our large-capacity bags (and many of our other bags) feature rigid, rugged support frames that hold the bags' shape and spread the weight of contents to reduce stress at the seams.

13 Reflective trim
 Selected Cannondale bags feature high-visibility reflective trim to warn oncoming motorists of your presence.

14 Zipper rain flaps
 Rain flaps over zippers help reduce seepage into bags during inclement weather.

15 Map cases and carrying straps
 Our two large-capacity handlebar bags both feature map cases and removeable carrying straps as standard equipment.

16 Exterior pockets
 Exterior pockets allow you to compartmentalize your gear, making it easy to track down small, frequently needed items.

ACCESSORIES



In addition to cycling bags, we also produce a full line of cycling accessories including waterbottles, bottle cages, racks, tools and more. Each features the same commitment to innovation found on Cannondale bicycles, trailers, apparel and bags. For more information on the entire line of Cannondale products, contact your local authorized Cannondale retailer, or call us at 1 800 BIKE USA. (In Pennsylvania, or outside the U.S., dial 1-814/623-2626.)

CODA MAGIC™

■■■■■■■■■■
BICYCLE COMPONENTS

The Magic Motorcycle Company has earned a well-deserved reputation for creating lightweight, state-of-the-art aircraft and motorcycle engines. In recent years, Magic has applied this same expertise to the design and production of bicycle parts. The resulting components have received unanimous acclaim from the bicycle industry for their fresh, alternative approach, precision craftsmanship and dramatic weight savings over more conventional parts.

We're extremely pleased to be joining forces with Magic to offer CODA¹ Magic components. This new affiliation combines Magic's breakthrough designs with Cannondale's world-class manufacturing to create uniquely American, lightweight, innovative components.

All CODA Magic components are 100% machined with sophisticated CNC (Computer Numeric Control) equipment that manufactures the parts to incredibly precise tolerances. The crankset and bottom bracket featured on this page are merely the first products we'll offer with Magic. Watch for additional CODA Magic parts throughout the year.

¹ Cannondale Original Design Application



CODA Magic Crankset

The revolutionary CODA Magic crankset is up to 200 grams lighter, three times stiffer, and far more flex-resistant than the next lightest parts. The crankset features hollow, elliptical arms that are amazingly rigid despite their feathery weight. Throughout the length of each arm, the wall thicknesses vary to suit the loads and stresses at any given point on the arm. Joining crankarms to chainrings are lightweight spider arms milled to an I beam-like construction that minimizes weight while maximizing stiffness.

Attached to the spider are chainrings that are milled – not punched – from aluminum. (Virtually all other manufacturers punch their chainrings from sheets of aluminum, fracturing and pulverizing the metal along the shear line. Structurally, this damaged metal is useless, serving only as a breeding ground for cracks that spread into the good metal and cause the teeth to wear.)

Each tooth on a CODA Magic chainring is individually milled for long life and to mate perfectly with the chain. What's more, the teeth on a 53-tooth chainring are minutely different from the teeth on a 52 (as are the teeth on a 28 and a 29, etc.). These "generated" teeth are precisely calculated to grab,

hold and release the chain with the greatest possible degree of efficiency.

Each CODA Magic crankset features a brilliant anodized finish and durable milled (not tapped) threads. Note: CODA Magic cranksets must be used with the CODA Magic bottom bracket.

Crankarm lengths (mm): 160 through 180, in increments of 1 mm.

Crankarm colors (codes): Black (BLK), Blue (BLU), Gold (GLD), Green (GRE), Natural aluminum (NAT), Orange (ORG), Red (RED), Silver (SIL), Violet (VID), Yellow (YEL).

Chainring options:

Hyperdrive-C (MicroDrive) style mountain: 20T and up (small ring), 32T and up (middle ring), 42T and up (large ring).

Standard mountain: 24T and up (small ring), 33T and up (middle ring), 33T and up (large ring).

Road bike: 38T and up (small ring), 38T and up (large ring).

Road triple: 24T and up (small ring), 38T and up (middle ring), 38T and up (large ring).

Chainring colors² (codes): Black (BLK), Blue (BLU), Gold (GLD), Green (GRE), Natural aluminum (NAT), Orange (ORG), Red (RED), Silver (SIL), Violet (VID), Yellow (YEL).

CODA Magic Bottom Bracket

The CODA Magic bottom bracket places its cartridge bearings outboard of the shell in aluminum cups that thread into the bottom bracket shell. (The cups swell in diameter just past the threaded portion to accommodate the oversized bearings.)

Shifting the bearings outboard virtually eliminates spindle flex by reducing the length of unsupported spindle at each end. Moving the bearings also allows the use of a dramatically oversized, hollow aluminum spindle that's both extremely flex-resistant and far lighter than conventional spindles.

The bottom bracket spindle features an eight-lobe taper that utilizes more surface area than the typical four-sided taper for a stronger, more secure connection with the crankarms. Attaching the crankarms to the spindle is a "one-key release" system that makes crankarm installation and removal all but effortless. To protect the bearings, the inboard surface of each crankarm is recessed where it attaches with the spindle. This recessed area physically surrounds the bearing cups to protect them from grit and grime. Available with English or Italian threads, and for 68, 70 and 73 mm bottom bracket shell widths.

² Color can only be specified by individual chainrings on standard road cranksets (130 mm bolt circle).

