The revolutionary full-suspension Super V Raven brings an organic approach to bicycle frame design. Like the human body, the Raven uses a skeleton and skin, each performing separate functions, each created from a different material, each uniquely suited to the demands of its assigned tasks.

The Raven (multiple patents pending) is almost a pound lighter than current Super V Active 100sI frame, and is built around a lightweight, vertically-arrayed aluminum spine composed of a series of investment-cast vertebrae. Two carbon fiber skins sandwich the spine, with the edges of the skins fitting precisely into corresponding channels along the vertebrae's lateral faces. The vertebrae themselves are uniform in width, but vary in thickness by location. Those subject to high loads have a thicker cross-section. Those in less highly stressed areas are thinner and lighter, just as a femur has more mass than a ribia.

The Raven's spine delivers strength to withstand loads along the frame's vertical plane and provides buoyancy, secure mounting points for the bike's headset, bottom bracket, seatpost, and swingarm. The durable, lightweight skins, bonded to the spine with epoxy resin, are incredibly adept at resisting the torsional and horizontal loads generated when you hammer on the pedals. The rigidity of the frame is perfectly complemented by the rigidity of a welded, tubular aluminum swingarm. Jump on the pedals, and the Raven leaps forward with an explosive transfer of power to the rear wheel.

With 100 mm of rear wheel travel, the Raven features the same swingarm pivot location perfected on the Super V DH Active with the help of the racers on the Volvo/Cannondale team. Unlike URT models that turn into hardtails when you stand on the pedals, the Raven has "HyperActive" response that's always on, whether the rider is standing or seated, pedaling or coasting, descending or climbing. And unlike the many bikes outfitted with multi-link swingarms, the Raven's tail won't loosen or develop excessive play with time.
The Super V Raven is built around a series of lightweight, investment-cast aluminum vertebrae that combine to form a rigid spine. This metal backbone absorbs vertical loads, and provides secure anchoring points for the seatpost, bottom bracket, swingarm and headset.

Two carbon fiber skins are bonded into corresponding channels on the Super V Raven’s aluminum spine. The skins are amazingly durable despite their light weight, and provide the Super V Raven with excellent resistance to torsional loads.
No other bike matches the Super V DH's incredible ability to fly down mountainsides. Certainly no URT (unified rear triangle) model comes close. Mounting the bottom bracket/crankset assembly to the swingarm results in a major problem: Stand on the pedals of a URT, and it effectively turns into a hardtail as your weight shifts from the saddle — where it's supported by the shock absorber — to the swingarm, where it's not. The magnitude of this problem becomes obvious when you recall that you stand on the pedals — and the URT goes inactive — exactly when you need suspension the most: when you're dicing it up in rocky, root-strewn, gnarly sections.

Instead of links or a URT approach, the Super V DH has a beefy, lightweight welded aluminum swingarm that's coupled to the main frame assembly with a super-rigid single pivot and durable sealed cartridge bearings. The pivot itself is located just above and behind the bottom bracket where it delivers an amazing six inches of rear wheel travel and full-time, "HyperActive" response while eliminating any trace of chain-pull, squat or bobbing.

The Super V DH comes spec'd for flat-out, Mammoth-style downhill riding with a Moto 120 fork (see pages 11 and 12), a 48-tooth CODA 9000DH crankset, four confidence-inspiring custom chain retention devices, and muscular front and rear disc brakes.

And don't look for any of the assorted bikes with multi-link swingarms to equal the performance of the Super V DH. Our firmly-held "links are for winners" philosophy comes from experience; Every multi-link frame we've ever ridden has inevitably developed rear-end flex as the links have loosened with use.

After winning six races in its first six weeks on the pro circuit, the Super V DH is racking up victories off the mountain as well. After first capturing VelòNews' "Technical Development of the Year" award, the Super V DH was selected from more than 2,000 entries and named a winner in I.D. Magazine's Annual Design Review, America's oldest and most prestigious design competition. It was also named the "All-Time Best Downhill Suspension Bike" by Mountain Bike Action magazine.
The Volvo/Cannondale downhill squad went an entire season without throwing a chain, courtesy of the Super V DH’s four chain retention devices.

Volvo/Cannondale Downhill Racers

Myles Rockwell
Hit speeds of 58 m.p.h., to win both the Mammoth Mountain NORBA National and the Reebok Eliminator in one incredible weekend.

Missy Giove
Wore the World Champion’s jersey in the women’s downhill through the 1995 racing season.

Kenichi Nabeshima
Was the silver medalist in the All-Japan Downhill Series.

Franck Roman
Snared his first World Cup win with his victory in Mont Ste. Anne.
Our 1997 line-up of Super V models features two different frames. The Super V Active 80 frame is featured on the Super V 900, 700, and 500. The new Super V Active 100s (found on the Super V 4000, 2000, and 1000) takes the design a step further, trimming significant weight from the frame and adding 20 mm of rear wheel travel.

For minimal weight, the Super V Active 100s features a butted downtube, more aggressive machining throughout the swingarm, and thinner walls on the chainstays and seat mast struts. The 100s’s added travel (a total of 100 mm, compared to 80 mm on the 9000) is achieved through a reconfigured shock placement and the use of a longer travel Fox Alps 5R shock.

Although the two Super V Actives differ in weight and rear wheel travel, the frames have much in common. Both models feature a cartridge bearing-equipped swingarm pivot located just above and behind the bottom bracket. Placing the pivot in this precise location virtually eliminates chain-pull, squat and bobbing, and delivers full-time, “HyperActive” response that none of the over-hyped URTs can match.

URT (unified rear triangle) models have the entire bottom bracket/crankset assembly mounted on the swingarm instead of the main frame assembly. It’s a satisfactory approach so long as the rider stays seated. As soon as the rider stands, however, their weight shifts from the main frame assembly to the swingarm and the bike effectively turns into a hardtail. This is a huge compromise, as the natural tendency is to stand on the pedals at the times when suspension is needed most.

The Super V models are also famous for the predictable, precise tracking provided by their welded aluminum swingarms. Unlike multi-link designs, the Super V’s swingarms won’t loosen with time or develop rear-end flex and sway. Instead, the super-rigid, triangulated swingarms reflect our “links are for wiener” philosophy, delivering incredible lateral stiffness and precision tracking.

The Super V and the Super V DH both use sealed cartridge bearings at the swingarm pivot. The swingarm pivot bushings used by other manufacturers cost less, but they wear with time and lead to rear-end flex that sacrifices handling and wastes pedaling energy.
The Moto’s triple-clamp design allows the use of extra long fork legs that overlap the head tube. This provides greater travel, and lets us reduce stiction by spacing the bushings in the stanchion tubes farther apart.

**volvo/cannondale cross-country racers**

Alison Sydor won back-to-back World Championships, captured a silver medal at the 1996 Summer Olympics, and took a gold medal at the Pan Am Games in Brazil.

Tinker Juarez represented the U.S. at the Summer Olympics in Atlanta, and is a two-time U.S. National Champion, Pan Am Games gold medalist, and World Championships silver medalist.

Sara Ellis finished a strong 1995 season with a top-ten overall standing in the NCRBA Points Series.

Annabella Stroppar raced for Italy at the ’96 Olympic Games, took second at the World Cup race in Les Gets, France, and placed fourth in the women’s pro cross-country at World Championships in Kirchzarten, Germany.
For a totally customized ride, you can dial-in your HeadShok Fatty 70 via five-way tuning, by adjusting the compression damping, adjusting the rebound damping, setting the Damping Dial, changing the oil viscosity, and fine-tuning the preload.

“In one fell swoop, Cannondale has eliminated the most compelling reason for floating drivetrains (URTs) to exist.”
—Mountain Bike Action Magazine
**Active 100 SL**
- Ultralight Super V Active 100 SL frame, Handmade in USA
- HeadShok DD60: "Outperforms Judy" with on-the-fly lockout
- Precision CNC-machined CODA 502 crankset, Fox Alps 5R rear shock with external rebound adjustment, CODA clipless pedals
- Optional Sachs Extreme or Shimano XT Rapidfire SL shifters
- Super V 1000 Extreme Color: Super Black with Speed Yellow swingarm, Yellow Roughcut decals (BLK), Super V 1000 Rapidfire Color, Polished aluminum with Super Black swingarm, Black and Yellow Roughcut decals (POL)

**Super V 1000**

**Active 80**
- HyperActive Super V Active 80 frame, Handmade in USA
- HeadShok DD60: "Outperforms Judy" with on-the-fly lockout
- CODA clipless pedals, CODA 300 crankset with SQS shift assist
- Lightning-quick Sachs Powergrip Plus shifters, Shimano LX V brakes and levers
- Color: Mango with Super Black swingarm, Black and Red Roughcut decals (MAN), Galaxy Red with Matte Galaxy Gold swingarm, Titanium decals (GRO)