SUPER V FULL SUSPENSION

DELTA V FRONT SUSPENSION

SUPER V 3000

SUPER V 2000

SUPER V 1000

DELTA V 1000

DELTA V 700

DELTA V 600

Frame	Cannondale Super V full suspension	Cannondale Super V full suspension	Cannondale Super V full suspension	Cannondale Delta V front suspension	Cannondale Delta V front suspension	Cannondale Delta V front suspension
Fork	Cannondale Headshok-RDC, air/oil suspension with Cannondale Remote Damping Control Lever	Cannondale Headshok-RDC, air/oil suspension with Cannondale Remote Damping Control Lever	Cannondale Headshok-DD, air/oil suspension with Cannondale Damping Dial	Cannondale Headshok-RDC, air/oil suspension with Cannondale Remote Damping Control Lever	Cannondale Headshok-ELS, elastomer suspension, with needle bearings	Cannondale Headshok-ELS, elastomer suspension, with needle bearings
Rims	Mavic PSP230 SBP, 32 hole rear, 28 hole front	Mavic PSP230 SBP, 32 hole rear, 28 hole front	Mavic PSP 230 SBP, silver anodized, 28 hole front, 32 hole rear	Ritchey Rock 440, silver anodized 28 hole front, 32 hole rear	Ritchey Rock 440, silver anodized 32 hole	Ritchey Vantage Sport, silver anodized, 32 hole
Hubs	Hugi rear, CODA Magic front, sealed bearings	Shimano XT rear, CODA Magic front, sealed bearings	Shimano LX	Shimano LX	Shimano LX	Shimano STX
Spokes	DT Super Comp double-butted	DT Super Comp double-butted	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel
Tires	IRC Piranhapro Kevlar, 2.0", 520 g.	IRC Piranhapro Kevlar, 2.0", 520 g.	IRC Piranhapro Kevlar, 2.0", 520 g.	IRC Piranhapro blackwall, 2.0"	IRC Piranhapro blackwall, 2.0"	IRC Piranhapro blackwall, 2.0"
Pedals	Shimano PD-M737 clipless	Shimano PD-M737 clipless	Tioga Surefoot VI, all alloy, with grease port	Tioga Surefoot VI, all alloy, with grease port	Tioga Surefoot VI, all alloy, with grease port	Tioga Surefoot VI, all alloy, with grease port
Crank	CODA Magic 22/32/44	Shimano XT, 22/32/44	CODA, 22/32/44	CODA, 22/32/44	CODA, 22/32/44	Shimano STX Upgrade, 24/34/42
Chain	Shimano Dura Ace	DID Supershift	DID Supershift	DID Supershift	DID Supershift	DID
Rear Cogs	Shimano Hyperglide cassette, 11-28, 8-spd	Shimano XT, 11-28, 8-spd	Shimano Hyperglide, Chromica finish, 11-28, 7-spd	Shimano Hyperglide, Chromica finish, 11-28, 8-spd	Shimano Hyperglide, Chromica finish, 11-28, 7-spd	Shimano Hyperglide, 11-28, Chromica finish
Bottom Bracket	CODA Magic	Shimano XT cartridge	Shimano, sealed bearing, cartridge	Shimano, sealed bearing, cartridge	Shimano, sealed bearing, cartridge	Shimano, sealed bearing, cartridge
Front Derailleur	Shimano XT	Shimano XT	Shimano LX	Shimano LX	Shimano LX	Shimano STX
Rear Derailleur	Shimano XT	Shimano XT	Shimano XT	Shimano XT	Shimano XT	Shimano LX
Shifters	Shimano XTR Rapidfire Plus	Shimano XTR Rapidfire Plus	Shimano LX Rapidfire Plus	Shimano LX Rapidfire Plus	Shimano LX Rapidfire Plus	Shimano STX Rapidfire Plus
Handlebars	CODA XYZ Superlight	CODA XYZ Superlight	CODA Performance	CODA Performance	CODA Performance	CODA Performance
Stem	Cannondale TIG-welded S.S. stem	Cannondale TIG-welded S.S. stem	Cannondale TIG-welded S.S. stem	Cannondale TIG-welded S.S. stem	Cannondale TIG-welded S.S. stem	Cannondale TIG-welded S.S. stem
Headset	Cannondale cartridge sealed bearing, custom anodized	Cannondale cartridge sealed bearing, custom anodized	Cannondale cartridge sealed bearing, custom anodized	Cannondale cartridge sealed bearing, custom anodized	Cannondale cartridge sealed bearing, custom anodized	Cannondale cartridge sealed bearing, custom anodized
Brakeset	Piranha Racing Magnesium, CODA pads and Force 40 Plus routing	Shimano XT with Force 40 Plus routing	New CODA with CODA oversized pads, custom anodized finish and Force 40 Plus routing	New CODA with CODA oversized pads, custom anodized finish and Force 40 Plus routing	New CODA with CODA oversized pads, custom anodized finish and Force 40 Plus routing	Dia-Compe 986/CODA with CODA oversized pads, titanium finish and Force 40 Plus routing
Saddle	Selle Italia Flite, leather cover	Vetta TT with manganese rails and leather cover, 190 g	Vetta TT, leather cover, manganese rails	Vetta TT, leather cover, manganese rails	Vetta SL	Vetta SL
Seatpost	Syncros Pro Series titanium	Ritchey FD, aluminum with titanium finish	Ritchey FD, aluminum with titanium finish	Ritchey FD, aluminum with titanium finish	Ritchey FD, aluminum with titanium finish	Kalloy SP-266, black anodized
Seatpost Q.R.	CODA road	CODA road	CODA road	CODA Slim-Cam, custom anodized	CODA Slim-Cam, custom anodized	CODA Slim-Cam, custom anodized
Extras	ODI Kraton tape	ODI Kraton tape	CODA XYZ bar ends	CODA XYZ bar ends	CODA XYZ bar ends	CODA Torpedo grips
Colors (codes)	Wild Orchid metallic fade to Rocket Silver metallic (WRS)	Diamond Black metallic fade to Rocket Silver metallic (ERS)	Cobalt Blue metallic fade to Rocket Silver metallic (CRS)	Polished aluminum with Diamond Black metallic fork (POL)	Diamond Black metallic with Pewter Hyper-Highlight (EPH)	Diamond Black metallic fade to Cayman Teal metallic (ECT)
Sizes (in./mm.)	17 (432), 19 (483), 21 (533)	17 (432), 19 (483), 21 (533)	17 (432), 19 (483), 21 (533)	15 (381), 17 (432), 19 (483), 21 (533)	15 (381), 17 (432), 19 (483), 21 (533)	15 (381), 17 (432), 19 (483), 21 (533)
Weight (lbs./kg.)	25.0 lbs. (11.34 kg.)	25.5 lbs. (11.57 kg.)	26.25 lbs. (11.91 kg.)	25.5 lbs. (11.57 kg.)	26.00 lbs. (11.79 kg.)	26.25 lbs. (11.91 kg.)

**SUPER V
SV 3000, SV 2000, SV 1000**

Size (in./mm.)	17 (432)	19 (483)	21 (533)
Seat Tube Angle (degrees)	74.00	74.00	74.00
Head Tube Angle (degrees)	70.00	70.00	70.00
Effective Top Tube Length (in./cm.)	22.25/56.52	23.25/59.06	24.25/61.06
Seat Tube Length to Top (in./cm.)	19.40/49.28	19.40/49.28	19.40/49.28
Chainstay Length (in./cm.)	16.75/42.55	16.75/42.55	16.75/42.55
Fork Rake (in./cm.)	1.75/4.45	1.75/4.45	1.75/4.45
Bottom Bracket Height (in./cm.)	11.62/29.51	11.62/29.51	11.62/29.51
Wheelbase (in./cm.)	42.95/109.09	43.95/111.63	44.95/114.17
Trail (in./cm.)	2.87/7.29	2.87/7.29	2.87/7.29

**DELTA V
DV 1000, DV 700, DV 600, DV 500**

Size (in./mm.)	15 (381)	17 (432)	19 (483)	21 (533)
Seat Tube Angle (degrees)	73.50	73.50	73.50	73.50
Head Tube Angle (degrees)	70.00	70.00	70.00	70.00
Effective Top Tube Length (in./cm.)	21.0/53.34	22.25/56.52	23.25/59.06	24.25/61.06
Seat Tube Length to Top (in./cm.)	16.31/41.40	19.50/49.53	19.50/49.53	21.60/54.86
Chainstay Length (in./cm.)	16.75/42.55	16.75/42.55	16.75/42.55	16.75/42.55
Fork Rake (in./cm.)	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45
Bottom Bracket Height (in./cm.)	11.62/29.51	11.62/29.51	11.62/29.51	11.62/29.51
Wheelbase (in./cm.)	40.10/101.85	42.00/106.68	43.16/109.63	44.34/112.62
Trail (in./cm.)	2.87/7.29	2.87/7.29	2.87/7.29	2.87/7.29
Ground to Top of Top Tube (in./cm.) ¹	26.60/67.56	28.60/72.64	28.60/72.64	28.60/72.90

¹At lowest point.