**Super V 900**

**Turn the DD60’s two-position Damping Dial™ to the off position to "lock it and rocket" for sprints. Turn it on, and the fork’s stickless telescoping steerer will soak up everything from mild washboard to roots, ruts and rocks.**

**The Super V Active is superior to URT (Unified Rear Triangle, or "floating drivetrain") models, which move the bottom bracket and crankset from the main frame assembly to the swingarm. The key problem with URTs is that they become less responsive when a rider stands on the pedals. And since most riders stand on the pedals in rough, challenging terrain, a URT’s suspension becomes effectively "turned off" just when it’s needed most. Standing on the pedals of a URT shifts the rider’s weight from the seat, where it’s supported by the bike’s shock absorber, to the swingarm, which is not supported or sprung by the shock absorber. By effectively removing the shock absorber from "between" the rider’s weight and the rear wheel, you eliminate the benefits the shock absorber is normally able to provide.
The Super V 700i features the same component package as the Super V 700, but with a Rock Shox Indy C fork instead of the HeadShok MC60.

Our rapid prototyping process lets us turn Monday's feedback from Tinker and Myles into ridable prototypes by Tuesday. Modifications suggested by our racers get plugged into CAD/CAM computers that redirect the lasers that cut and shape individual frame tubes. The modified, self-fixturing tubes are then welded into prototype frames.

The speed and ease with which we create prototypes lets us continually improve our existing bikes, and deliver innovative new "edge-of-the-art" models with a speed that our competition can't even begin to match.
1 1/8" steerer can be retrofitted to bikes with standard diameter head tubes.

Six-way tuning: Damping Dial, preload, rebound and compression damping, oil viscosity and head angle can be adjusted.

Oversized fork legs eliminate flex for predictable handling.

Extra-long stanchion tube overlap eliminates stiction for HyperActive response.

Award-winning design: Featured on the Super V DH Active; winner of VeloNews' "Technical Development of the Year" award, ID magazine's Annual Design Review, and Mountain Bike Action's "All-Time Best" downhill suspension bike designation.

120 mm of incredibly plush travel.

CODA Moto hub eliminates uneven blade compression for laser-guided tracking precision.

On-the-fly adjustability: Five-position Damping Dial is adjustable on the fly.

Five-way tuning: Preload, compression, rebound damping, and oil viscosity are all adjustable.

88 needle bearings eliminate stiction for HyperActive response.

70 mm of travel soaks up bumps, ruts, rocks and roots.

That the HeadShok system works is inarguable, Tinker's two-in-a-row NORBA titles and Alison Syder's two consecutive world titles are testimony to that. Mountain Biking Magazine

Race-proven: Winner of six races in its first six weeks on the pro circuit.

CNC-machined fork crown provides plenty of tire clearance.

Precision tracking: Patented (#5,320,374) telescoping steerer and rigid blades eliminate problems of conventional telescoping-blade forks.

Power Pyramid fork blades are super-light and super-strong.

Race-proven: Winner of an Olympic silver medal, World and National Championships, Pan Am Games gold medals, and numerous World Cup and NORBA events.
# Mountain Forks

## Description

- **Moto 120**: Race-Proven; Six Wins in Its First Six Weeks
- **Moto 80**: The Next Generation
- **Fatty 70**: Smokes the Competition

## Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Fork Type</th>
<th>Travel (mm)</th>
<th>On-the-Fly Adjustability</th>
<th>Damping</th>
<th>Easily Adj. Preload</th>
<th>Tunability</th>
<th>Spring Element</th>
<th>Q-Lab Tested</th>
<th>Steerer Tube Diameter</th>
<th>Headset</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moto 120</td>
<td>Hydraulic</td>
<td>120</td>
<td>Five-Position Damping Dial</td>
<td>Hydraulic</td>
<td>Yes</td>
<td>Six-Way</td>
<td>Air</td>
<td>Yes</td>
<td>1 1/8” (28.57mm)</td>
<td>1 1/8” threadless</td>
<td>4.9 lbs.</td>
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<td>Moto 80</td>
<td>Hydraulic</td>
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<td>Six-Way</td>
<td>Air</td>
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<td>1 1/8” (28.57mm)</td>
<td>1 1/8” threadless</td>
<td>3.9 lbs.</td>
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<td>Fatty 70</td>
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<td>Five-Position Damping Dial</td>
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<td>Five-Way</td>
<td>Air</td>
<td>Yes</td>
<td>1.56” (39.62mm)</td>
<td>CODA/HeadShok sealed cartridge</td>
<td>3.0 lbs.</td>
</tr>
</tbody>
</table>