DELTA V

KILLER V MOUNTAIN

3.0 SERIES MOUNTAIN

DELTA V 500

KILLER V 3000

KILLER V 2000

KILLER V 900

M800

M700

Frame	Cannondale Delta V front suspension	Cannondale Killer V	Cannondale Killer V	Cannondale Killer V	Cannondale "Beast of the East" 3.0 Series mountain	Cannondale 3.0 Series mountain
Fork	Cannondale Headshok-ELS2, elastomer suspension, with bushings	Cannondale Pepperoni, all-aluminum	Cannondale Pepperoni, all-aluminum	Cannondale Pepperoni, all-aluminum	Cannondale Pepperoni, all-aluminum	Cannondale Pepperoni, all-aluminum
Rims	Ritchey Vantage Sport, silver anodized, 32 hole	Mavic PSP230 SBP, 32 hole rear, 28 hole front	Mavic PSP230 SBP, 32 hole rear, 28 hole front	Ritchey Rock 440, silver anodized, 28 hole front, 32 hole rear	Ritchey Rock 440, silver anodized, 32 hole	Ritchey Rock 440, silver anodized, 32 hole
Hubs	Shimano Alivio	Hugi rear, CODA Magic front, sealed bearings	Shimano XT rear, CODA Magic front, sealed bearings	Shimano LX	Shimano LX	Shimano LX
Spokes	DT Swiss stainless steel	DT Super Comp double-buttend	DT Super Comp, double-buttend	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel
Tires	IRC Piranhapro blackwall, 2.0"	IRC Piranhapro Kevlar, 2.0", 520 g	IRC Piranhapro Kevlar, 2.0", 520 g	IRC Piranhapro Kevlar, 2.0", 520 g	Continental Pro II, 26 x 2.125"	IRC Piranhapro blackwall, 2.0"
Pedals	Tioga Surefoot VI, all alloy, with grease port	Shimano PD-M737 clipless	Tioga Surefoot VI, all alloy, with grease port	Tioga Surefoot VI, all alloy, with grease port	Tioga Surefoot VI, all alloy, with grease port	Tioga Surefoot VI, all alloy, with grease port
Crank	Shimano Alivio, 24/34/42	CODA Magic 22/32/44	Shimano XT, 22/32/44	CODA, 22/32/44, custom anodized rings	CODA, 22/32/44, custom anodized rings	CODA, 22/32/44, custom anodized rings
Chain	DID	Shimano Dura Ace	DID Supershift	DID Supershift	DID Supershift	DID Supershift
Rear Cogs	Shimano Alivio, 11-28, 7-spd	Shimano Hyperglide cassette, 11-28, 8-spd	Shimano XT, 11-28, 8-spd	Shimano Hyperglide, Chromica finish, 11-28, 7-spd	Shimano Hyperglide, Chromica finish, 11-28, 7-spd	Shimano Hyperglide, Chromica finish, 11-28, 7-spd
Bottom Bracket	Shimano Alivio	CODA Magic, sealed	Shimano XT cartridge	Shimano, sealed bearing, cartridge	Shimano, sealed bearing, cartridge	Shimano, sealed bearing, cartridge
Front Derailleur	Shimano Alivio	Shimano XT	Shimano XT	Shimano LX	Shimano LX	Shimano LX
Rear Derailleur	Shimano STX	Shimano XT	Shimano XT	Shimano XT	Shimano XT	Shimano XT
Shifters	Gripshift SRT-500	Shimano XT Rapidfire Plus	Shimano XT Rapidfire Plus	Shimano LX Rapidfire Plus	Shimano LX Rapidfire Plus	Shimano LX Rapidfire Plus
Handlebars	CODA Performance	CODA XYZ Superlight	CODA XYZ Superlight	CODA Performance	CODA Performance	CODA Performance
Stem	Cannondale TiG-welded S.S. stem	Killer V, Ahead TiG-welded chrome-moly	Cannondale Killer V Ahead, TiG-welded, chrome-moly	Killer V, Ahead, TiG-welded, chrome-moly	Ahead, TiG-welded chrome-moly, titanium finish	Ahead, TiG-welded chrome-moly, titanium finish
Headset	Sealed mechanism	Dia-Compe Aheadset, S-Series	Ahead, sealed, aluminum	Ahead, sealed, steel/resin	Ahead, sealed, steel/resin	Ahead, sealed, steel/resin
Brakeset	Shimano Alivio, M-System, with Force 40 Plus routing and Dia Compe levers	Piranha Racing Magnesium with SRP titanium hardware, CODA pads and Force 40 Plus routing	Shimano XT with Force 40 Plus routing	New CODA with CODA oversized pads, custom anodized finish and Force 40 Plus routing	New CODA with CODA oversized pads, custom anodized finish and Force 40 Plus routing	New CODA with CODA oversized pads, custom anodized finish and Force 40 Plus routing
Saddle	Vetta Lite Gel	Selle Italia Flite, leather cover	Vetta TT with manganese rails and leather cover, 190g	Vetta TT with manganese rails and leather cover, 190g	Vetta SL	Vetta SL
Seatpost	Kalloy SP-266, black anodized	Syncros Pro Series titanium	Ritchey FD, aluminum with titanium finish	Ritchey FD, aluminum with titanium finish	Ritchey FD, aluminum with titanium finish, 350 mm	Ritchey FD, aluminum with titanium finish
Seatpost Q.R.	Kalloy low profile	CODA Slim-Cam, custom anodized	CODA Slim-Cam, custom anodized	CODA Slim-Cam, custom anodized	CODA Slim-Cam, custom anodized	CODA Slim-Cam, custom anodized
Extras	CODA Torpedo grips	ODI Kraton tape	ODI Kraton tape	CODA XYZ bar ends	CODA Torpedo grips	CODA Torpedo grips
Colors (codes)	Cobalt Blue metallic with Blue Pearl Hyper-Highlight (CBP), Deep Indigo fade to Wild Orchid metallic (IWO)	Wild Orchid and Deep Indigo superfade (WDI)	Iceland Green metallic with Green Pearl Hyper-Highlight (GPH)	Cobalt Blue metallic fade to Rocket Silver metallic (CRS), Polished aluminum with Diamond Black metallic fork (POL)	Viper Red (VPR), Wild Orchid metallic (WFO)	Diamond Black metallic with Pewter Hyper-Highlight (EPH), Deep Indigo (IND)
Sizes (in./mm.)	15 (381), 17 (432), 19 (483), 21 (533)	15 (381), 17 (432), 19 (483), 21 (533)	15 (381), 17 (432), 19 (483), 21 (533)	15 (381), 17 (432), 19 (483), 21 (533)	18 (457), 20 (508), 22 (559)	14 (355), 16 (406), 18 (457), 20 (508), 22 (559)
Weight (lbs./kg.)	28.25 lbs. (12.81 kg.)	23.00 lbs. (10.43 kg.)	23.75 lbs. (10.77 kg.)	24.25 lbs. (11.00 kg.)	24.75 lbs. (11.23 kg.)	25.0 lbs. (11.34 kg.)

KILLER V
KV 3000, KV 2000, KV 900

Size (in./mm.)	15 (381)	17 (432)	19 (483)	21 (533)
Seat Tube Angle (degrees)	73.50	73.50	73.50	73.50
Head Tube Angle (degrees)	71.00	71.00	71.00	71.00
Effective Top Tube Length (in./cm.)	21.90/55.63	22.25/56.51	23.25/59.05	24.25/61.59
Seat Tube Length to Top (in./cm.)	16.30/41.40	19.50/49.53	19.50/49.53	19.50/49.53
Chainstay Length (in./cm.)	16.90/42.93	16.90/42.93	16.90/42.93	16.90/42.93
Fork Rake (in./cm.)	1.75/4.44	1.75/4.44	1.75/4.44	1.75/4.44
Bottom Bracket Height (in./cm.)	11.50/29.21	11.50/29.21	11.50/29.21	11.50/29.21
Wheelbase (in./cm.)	40.90/103.89	41.30/104.90	42.40/107.70	43.50/110.49
Trail (in./cm.)	2.60/6.60	2.60/6.60	2.60/6.60	2.60/6.60
Ground to Top of Top Tube (in./cm.) ¹	26.10/66.29	27.50/69.85	27.50/69.85	27.50/69.85

¹At midpoint of top tube.3.0 SERIES AND 3.8 SERIES MOUNTAIN
M700, M500, M400, M300

Size (in./mm.)	14 (355)	3.0: 16 (406)	3.8: 16 (406)	18 (457)	20 (508)	22 (559)
Seat Tube Angle (degrees)	73.50	73.50	73.50	73.50	73.50	73.50
Head Tube Angle (degrees)	71.00	71.00	71.00	71.00	71.00	71.00
Effective Top Tube Length (in./cm.)	21.00/53.34	21.80/55.37	21.50/55.37	22.50/57.18	23.25/59.06	24.25/61.56
Seat Tube Length to Top (in./cm.)	16.20/41.15	16.70/42.42	15.90/40.39	19.60/49.78	21.70/55.12	23.80/60.45
Chainstay Length (in./cm.)	16.90/42.93	16.90/42.93	16.90/42.93	16.90/42.93	16.90/42.93	16.90/42.93
Fork Rake (in./cm.)	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45
Bottom Bracket Height (in./cm.)	11.63/29.54	11.63/29.54	11.63/29.54	11.63/29.54	11.63/29.54	11.63/29.54
Wheelbase (in./cm.)	38.00/96.52	40.80/103.63	40.80/103.63	41.60/105.66	42.40/107.70	43.50/110.49
Trail (in./cm.)	2.62/6.68	2.62/6.68	2.62/6.68	2.62/6.68	2.62/6.68	2.62/6.68
Ground to Top of Top Tube (in./cm.) ¹	25.62/65.07	28.40/72.17	28.40/72.17	28.90/73.41	31.30/79.50	33.25/84.46

¹At midpoint of top tube.

3.0 SERIES MOUNTAIN

3.8 SERIES MOUNTAIN

M600

M500

M400

M300

MCX24

Frame	Cannondale 3.0 Series mountain with sloping top tube	Cannondale 3.0 Series mountain	Cannondale 3.8 Series mountain	Cannondale 3.8 Series mountain	Cannondale MCX24 12"
Fork	Cannondale Pepperoni, all-aluminum	TIG-welded chrome-moly	TIG-welded chrome-moly	TIG-welded chrome-moly	TIG-welded chrome-moly
Rims	Ritchey Vantage Sport, silver anodized, 32 hole	Ritchey Vantage Sport, silver anodized, 32 hole	Sun L21, silver anodized, 32 hole	Sun L21, silver anodized, 32 hole	Sun L21, 36 hole
Hubs	Shimano STX	Shimano STX	Shimano Alivio	Shimano Altus C50	Shimano MJ
Spokes	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel
Tires	IRC Piranhapro blackwall, 2.0"	IRC Piranhapro blackwall, 2.0"	IRC Piranhapro blackwall, 2.0"	IRC Piranhapro blackwall, 2.0"	CST mountain, blackwall
Pedals	Tioga Surefoot 31	Tioga Surefoot 31	Wellgo LU-924, black resin	Wellgo LU-924, black resin	Wellgo, LU-924, black resin
Crank	Shimano STX Upgrade, 24/34/42, non-riveted	Shimano STX, 24/34/42, non-riveted	Shimano Alivio 24/34/42	Shimano Altus C-50, 28/38/48	Shimano MJ, 28/38
Chain	DID	DID	DID	DID	DID
Rear Cogs	Shimano STX Hyperglide, 11-28, 7-spd	Shimano STX Hyperglide, 11-28, 7-spd	Shimano Hyperglide 7-spd, 11-28	Shimano Hyperglide 6-spd, 14-28	Shimano Hyperglide, 6-spd, 12-24
Bottom Bracket	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge
Front Derailleur	Shimano STX	Shimano STX	Shimano Alivio	Shimano Alivio	Shimano Alivio
Rear Derailleur	Shimano LX	Shimano LX	Shimano STX	Shimano Altus C50	Shimano MJ
Shifters	Shimano STX Rapidfire Plus	Shimano STX Rapidfire Plus	Shimano Alivio Rapidfire Plus	Shimano Altus C50 top mounts	Rapidfire-L, 6-spd
Handlebars	CODA Performance	CODA Performance	High-strength steel	High-strength steel	High-strength steel, small-diameter
Stem	Ahead, TIG-welded chrome-moly, titanium finish	TIG-welded chrome-moly Ahead	TIG-welded chrome-moly	TIG-welded chrome-moly	TIG-welded chrome-moly
Headset	Ahead, sealed, steel/resin	Ahead, sealed, steel/resin	Tange-Seiki ME-III, triple sealed	Tange-Seiki ME-II	Tange-Seiki, ME-II
Brakeset	Dia-Compe 986/CODA with CODA oversized pads, titanium finish and Force 40 Plus routing	Dia-Compe 986/CODA with CODA oversized pads, titanium finish and Force 40 Plus routing	Shimano Alivio, M-System	Shimano Altus C50	Shimano MJ
Saddle	Vetta Lite Gel	Vetta Lite Gel	Vetta Anatomic	Vetta Anatomic	Vetta Canyon Jr.
Seatpost	Kalloy SP-266, black anodized	Kalloy SP-266, black anodized	Polygon PM-201, aluminum with steel clamp	Polygon PM-201, aluminum with steel clamp	MJ MSP-04, steel
Seatpost Q.R.	Kalloy low profile	Kalloy low profile	Kalloy low profile	Kalloy low profile	CODA Road
Colors (codes)	Cayman Teal metallic fade to Navajo Turquoise metallic (CNT), Deep Indigo metallic fade to Wild Orchid metallic (IWO)	Deep Indigo metallic to Cobalt Blue metallic (CBI), Diamond Black metallic to Iceland Green metallic (IGRE)	Diamond Black metallic (EBO), Navajo Turquoise metallic (NAV)	Cobalt Blue metallic (COB), Electric Red (ELR)	Wild Orchid metallic with Blue Pearl Hyper-Highlight (WBP)
Sizes (in./mm.)	16 (406), 18 (457), 20 (508), 22 (559)	14 (355), 16 (406), 18 (457), 20 (508), 22 (559)	14 (355), 16 (406), 18 (457), 20 (508), 22 (559)	14 (355), 16 (406), 18 (457), 20 (508), 22 (559)	12 (305)
Weight (lbs./kg.)	26.0 lbs. (11.79 kg.)	26.5 lbs. (12.02 kg.)	27.25lbs. (12.36 kg.)	28.0 lbs. (12.70 kg.)	26.25 lbs. (11.91 kg.)

Size (in./mm.)	M800 "Beast of the East"			M600				MCX24
	18 (457)	20 (508)	22 (559)	16 (406)	18 (457)	20 (508)	22 (559)	12 (305)
Seat Tube Angle (degrees)	72.00	72.00	72.00	73.50	73.50	73.50	73.50	73.50
Head Tube Angle (degrees)	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00
Effective Top Tube Length (in./cm.)	22.50/57.12	23.25/59.06	24.25/61.56	21.90/55.63	22.25/56.51	23.25/59.05	24.25/61.60	19.75/50.16
Seat Tube Length to Top (in./cm.)	16.30/41.40	18.20/46.23	20.00/50.80	16.49/41.88	17.94/45.57	18.43/46.81	19.69/50.01	15.24/38.71
Chainstay Length (in./cm.)	16.90/42.93	16.9/42.93	16.90/42.93	16.90/42.93	16.90/42.93	16.90/42.93	16.90/42.93	16.90/42.93
Fork Rake (in./cm.)	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45	1.42/3.61
Bottom Bracket Height (in./cm.)	13.00/33.02	13.00/33.02	13.00/33.02	11.50/29.21	11.50/29.21	11.50/29.21	11.50/29.21	11.50/29.21
Wheelbase (in./cm.)	42.14/107.04	42.74/108.56	43.94/111.61	40.90/103.89	41.30/104.90	42.40/107.70	43.50/110.49	38.60/98.04
Trail (in./cm.)	2.62/6.68	2.62/6.68	2.62/6.68	2.62/6.68	2.62/6.68	2.62/6.68	2.62/6.68	2.62/6.65
Ground to Top of Top Tube (in./cm.) ¹	29.25/74.30	31.10/78.99	32.90/83.57	27.40/69.60	28.70/72.90	29.00/73.66	30.50/77.47	24.50/62.23

¹At midpoint of top tube.

	R2000	R900	R800	R600	R500	R400
Frame	Cannondale 2.8 Series Road Race	Cannondale 2.8 Series Road Race	Cannondale 2.8 Series Road Race	Cannondale 2.8 Series Road Race	Cannondale 3.0 Series Road Race	Cannondale 3.0 Series Road Race
Fork	Cannondale Sub One	Cannondale Sub One	Cannondale Sub One	Aluminum alloy	Aluminum alloy	Aluminum alloy
Rims	Mavic Open 4, Argent	Mavic Open 4, Argent	Mavic Open 4, Argent	Mavic 195, aero profile	Mavic 195, aero profile	Mavic 195, aero profile
Hubs	Shimano Dura Ace	Shimano Ultegra	New Shimano 105	Campagnolo Stratos	Shimano RX100	Shimano RX100
Spokes	DT Super Comp, double-butted	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel
Tires	Continental Grand Prix, Kevlar bead, 23 c	Continental Grand Prix, Kevlar bead, 23 c	Continental Grand Prix, Kevlar bead, 23 c	Continental Grand Sport, 23 c	Continental Super Sport Ultra 23 c	Continental Super Sport Ultra 23 c
Pedals	Not included	Not included	Look PM-166, white pearl	Look PM-166, white pearl	HTI aerodynamic alloy road with fully adjustable clips and straps	HTI aerodynamic alloy road with fully adjustable clips and straps
Crank	CODA Magic, 39/53	Shimano Ultegra, 39/53, low profile	New Shimano 105, 39/53	Campagnolo Stratos, 42/53	Shimano RX100, 32/42/52 triple	Shimano RX100, 42/52
Chain	Shimano Dura Ace	DID Supershift	DID Supershift	DID	DID	DID
Rear Cogs	Shimano Dura Ace 8-spd cassette, 12-21	Shimano Ultegra 8-spd, 12-23	New Shimano 105, 8-spd cassette, 12-23	Campagnolo 8-spd, 13-26	Shimano Hyperglide 7-spd cassette, 12-28	Shimano Hyperglide 8-spd cassette, 12-23
Bottom Bracket	CODA Magic, sealed	Shimano Ultegra, cartridge type	New Shimano 105, cartridge type	Campagnolo Stratos, cartridge	Shimano RX100, cartridge type	Shimano RX100, cartridge type
Front Derailleur	Shimano Dura Ace	Shimano Ultegra	New Shimano 105	Campagnolo Stratos	SunTour XC Comp	Shimano RX100
Rear Derailleur	Shimano Dura Ace	Shimano Ultegra	New Shimano 105	Campagnolo Stratos	Shimano RX100	Shimano RX100
Shifters	Shimano Dura Ace STI	Shimano Ultegra STI	New Shimano 105 STI	Campagnolo Stratos Ergo power control levers	Shimano RX100 7-spd	Shimano RX100 8-spd
Handlebars	Scott Drop LF	Profile Hammer, made in USA	Profile Hammer, made in USA	Profile Hammer, made in USA	Modolo alloy, anatomic bend	Modolo alloy, anatomic bend
Stem	Control Tech Ahead, TIG-welded aluminum	Control Tech Ahead, TIG-welded aluminum	Control Tech Ahead, TIG-welded aluminum	TIG-welded chrome-moly, Ahead	TIG-welded, chrome-moly	TIG-welded, chrome-moly
Headset	Dia Compe Ahead, aluminum	Dia Compe Ahead, aluminum	Dia Compe Ahead, aluminum	Dia Compe Ahead, sealed mechanism	Tange-Seiki ME-Sil, triple sealed	Tange-Seiki ME-Sil, triple sealed
Brakeset	Shimano Dura Ace	Shimano Ultegra	Shimano 105, super SLR	Campagnolo Stratos	Shimano RX100, super SLR	Shimano RX100, super SLR
Saddle	Selle Italia Flite, leather cover	Vetta TT with manganese rails and leather cover, 190g	Vetta TT with manganese rails and leather cover, 190g	San Marco "Engine Mount", Pirelli suspension	San Marco "Engine Mount", Pirelli Suspension	San Marco "Engine Mount", Pirelli Suspension
Seatpost	American Classic	Kalloy SP-248, cold forged	Kalloy SP-248, cold forged	Polygon PM-201	Polygon PM-201	Polygon PM-201
Extras	Vetta cork handlebar tape	Vetta cork handlebar tape	Vetta cork handlebar tape	Vetta cork handlebar tape	Vetta cork handlebar tape	Vetta cork handlebar tape
Colors (codes)	Navajo Turquoise metallic fade to Rocket Silver metallic (RSN)	Polished aluminum with Diamond Black metallic fork (POL)	Cobalt Blue metallic with Blue Pearl vertical Hyper-Highlight (CBV), Viper Red with Electric Red vertical Hyper-Highlight (VHV)	Cobalt Blue metallic fade to Viper Red (USA), Deep indigo (IND)	Cobalt Blue metallic (COB)	Diamond Black metallic (EBO), Electric Red (ELR)
Sizes (cm.)	48, 50, 53, 54.5, 56, 58, 60, 63	48, 50, 53, 54.5, 56, 58, 60, 63	48, 50, 53, 54.5, 56, 58, 60, 63	48, 50, 53, 54.5, 56, 58, 60, 63	48, 50, 53, 54.5, 56, 58, 60, 63	48, 50, 53, 54.5, 56, 58, 60, 63
Weight (lbs./kg.)	18.0 lbs. (8.16 kg.)	19.5 lbs. (8.84 kg.)	20.25 lbs. (9.18 kg.)	21.5 lbs. (9.75 kg.)	22.0 lbs. (9.98 kg.)	21.5 lbs. (9.75 kg.)