## Notes

- **Q-Lab tested.** Every new HeadShok fork design spends a minimum of 220 hours in our stress analysis laboratory, undergoing an impact test and two separate fatigue tests. Not every manufacturer is so committed to product testing. We've tested other popular aftermarket suspension forks, and found some that failed at less than 50% of our minimum standard.

- **In four words, the HeadShok fork works.** First, the fork is heat-treated 6061 alloy, so it's not going to flex at all — perfect for high- or low-speed handling. Second, it knows how to really take the hits. Small bumps get sucked up without so much as a hiccup.
  
  - *Mountain Biking Magazine*

- **The HeadShok's shock-in-the-head tube design means you can say adios to independent fork leg action — and that annoying brake-pad rub — found on many telescopic forks.** Another result of the design is that the steering's more precise, too, which I appreciated on dicey downhill and sinuous singletrack.
  
  - *Bicycling Magazine*
Traditionally, MBA test riders have loved the HeadShok fork. Integrating the front-suspension mechanism into the head tube offers a few advantages over telescopic (Rock Shox-type) and linkage (Girvin-type) forks.

-Mountain Bike Action
## Hybrid Fork

<table>
<thead>
<tr>
<th>Feature</th>
<th>DD25 (DD15)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>DD25 (DD15)</td>
</tr>
<tr>
<td>Travel (mm.)</td>
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<tr>
<td>On-the-FLy adjustability</td>
<td>On-Off Damping Dial</td>
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<tr>
<td>Damping</td>
<td>Hydraulic</td>
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<tr>
<td>Easily adjustable preload</td>
<td>Yes</td>
</tr>
<tr>
<td>Tunability</td>
<td>Three-Way</td>
</tr>
<tr>
<td>Spring element</td>
<td>Coil/Micro-Cellular Urethane</td>
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<tr>
<td>Q-Lab Tested</td>
<td>Yes</td>
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<tr>
<td>Steerer tube diameter</td>
<td>1.56&quot; (39.62mm)</td>
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<tr>
<td>Headset</td>
<td>Coda/HeadShok sealed cartridge</td>
</tr>
<tr>
<td>Weight</td>
<td>3.1 lbs.</td>
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## Road Fork

<table>
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<th>Feature</th>
<th>DD15</th>
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</thead>
<tbody>
<tr>
<td>Fork</td>
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</tr>
<tr>
<td>Travel (mm.)</td>
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<tr>
<td>On-the-FLy adjustability</td>
<td>On-Off Damping Dial</td>
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<tr>
<td>Damping</td>
<td>Hydraulic</td>
</tr>
<tr>
<td>Easily adjustable preload</td>
<td>Yes</td>
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<tr>
<td>Tunability</td>
<td>Three-Way</td>
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<tr>
<td>Spring element</td>
<td>Coil/Micro-Cellular Urethane</td>
</tr>
<tr>
<td>Q-Lab Tested</td>
<td>Yes</td>
</tr>
<tr>
<td>Steerer tube diameter</td>
<td>1.56&quot; (39.62mm)</td>
</tr>
<tr>
<td>Headset</td>
<td>Coda/HeadShok sealed cartridge</td>
</tr>
<tr>
<td>Weight</td>
<td>2.6 lbs.</td>
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## HeadShok

### Compatibility Chart

<table>
<thead>
<tr>
<th>Forks</th>
<th>Internals</th>
</tr>
</thead>
<tbody>
<tr>
<td>'97 Fatty 70 Fork</td>
<td>Yes, No</td>
</tr>
<tr>
<td>'97 DD60 Fork</td>
<td>Yes, No</td>
</tr>
<tr>
<td>'97 MC60 Fork</td>
<td>Yes, No</td>
</tr>
<tr>
<td>Pre-'97 Forks with 50mm Telescoping Assembly</td>
<td>Yes*, Yes**, No, Yes**</td>
</tr>
<tr>
<td>'95-'96 Silk Road</td>
<td>No, No, No, Yes, No</td>
</tr>
</tbody>
</table>

* '97 Fatty 50 not compatible with '94-'95 chrome-moly steel-bladed forks.
**Safety adapter clip (included) must be used.