2.8 SERIES ROAD RACING AND 3.0 SERIES ROAD RACING
R2000, R900, R800, R600, R500, R400

Size (cm.)	48	50	53	54.5	56	58	60	63	66*
Seat Tube Angle (degrees)	73.00	73.00	73.00	74.00	73.70	73.10	73.00	73.00	73.00
Head Tube Angle (degrees)	70.50	71.50	73.00	73.00	73.00	73.00	73.00	73.50	73.50
Effective Top Tube Length (cm.)	49.78	51.56	54.10	55.58	55.88	56.21	56.72	58.72	60.96
Seat Tube Length to Top (cm.)	47.80	53.70	55.90	57.40	59.40	61.20	63.00	66.30	70.10
Chainstay Length (cm.)	40.54	40.54	40.54	40.54	40.54	40.54	40.54	40.54	40.54
Fork Rake (cm.)	5.40	5.40	4.57	3.81	3.81	3.81	3.81	3.51	3.51
Bottom Bracket Height (cm.)	27.31	27.31	27.31	27.31	27.31	27.31	27.31	27.31	27.31
Wheelbase (cm.)	96.04	97.19	97.46	98.35	98.38	98.07	98.43	99.57	102.65
Trail (cm.)	6.35	5.66	5.59	6.35	6.35	6.35	6.35	6.35	6.40
Ground to Top of Top Tube (cm.)	72.80	74.00	77.00	78.90	80.10	81.60	83.00	86.80	91.07

*Available as a 2.8 Road Racing frameset only.

2.8 SERIES TRIATHLON/TIME TRIAL GEOMETRY
R1000, R700

Size (cm.)	48	50	52	54	56	58	60	63
Seat Tube Angle (degrees)	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00
Head Tube Angle (degrees)	72.00	72.00	72.00	72.00	72.00	72.00	72.00	72.50
Effective Top Tube Length (cm.)	50.30	52.10	53.90	55.30	56.80	57.10	57.70	59.70
Actual Top Tube Length (cm.) @ degree	50.20	52.60	54.20	55.60	57.20	57.50	58.00	60.00
	+1.00°	-1.20°	-2.00°	-2.00°	-2.00°	-2.00°	-2.00°	-2.00°
Seat Tube Length to Top (cm.)	50.10	53.70	55.20	58.70	59.30	61.30	62.90	66.30
Chainstay Length (cm.)	38.00	38.00	38.00	38.00	38.00	38.00	38.00	38.00
Fork Rake (cm.)	3.50	3.50	3.50	3.50	3.50	3.50	3.30	3.30
Bottom Bracket Height (cm.)	27.30	27.30	27.30	27.30	27.30	27.30	27.30	27.30
Wheelbase (cm.)	93.10	95.30	95.40	97.80	99.40	99.90	100.40	101.90
Trail (cm.)	6.35	6.35	6.35	6.35	6.35	6.35	6.35	6.35
Ground to Top of Top Tube (cm.) [†]	72.40	75.00	76.10	78.00	80.00	81.90	83.40	86.50

[†]At midpoint of top tube.

	2.8 SERIES TRIATHLON/TIME TRIAL		C O M M U T E R		H Y B R I D	
	R1000	R700	C2000	C600	H800	H600
Frame	Cannondale 2.8 Series with Triathlon/Time Trial geometry	Cannondale 2.8 Series with Triathlon/Time Trial geometry	Cannondale hybrid, modified for 26" wheels and Headshok-CMT fork	Cannondale 3.0 Series hybrid	Cannondale 3.0 Series hybrid	Cannondale 3.0 Series hybrid
Fork	Aluminum alloy	Aluminum alloy	Headshok-CMT, elastomer suspension	TIG-welded chrome-moly	TIG-welded chrome-moly	TIG-welded chrome-moly
Rims	Not included	Sun M14A, lunar blue anodized, 32 hole	Mavic PSP230 SBP, 32 hole	Ritchey Vantage Cross Sport, silver anodized, 36 hole	Ritchey Rock 450, silver anodized, 36 hole, with eyelets	Ritchey Vantage Cross Sport, silver anodized, 36 hole
Hubs	Not included	Shimano 105	Shimano LX	Shimano STX	Shimano LX	Shimano STX
Spokes	Not included	DT Super Comp, double-butted	DT Super Comp, double-butted	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel
Tires	Not included	Continental Grand Prix, 26" x 23 c	Continental Top Touring, 26 x 1.4"	Continental Top Touring, 700 x 35 c	Continental Top Touring, 700 x 35 c	Avocet "Cross", 700 x 38 c
Pedals	Not included	Not included	Tioga Surefoot VI, all alloy, with grease port	Tioga Surefoot VI, all alloy, with grease port	Shimano PD-A525	Tioga Surefoot VI, all alloy with grease port
Crank	CODA Magic 42/56	New Shimano 105, 42/53	CODA, 22/32/44	Shimano STX Special Edition, 24/34/42	CODA, 22/32/44	Shimano STX Special Edition, 24/34/42
Chain	Shimano Dura Ace	DID Supershift	DID Supershift	DID	DID Supershift	DID
Rear Cogs	Shimano Hyperglide, 11-21, 8-spd	Shimano Hyperglide, 11-21, 8-spd	Shimano Hyperglide, 7-spd, 11-28	Shimano STX Hyperglide, 11-28, 7-spd	Shimano Hyperglide, Chromica finish, 11-28, 7-spd	Shimano STX Hyperglide, 11-28, 7-spd
Bottom Bracket	CODA Magic	New Shimano 105	Shimano, sealed bearing, cartridge	Shimano cartridge	Shimano, sealed bearing, cartridge	Shimano cartridge
Front Derailleur	Shimano Dura Ace	New Shimano 105	Shimano LX	Shimano STX	Shimano LX	Shimano STX
Rear Derailleur	Shimano Dura Ace	New Shimano 105	Shimano XT	Shimano LX	Shimano XT	Shimano LX
Shifters	Grip Shift "Pro Line", 8-spd	Grip Shift "Pro Line", 8-spd	Shimano LX Rapidfire Plus	Shimano STX Rapidfire Plus	Shimano LX Rapidfire Plus	Shimano STX Rapidfire Plus
Handlebars	Syntax C2	Profile Air Wing with Aero II clip-on	Scott AT-4	CODA Performance	CODA Performance	CODA Performance
Stem	Control Tech Ahead, TIG-welded aluminum	TIG-welded Ahead	Cannondale TIG-welded S.S. stem, upright position	TIG-welded chrome-moly	TIG-welded chrome-moly	TIG-welded chrome-moly
Headset	Dia-Compe Aheadset, S-Series	Dia Compe Ahead, sealed mechanism	Cannondale cartridge sealed bearing, anodized	Tange-Seiki ME-SII, triple sealed	Tange-Seiki, ME-SII, triple sealed	Tange-Seiki, ME-SII, triple sealed
Brakeset	Shimano Dura Ace	Shimano 105, super SLR	New CODA with CODA oversized pads and Force 40 Plus routing	Dia-Compe 986/CODA with CODA oversized pads, titanium finish	New CODA with CODA oversized pads, custom anodized finish	Dia-Compe 986/CODA with CODA oversized pads, titanium finish
Saddle	Selle Italia Flite, leather cover	Vetta TT, manganese rails, leather cover, 190 g	Vetta Lite Gel, leather cover	Vetta Lite Gel	Vetta Lite Gel, leather cover	Vetta Lite Gel
Seatpost	Syncros Pro Series titanium	Control Tech, forward position	Elastomer suspension U.S.E.	Kalloy, aluminum with titanium finish	Ritchey FD, aluminum with titanium finish	Kalloy, aluminum with titanium finish
Extras	Cannondale Featherlight bottle cages, lunar blue anodized, Vetta cork handlebar tape	Cannondale Featherlight bottle cages, lunar blue anodized, Vetta cork handlebar tape	Cannondale Featherlight bottle cages, rear rack, DT "SLIGHT" lighting system, Woodguard fenders, CODA kickstand, Incredibell	CODA kickstand, Cannondale rear rack, Esge fenders, Incredibell	CODA Slim-Cam, custom anodized	CODA Slim-Cam, custom anodized
Colors (codes)	Polished aluminum with Diamond Black metallic fork (POL)	Diamond Black metallic with Pewter vertical Hyper-Highlight (EPV)	Iceland Green metallic (GRN)	Deep Indigo (IND)	Rocket Silver metallic (SLV)	Cobalt Blue metallic (COB), Diamond Black metallic fade to Iceland Green metallic (GRE)
Sizes	48, 50, 52, 54, 56, 58, 60, 63	48, 50, 52, 54, 56, 58, 60, 63	16 (406), 18 (457), 20 (508), 22 (559)	16 (406), 18 (457), 20 (508), 22 (559)	16 (406), 18 (457), 20 (508), 22 (559)	16 (406), 18 (457), 20 (508), 22 (559)
Weight (lbs./kg.)	13.25 lbs. (6.01 kg.)	20.5 lbs. (9.30 kg.)	29.75 lbs. (13.49 kg.)	27.75 lbs. (12.59 kg.)	25.75 lbs. (11.68 kg.)	26.0 lbs. (11.79 kg.)