## Kits

### HeadShok Upgrade Kits and Replacement Parts

<table>
<thead>
<tr>
<th>Kit #</th>
<th>Description</th>
<th>For Use With</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD110GRE</td>
<td>Spring upgrade/customization kit (light)</td>
<td>MC50, MC60, DD50, DD60</td>
</tr>
<tr>
<td>HD110BLU</td>
<td>Spring upgrade/customization kit (med.)</td>
<td>MC50, MC60, DD50, DD60</td>
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<tr>
<td>HD110RED</td>
<td>Spring upgrade/customization kit (stiff)</td>
<td>MC50, MC60, DD50, DD60</td>
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<tr>
<td>HDUPDD60/</td>
<td>DD60 upgrade kit (no spring)</td>
<td>MC50**, MC60, DD50**</td>
</tr>
<tr>
<td>HDUPF50/</td>
<td>Fatty 50 upgrade kit</td>
<td>All '97-'99 non-Moto forks*</td>
</tr>
<tr>
<td>HD101</td>
<td>Replacement Fatty Damping Dial</td>
<td>Fatty 50, Fatty 70</td>
</tr>
<tr>
<td>HD102</td>
<td>Replacement boot</td>
<td>All non-Moto forks</td>
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<tr>
<td>HD119</td>
<td>Replacement Damping Dial (non-Fatty)</td>
<td>DD15, DD25, DD50, DD60</td>
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<tr>
<td>HD123</td>
<td>Replacement Mud Cap</td>
<td>EDM, MC50, MC60</td>
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*HeadShok USA, Friendship Rd., RD#7, Bedford, PA 15522. 1-888-HEAD-SHK.  http://www.headshok.com
HeadShok Europe, Postbus 5100, Hattem 37, NL-7570 GC, Oldenzaal, Netherlands. Tel: (31) 5415-89998
HeadShok Japan, 12-7 Narayamadai 5-Cho Sakai City, Osaka, Japan 590-01 Tel: (81) 722-94-8177
HeadShok Australia, PO Box 445, Mona Vale, N.S.W. 2103, Australia, Tel: 612-9979-5851

©1996 Cannondale
Patented Production Process. Patented (#5,249,818) fixtureless production process allows easy transfer of feedback from our professional riders into frame refinements.

Butted Tubing. Butted seat, down and top tubes concentrate material at the joints for strength, and shave it away from non-critical areas for dramatic weight savings.

Wishbone Seatstays. Lightweight wishbone seatstays provide rock-solid braking performance and excellent tire clearance.

Elliptical Chainstays. Lightweight elliptical chainstays provide generous tire clearance.

Power Pyramid Downtube. The Power Pyramid downtube has a tapered wall and large diameter profile near the bottom bracket for lightweight flex resistance and an explosive transfer of pedaling energy. Near the headtube, a thicker wall provides awesome strength.

Handmade in America. Every Cannondale frame is built by hand at our Bedford, Pennsylvania factory.


CAAD3 frame: “Light as titanium”, Handmade in USA

HeadShok Fatty 70 suspension fork: “Smokes the Competition”

Light and stiff CODA 701 crankset, Team Issue Sachs Extreme shifters, Shimano XT V brakes and levers

Color: Viper Red with Yellow Roughcut decals (VFR)

caad3 mountain bikes

Designed on computers in our Connecticut R&D facility and handmade in our Pennsylvania factory, our CAAD3 mountain frame is as light as titanium frames. The key to the CAAD3’s incredibly light weight — and its incredible performance — is its unique Power Pyramid™ downtube. The Power Pyramid’s diameter increases in size and decreases in wall thickness as it nears the bottom bracket shell, where a thin-walled/large diameter tube is the optimal choice for light weight and flex-resistance. Near the head tube, where strength is paramount, the Power Pyramid tapers into a super-strong, thick-walled/smaller-diameter profile.

The CAAD3 features lightweight, butted, oversized aluminum tubing that is cut and shaped by lasers in a patented (#5,249,818) process. The frame’s large diameter tubes deliver an explosive power transfer of pedaling energy to the rear wheel; Stomp on the pedals and the CAAD3 shoots forward without the wasteful side-to-side flex other frames are susceptible to. The CAAD3 also features our patented (#5,020,819) replaceable rear derailleur hanger. An easy feature to overlook, this handy bolt-on hanger will save you the price of a new frame should you snag a branch in your rear derailleur.