SUSPENSION COMMUTER

C2000

Size (in./mm.)	16 (406)	18 (457)	20 (508)	22 (559)
Seat Tube Angle (degrees)	75.00	75.00	74.00	73.00
Head Tube Angle (degrees)	71.00	71.00	71.00	71.00
Effective Top Tube Length (in./cm.)	22.10/56.13	23.10/58.67	23.50/59.69	23.80/60.45
Seat Tube Length to Top (in./cm.)	15.90/40.39	18.00/45.72	20.00/50.80	21.90/55.63
Chainstay Length (in./cm.)	17.00/43.18	17.00/43.18	17.00/43.18	17.00/43.18
Fork Rake (in./cm.)	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45
Bottom Bracket Height (in./cm.)	11.00/27.94	11.00/27.94	11.00/27.94	11.00/27.94
Wheelbase (in.)	41.30/104.90	42.40/107.69	42.90/108.96	43.40/110.24
Trail (in./cm.)	2.70/6.86	2.70/6.86	2.70/6.86	2.70/6.86
Ground to Top of Top Tube (in./cm.) ¹	26.60/67.56	30.00/76.20	31.00/78.74	31.90/81.03

¹At center.

COMMUTER/HYBRID

C600, H800, H600, H400, H300

Size (in./mm.)	16 (406)	18 (457)	20 (508)	22 (559)
Seat Tube Angle (degrees)	75.00	75.00	74.00	73.00
Head Tube Angle (degrees)	71.00	71.00	71.00	71.00
Effective Top Tube Length (in./cm.)	22.40/56.90	22.90/58.17	23.20/58.93	23.80/60.45
Seat Tube Length to Top (in./cm.)	17.90/45.47	17.90/45.47	21.50/54.61	23.50/59.69
Chainstay Length (in./cm.)	17.00/43.18	17.00/43.18	17.00/43.18	17.00/43.18
Fork Rake (in./cm.)	2.13/5.41	2.13/5.41	2.13/5.41	2.13/5.41
Bottom Bracket Height (in./cm.)	11.00/27.94	11.00/27.94	11.00/27.94	11.00/27.94
Wheelbase (in./cm.)	41.54/105.51	42.19/107.16	42.38/107.65	42.64/108.31
Trail (in./cm.)	2.53/6.43	2.53/6.43	2.53/6.43	2.53/6.43
Ground to Top of Top Tube (in./cm.) ¹	26.28/66.75	29.67/75.36	31.35/79.63	32.36/82.19

¹At midpoint of top tube.

HYBRID

TOURING

TRACK

TANDEM

H400

H300

T1000

T700

TRACK 1000

RT3000

Frame	Cannondale 3.8 Series hybrid	Cannondale 3.8 Series hybrid	Cannondale touring	Cannondale touring	Cannondale track	Cannondale road tandem
Fork	TIG-welded chrome-moly	TIG-welded chrome-moly	All chrome-moly touring	All chrome-moly touring	Tange, all chrome-moly	Tange oversize, all chrome-moly
Rims	Ritchey Vantage Cross Sport, silver anodized, 36 hole	Sun L18, silver anodized, 700 c, 36 hole	Ritchey Rock 450 CE with eyelets, 36 hole, silver anodized	Ritchey Vantage Cross Sport, silver anodized, 36 hole	Sun M17A	Chinook CRT 16 tandem, 40 hole, hard anodized, 700 c
Hubs	Shimano Alivio	Shimano Altus C50	Shimano LX	Shimano STX	SunTour Superbe Pro Track	Shimano Deore XT
Spokes	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel	DT Swiss stainless steel
Tires	Avocet "Cross", 700 x 38 c	700 x 38 c hybrid type	Continental Top Touring, 700 x 35 c	Continental Top Touring, 700 x 35 c	Panaracer Ultima Slicks, tubulars	Continental Top Touring, 700 x 35 c
Pedals	Wellgo LU-924, black resin	Wellgo LU-924, black resin	Shimano Ultegra, PD-6400, SPD	HTI aerodynamic alloy road with fully adjustable clips and straps	Not included	Not included
Crank	Shimano Alivio 24/34/42	Shimano Altus C-50, 28/38/48	CODA, 22/32/44, custom anodized rings	Shimano STX Upgrade, 24/34/42, non-riveted	Sugino SG-75.49T	Ritchey Logic Tandem, 32/42/54, 38T timing
Chain	DID	DID	DID Supershift	DID	SunTour Track	Shimano Hyperglide
Rear Cogs	Shimano Hyperglide 7-spd, 11-28	Shimano Hyperglide 6-spd, 14-28	Shimano Hyperglide, Chromica finish, 11-28, 7-spd	Shimano STX Hyperglide, 11-28, 7-spd	SunTour, 15T	Shimano Hyperglide, 13-30, 7-spd
Bottom Bracket	Shimano cartridge	Shimano cartridge	Shimano, sealed bearing, cartridge	Shimano cartridge	SunTour Superbe	Shimano Deore XT
Front Derailleur	Shimano Alivio	Shimano Alivio	Shimano LX	Shimano STX		Shimano Deore XT
Rear Derailleur	Shimano STX	Shimano Altus C50	Shimano XT	Shimano LX		Shimano Deore XT
Shifters	Shimano Alivio Rapidfire Plus	Shimano Altus C50 top mounts	Shimano Deore XT, bar end type	Shimano Deore XT, bar end type		Shimano Dura Ace, bar end type
Handlebars	High-strength steel	High-strength steel	Nitto 55 FA	Modolo, alloy, anatomic bend	Nitto track	Profile Hammer
Stem	TIG-welded chrome-moly	TIG-welded chrome-moly	Nitto Technomic	TIG-welded chrome-moly	Nitto track	Control Tech Control Stem (front), adjustable (rear)
Headset	Tange-Seiki ME-II	Tange-Seiki ME-II	Tange-Seiki Vantage	Tange-Seiki ME-SII, triple sealed	Nitto TIG-welded chrome-moly	Tange-Seiki LP-1 with allen key lock
Brakeset	Shimano Alivio	Shimano Altus C50	New CODA with CODA oversized pads	Dia-Compe 986/CODA with CODA oversized pads, titanium finish		Pedersen Self-Energizing cantilevers
Saddle	Vetta Anatomic	Vetta Anatomic	Vetta Lite Gel with full-grain leather cover	Vetta Lite Gel	Selle Italia Flite, leather cover	Vetta SL, tubular chrome-moly rails, leather cover
Seatpost	Polygon PM-201, aluminum with steel clamp	Polygon PM-201, aluminum with steel clamp	American Classic	Polygon PM-201, aluminum with steel clamp	American Classic	Kalloy SP-248
Extras	Versatile down tube shifter boss	Comfortable high density foam grips	Cannondale racks and bottle cages, Esge fenders	Cannondale rack and bottle cages	Vetta cork bar tape	CODA Slim-Cam Seatbinder
Colors (codes)	Cayman Teal metallic (CAY), Electric Red (ELR)	Diamond Black metallic fade to Gunmetal metallic (EGM), Wild Orchid metallic with Blue Pearl Hyper-Highlight (WBP)	Iceland Green metallic (GRN)	Cobalt Blue metallic with Blue Pearl Hyper-Highlight (CBP)	Polished aluminum with Diamond Black metallic fork (POL)	Hyper Viper Red (HVR)
Sizes	16 (406), 18 (457), 20 (508), 22 (559)	16 (406), 18 (457), 20 (508), 22 (559)	19 (483), 21 (533), 23 (584), 25 (635)	19 (483), 21 (533), 23 (584), 25 (635)	47, 49, 51, 53, 55, 57, 59, 62	21x19 (533x483), 23x19 (584x483), 23x21 (584x533), 25x21 (635x533), 25x23 (635x584)
Weight (lbs./kg.)	25.5 lbs. (11.57 kg.)	26.25 lbs. (11.91 kg.)	27.5 lbs. (12.47 kg.)	26.25 lbs. (11.91 kg.)	15.0 lbs. (6.80 kg.)	38.20 lbs. (17.01 kg.)

TOURING

T1000, T700

Size (in./mm.)	19 (483)	21 (533)	23 (584)	25 (635)	27 (686) ¹
Seat Tube Angle (degrees)	76.70	73.50	73.50	73.50	73.50
Head Tube Angle (degrees)	72.00	72.00	72.00	72.00	72.00
Effective Top Tube Length (in./cm.)	20.30/51.56	21.75/55.25	22.25/56.52	23.25/59.06	24.25/61.60
Seat Tube Length to Top (in./cm.)	19.10/48.51	21.60/54.86	24.00/60.96	26.00/66.04	28.00/71.12
Chainstay Length (in.)	18.00/45.72	18.00/45.72	18.00/45.72	18.00/45.72	18.00/45.72
Fork Rake (in./cm.)	2.13/5.41	2.13/5.41	2.13/5.41	2.13/5.41	2.13/5.41
Bottom Bracket Height (in./cm.)	10.50/26.67	10.50/26.67	10.50/26.67	10.50/26.67	10.50/26.67
Wheelbase (in./cm.)	41.10/104.39	41.30/104.90	41.60/105.66	42.70/108.46	44.00/111.76
Trail (in./cm.)	2.15/5.46	2.15/5.46	2.15/5.46	2.15/5.46	2.15/5.46
Ground to Top of Top Tube (in./cm.) ²	29.51/74.68	30.71/79.50	32.55/84.33	34.47/89.41	36.38/92.71

¹ Available in a frameset only.² At midpoint of top tube.

TRACK

TRACK 1000

Size (cm.)	47	49	51	53	55	57	59	62	65 ¹
Seat Tube Angle (degrees)	76.00	75.00	75.00	74.50	74.50	74.50	74.50	74.50	74.50
Head Tube Angle (degrees)	73.00	73.50	74.00	74.50	75.00	75.00	75.00	75.00	75.00
Effective Top Tube Length (cm.)	49.30	51.40	52.60	54.20	56.40	56.60	57.30	59.50	61.60
Actual Top Tube Length (cm.) @ degree	48.03	50.50	52.10	54.50	56.50	56.60	57.40	59.60	61.70
Seat Tube Length to Top (cm.)	47.90	50.50	52.60	55.90	58.20	60.10	61.60	64.60	68.60
Chainstay Length (cm.)	38.32	38.32	38.32	38.32	38.32	38.32	38.32	38.32	38.32
Fork Rake (cm.)	3.81	3.57	3.30	3.05	2.80	2.80	2.80	2.80	2.80
Bottom Bracket Height (cm.)	29.02	29.02	29.02	29.02	29.02	29.02	29.02	29.02	29.02
Wheelbase (cm.)	92.54	93.15	93.93	94.21	95.24	95.34	96.09	98.16	100.28
Trail (cm.)	6.40	6.36	6.31	6.26	6.21	6.21	6.21	6.21	6.21
Ground to Top of Top Tube (cm.) ²	74.24	75.31	76.73	78.75	80.94	82.77	84.23	87.11	90.86

¹ Available in a frameset only.² At midpoint of top tube.

TANDEM

MT3000

MT2000

Frame	Cannondale mountain tandem	Cannondale mountain tandem
Fork	Cannondale oversize Pepperoni with titanium steerer	Cannondale oversize Pepperoni with chrome-moly steerer
Rims	Mavic PSP 261 Argent, 36 hole	Sun CRT16 II, silver anodized, 36 hole
Hubs	Hugi tandem, threaded for drum brake	Shimano XT
Spokes	DT Super Comp, double-butted	DT Swiss stainless steel
Tires	Ritchey Tom Slick, 26 x 1.4", Kevlar bead	Ritchey Tom Slick, 26 x 1.4", blackwall
Pedals	Tioga Surefoot VI, all-aluminum, with grease port	Tioga Surefoot VI, all-aluminum with grease port
Crank	Ritchey Logic tandem, 28/38/48, 38T timing	Sugino, 28/38/48, 38T timing
Chain	DID Supershift	DID Supershift
Rear Cogs	Shimano XT, 11-28, 8-spd	Shimano Hyperglide, 11-28, 7-spd, Chromica finish
Bottom Bracket	Shimano, sealed bearing, cartridge	Shimano, sealed bearing, cartridge
Front Derailleur	Shimano XT	Shimano LX
Rear Derailleur	Shimano XT	Shimano LX
Shifters	Shimano XT Rapidfire Plus	Shimano LX Rapidfire Plus
Handlebars	CODA XYZ Superlight	CODA Performance (front), Profile Air Wing (rear)
Stem	Control Tech Ahead, TIG-welded aluminum (front), Control Tech Adjustable (rear)	TIG-welded chrome-moly Ahead (front), TIG-welded adjustable stoker's stem (rear)
Headset	Dia Compe Ahead, aluminum	Dia Compe Ahead, steel
Brakeset	Pedersen Self-Energizing cantilevers	Pedersen Self-Energizing cantilevers
Saddle	Vetta TT, manganese rails, leather cover, 190 g	Vetta SL (front), Lite Gel (rear)
Seatpost	Ritchey FD, aluminum with titanium finish	Kalloy SP-266, black anodized
Extras	CODA Slim-Cam,	CODA Slim-Cam
Colors (codes)	Deep indigo to Cobalt Blue metallic to Navajo Turquoise metallic triple-fade (ICN)	Diamond Black metallic fade to Cayman Teal metallic (ECT)
Sizes (in./mm.)	18x16 (457x406), 20x16 (508x406), 20x18 (508x457), 22x18 (559x457), 22x20 (559x508)	18x16 (457x406), 20x16 (508x406), 20x18 (508x457), 22x18 (559x457), 22x20 (559x508)
Weight (lbs./kg.)	35.5 lbs. (16.10 kg.)	37.9 lbs. (17.19 kg.)

CYCLOCROSS FRAMESET

CYCLOCROSS

Frame	Cannondale cyclocross
Fork	Cannondale chrome-moly cyclocross
Colors (codes)	Viper Red (VPR)
Sizes (cm.)	47, 49, 51, 53, 55, 57, 60, 63
Weight	5.2 lbs. (2.36 kg.)