16
CAD³

- Team Issue CAAD³ frame: "Light as titanium", Handmade in USA
- HeadShok DD60™: "Outperforms Judy" with on-the-fly lockout
- Precision CNC-machined CODA 502 crankset
- CODA clipless pedals
- Lightning-fast Sachs Extreme shifters
- Shimano LX Y brakes and levers
- Color: Mango with Black and Red Roughout decals (MAN)

F1000

caad frames
Cannondale advanced aluminum design

CAD³
- "Light as titanium"
- PowerPyramid™ butted and swaged downtube
- Butted tubes for strength and light weight
- Handmade in USA by the Aluminum Experts™

CAD²
- "Light as metal matrix"
- Butted tubes for strength and light weight
- Handmade in USA by the Aluminum Experts

CAD¹
- "Lighter than chrome-moly"
- Butted tubes for strength and light weight
- Handmade in USA by the Aluminum Experts
The M1000 and M900's lightweight (360 g) CODA clipless pedals feature three separate bearings for durability, an easily serviceable cartridge design, and indexed retention settings. The pedals, which have four degrees of float and excellent cornering clearance, are also available as an after-market upgrade from your local authorized Cannondale dealer.

The M900, M1000, Killer V 900 and "Beast of the East" all feature our rugged P-Bone™ fork, with a 1 1/8" chromoly steerer and beefy, oversized TIG-welded aluminum blades. The American-made P-Bone weighs just 1.85 lbs/0.84 kg, and has passed repeated fatigue and impact tests in the Q-Lab™ at our Bedford, Pennsylvania, factory.
**CAAD2 Mountain Bikes**

Our CAAD2 mountain frame is as light as metal matrix composite frames, thanks to its butted aluminum tubing. With thicker, stronger walls at the highly-stressed ends of the tubes and thinner walls in their center sections, butted tubing provides the strength of straight gauge tubes at a fraction of the weight. The CAAD2 is handmade in the U.S. from laser-cut aluminum tubes that are TIG-welded and heat-treated in a patented (US 5,249,818) process.

As with our other frames, the tubes on the CAAD2 are oversized for a more efficient transfer of pedaling power from the rider’s legs to the rear wheel. Because the CAAD2’s tubes are more resistant to twisting and bending, the pedaling energy that would be wasted flexing a lesser frame is instead transferred through the drivetrain into forward motion.

The CAAD2 frame is available on bicycles with and without our HeadShok front suspension forks (see pages 11-14). All CAAD2 models feature wishbone seatstays that further reduce flex, and our patented (US 5,020,819) replaceable rear derailleur hanger. Jam a branch in your rear derailleur, and the easily replaceable hanger will snap off before any permanent damage can occur to your frame.

**POLICE ISSUE**

Our “Police edition” F900/F900 comes custom spec’d with Police decals, super-strong 36 spoke wheels, CODA 300 saddle, and a high-rise handlebar/stem combination for a more upright, “eyes-forward” riding position. For an ominous, “don’t mess” aura during late night stake-outs, the police edition F900/F900 also comes in no-nonsense Matte Black.
Unlike other suspension forks, where telescoping blades slide through collar-like bushings, the HeadShok telescoping steerer rolls easily on 88 needle bearings for "HyperActive" small-bumps response.

An estimated 40,000 racers competed in the Bud Light/Cannondale Cup Race Series last year. The Series, which spans seven states and totals nearly 50 events, is our way of grooming future U.S. Olympians, and nurturing America's next generation of Juarezs, Furtados, Overends and Tomacs.
CAD2

- CAAD2 Mountain frame: “Light as metal matrix”, Handmade in USA
- HeadShok MC60 “Beats Indy at the races”
- Optional Rock Shox Indy C suspension fork
- New Grip Shift SRT-400 shifters with Delrin low-friction body
- Dia-Compe VC-2 brakes with Gray Matter pads

Color: Speed Yellow with Black and Silver decals (TEL), Galaxy Red with Titanium decals (GRD)

F500

CAD2

- CAAD2 Mountain frame: “Light as metal matrix”, Handmade in USA
- All chrome-moly TiG-welded fork
- Shimano STX rear derailleur
- New Grip Shift SRT-400 shifters with Delrin low-friction body
- Dia-Compe VC-2 brakes with Gray Matter pads

Color: Galaxy Red with Titanium decals (GRD), Super Black with Yellow Roughcut decals (BLK)

M500

The F500i features the same component package as the F500, but with a Rock Shox Indy C fork instead of the HeadShok MC60.