CYCLOCROSS FRAMESET

Size (cm.) ¹	47	49	51	53	55	57	60	63
Seat Tube Angle (degrees)	73.00	73.00	74.00	73.70	73.10	73.00	73.00	73.00
Head Tube Angle (degrees)	71.50	72.00	72.00	72.00	72.00	72.00	72.50	72.50
Effective Top Tube Length (cm)	50.50	52.90	54.30	56.00	57.50	59.00	61.00	63.00
Seat Tube Length to Top (cm.)	45.20	48.90	52.90	55.70	57.70	59.70	62.70	65.70
Chainstay Length (cm)	43.10	43.10	43.10	43.10	43.10	43.10	43.10	43.10
Fork Rake (cm)	5.40	5.20	4.50	4.50	4.50	4.50	4.20	4.20
Bottom Bracket Height (cm)	29.20	29.20	29.20	29.20	29.20	29.20	29.20	29.20
Wheelbase (cm)	99.80	100.60	102.10	103.60	104.60	106.00	107.20	109.20
Trail (cm)	5.70	5.60	6.40	6.40	6.40	6.40	6.40	6.40
Ground to Top of Top Tube (cm) ²	74.40	76.10	78.20	80.10	81.8	83.70	86.60	89.50
Front/Center Distance (cm)	56.90	57.70	59.30	60.80	61.75	63.20	64.40	66.40

¹ Sizes run smaller to maintain sufficient stand-over clearance with a higher bottom bracket.
² At midpoint of top tube.

FRAMESETS

In addition to complete bicycles, we also offer Cannondale framesets. Contact your authorized Cannondale retailer about custom-building your own Cannondale, or upgrading your existing components to a superior frame.

ROAD TANDEM
RT3000

Size (in./mm.)	21x19 (533x483)	23x19 (584x483)	23x21 (584x533)	25x21 (635x533)	25x23 (635x584)
Front Seat Tube Angle (degrees)	75.30	74.10	74.10	72.00	72.00
Rear Seat Tube Angle (degrees)	75.30	74.10	74.10	72.00	72.00
Head Tube Angle (degrees)	73.00	73.50	73.50	73.50	73.50
Effective Front Top Tube Length (in./cm.)	21.58/54.81	22.30/56.67	22.30/56.64	23.31/59.21	23.30/59.18
Effective Rear Top Tube Length (in./cm.)	28.00/71.12	28.00/71.12	29.00/73.66	29.00/73.69	30.00/76.20
Front Seat Tube Length to Top (in./cm.)	21.20/53.85	21.70/55.12	22.70/57.66	24.00/60.96	25.00/63.50
Rear Seat Tube Length to Top (in./cm.)	18.90/48.00	18.90/48.00	21.10/53.59	21.10/53.59	23.40/59.44
Actual Front Top Tube Length (in./cm.)	21.20/53.85	21.80/55.37	22.00/55.88	22.70/57.66	23.00/58.42
Actual Rear Top Tube Length (in./cm.)	27.50/69.85	27.40/69.60	28.70/72.90	28.30/71.88	29.60/75.18
Top Tube @ degree	+4.20	+5.10	+2.50	+5.10	+2.50
Chainstay Length (in./cm.)	17.00/43.18	17.00/43.18	17.00/43.18	17.00/43.18	17.00/43.18
Fork Rake (in./cm.)	2.24/5.69	2.13/5.41	2.13/5.41	2.13/5.41	2.13/5.41
Front Bottom Bracket Height (in./cm.)	10.75/27.30	10.75/27.30	10.75/27.30	10.75/27.30	10.75/27.30
Rear Bottom Bracket Height (in./cm.)	11.00/27.94	11.00/27.94	11.00/27.94	11.00/27.94	11.00/27.94
Wheelbase (in./cm.)	68.85/174.90	68.85/174.88	69.84/177.39	69.97/177.72	70.98/180.29
Trail (in./cm.)	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45	1.75/4.45
Ground to Top of Front Top Tube (in./cm.) ¹	30.58/77.67	31.05/78.87	31.79/80.75	33.12/84.12	33.82/85.90
Ground to Top of Rear Top Tube (in./cm.) ¹	28.52/72.44	28.53/72.47	30.51/77.50	30.53/77.55	32.52/82.60

¹ At midpoint of top tube.

MOUNTAIN TANDEM
MT3000, MT2000

Size (in./mm.)	18x16 (457x406)	20x16 (508x406)	20x18 (508x457)	22x18 (559x457)	22x20 (559x508)
Front Seat Tube Angle (degrees)	75.30	74.10	74.10	72.00	72.00
Rear Seat Tube Angle (degrees)	75.30	74.10	74.10	72.00	72.00
Head Tube Angle (degrees)	73.00	73.00	73.00	73.00	73.00
Effective Front Top Tube Length (in./cm.)	22.00/55.88	22.70/57.66	22.90/58.17	23.90/60.71	23.90/60.71
Effective Rear Top Tube Length (in./cm.)	28.00/71.12	29.00/73.70	29.00/73.70	28.00/71.12	30.00/76.20
Front Seat Tube Length to Top (in./cm.)	18.70/47.50	19.80/50.29	20.50/52.07	21.70/55.12	23.10/58.67
Rear Seat Tube Length to Top (in./cm.)	16.80/42.67	16.40/41.66	18.90/48.01	18.60/47.24	20.60/52.32
Actual Front Top Tube Length (in./cm.)	21.60/54.86	22.10/56.13	22.50/57.15	23.20/58.93	23.40/59.44
Actual Rear Top Tube Length (in./cm.)	27.50/69.85	27.30/69.34	28.60/72.64	28.10/71.37	29.40/74.68
Top Tube @ degree	+4.50	+6.50	+3.50	+6.50	+4.10
Chainstay Length (in./cm.)	17.00/43.18	17.00/43.18	17.00/43.18	17.00/43.18	17.00/43.18
Fork Rake (in./cm.)	2.10/5.33	2.10/5.33	2.10/5.33	2.10/5.33	2.10/5.33
Front Bottom Bracket Height (in./cm.)	11.50/29.21	11.50/29.21	11.50/29.21	11.50/29.21	11.50/29.21
Rear Bottom Bracket Height (in./cm.)	11.75/29.85	11.75/29.85	11.75/29.85	11.75/29.85	11.75/29.85
Wheelbase (in./cm.)	69.56/176.68	69.89/177.52	71.06/180.49	71.24/180.95	72.26/183.54
Trail (in./cm.)	1.78/4.52	1.78/4.52	1.78/4.52	1.78/4.52	1.78/4.52
Ground to Top of Front Top Tube (in./cm.) ¹	29.82/75.74	30.72/78.03	31.33/79.58	32.81/83.34	33.26/84.48
Ground to Top of Rear Top Tube (in./cm.) ¹	27.93/70.94	27.94/70.97	29.77/75.62	29.92/75.97	31.38/79.71

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IMBA

Don't take land access for granted. Mountain biking is a new sport, and your actions on your next ride will influence which trails will be open for bicycle use in the years to come. Minimizing skidding, avoiding muddy areas, and being courteous to hikers and equestrians are simple things we can all do on every ride to keep the land open to bicycles. And if you're feeling ambitious, voluntary trail maintenance and packing out others' trash will benefit everyone.

The International Mountain Bicycling Association (IMBA) has established these rules for good trail riding:

- Ride on open trails only
- Leave no trace
- Control your bicycle
- Always yield the trail
- Never spook animals
- Plan ahead

Remember, good trail habits are everyone's business. For more information contact IMBA at P.O. Box 412043, Los Angeles, CA 90041. Or call IMBA at 1-818/792-8830.

A NOTE ON BICYCLE SAFETY...

You can easily reduce the risk of accident and injury while riding by taking a few simple precautions. We strongly encourage you to take these basic steps:

- Always wear a helmet when riding.
- Keep your speed under control.
- Learn and obey all traffic laws that apply to bicycling.
- Check to insure the quick release skewers on your wheels are properly closed before each ride.
- Test your brakes for proper operation before each ride.
- Make sure your bicycle is equipped with a full complement of reflectors. (Every Cannondale bicycle is shipped with those reflectors required by the Consumer Product Safety Commission. If your Cannondale bicycle does not come with reflectors, please contact your retailer or call us toll-free at 1-800-BIKE-USA. In Pennsylvania, dial 1-814-623-2626.)
- Have all repair and maintenance work performed on your bicycle by an authorized Cannondale retailer.
- We strongly recommend that you familiarize yourself with the basic operation of all the parts on your bicycle. To learn more about cycling safety and bicycle operation, check your library for bicycling books or contact your local bike shop or police department about bicycle safety classes.

SEND US YOUR PHOTOS!

We would love to consider your photographs for use in our catalog. If you have natural, unposed shots that show our products in use and capture the unique spirit of cycling, please send them to Kathy Ceconi at our Georgetown, CT address. Should we decide to use one of your shots, you will receive \$200 worth of Cannondale product at no charge. Sorry, but only 35 mm slides can be considered. Photos not selected for use will be returned.

Front cover photo: Cannondale-sponsored Pro racer Dave Harrison smiles for the camera at the Cactus Cup in Scottsdale, Arizona. Photo by Malcolm Fearon/Singletrack.

Studio photography: Frank Poole and Chris Dube.

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