Trash the rear derailleur hanger on most mountain bikes, and you’re out an entire frame. Trash the patented (#5,020,819) replaceable rear derailleur hanger on our CAAD2 and CAAD3 frames, and you’re only out a couple bucks. Secured to the frame with two small allen screws, our replaceable hanger can be swapped out in seconds and is a simple solution to an otherwise expensive problem.
CAAD1 Mountain bikes

Our CAAD1 models provide a choice of component packages, as well as a choice of frame styles. Aggressive, fast-paced riders will go for either the suspension-equipped F300 or the performance-oriented M300SE. Both feature a low-rise stem, narrower saddle, and knobbier tires. Cyclists with a more conservative style will prefer the upright riding position provided by the M300LE's high-rise stem and the enhanced comfort of its wider, on-road/off-road tires and more generously padded saddle. For riders who prefer a “step-through” style frame, the M300LE is also available with a traditional mixte geometry.

All four models feature an all-aluminum Cannondale CAAD1 mountain frame that is handmade in our Pennsylvania factory. Each frame is crafted from lightweight, patented (#5,249,818) laser-cut tubes that are TIG-welded and heat-treated in a painstaking process we’ve perfected over more than a decade. (We’ve produced far more aluminum frames than any other manufacturer in the world.) The tubes’ large diameters transfer pedaling energy with a minimum of wasteful frame flex, while the light weight of aluminum keeps the frames substantially lighter than the chrome-moly frames typically found on other bikes in the same price range.
The International Mountain Bicycling Association (IMBA) has established the following guidelines for proper trail etiquette:

**IMBA Rules of the Trail**
1. Ride on open trails only.
2. Leave no trace.
3. Control your bicycle.
4. Always yield trail.
5. Never spook animals.

Remember, you are an ambassador for our sport every time you ride. Represent mountain biking properly by following the guidelines above. And if you’re not already a member of IMBA, join today. (As a founding member, we practice what we preach.) For more information, contact IMBA at PO Box 7578, Boulder, CO 80306.
The CODA 500 saddle on the M300LE packs a lot of features into a lightweight, 398 g package. The saddle's SPG foam provides gel-like cushioning (without gel's tendency to stay misshapen once it's deformed), and its steel rails and wide profile offer excellent support for increased comfort. A durable vinyl cover with four-way stretch provides superior contouring to the two-way stretch covers found on most saddles.

For all the latest Cannondale info, check out our web site at www.cannondale.com. The constantly evolving site features late-breaking race results, product information, interactive contests, information on the teams we sponsor, and a whole lot more.
**BEAST of the EAST**

- Radical Beast of the East™ frame, with 13” bottom bracket clearance and sloping top tube, eats technical trails for lunch
- Lightweight, beefy P-Bone aluminum fork, handmade in the USA
- CDA 300 cold-forged cranisset with SQS shift assist
- Lightweight, quick 8-speed Sachs Powergrip Plus shifters
- Shimano LX V brakes and levers
- Azonic World Force Riser handlebar

**Trials star Martyn Ashton** joined the Volvo/Cannondale Team after an impressive expert-class career that included a World Championship title and two British Championship titles. Look for Martyn at events throughout Europe and the U.S. in 1997.

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A favorite of Libor Karas and Martyn Ashton of the Volvo/Cannondale Team, the American-made “Beast of the East” is perfect for technical and trials-style riding. The Beast features an elevated bottom bracket shell for extra clearance over rocks and logs, and a sloping top tube for extra stand-over room when straddling the bike. For lightweight, the all-aluminum frame has a butted down tube, butted seat tube, and wishbone seatstays. The Beast comes spec’d with a lightweight P-Bone fork that features beefy, oversized aluminum blades and a super-strong chrome-moly steerer.

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**BEAST OF THE EAST**
KILLER V 900 HT

Many riders find that our unique, patented (#5,201,537) Killer V" frame offers real performance advantages over a conventional diamond frame. Many aggressive riders, for example, appreciate the extraordinary torsional rigidity of the Killer V's reinforced headtube/down tube area (one of the most severely stressed locations on any bike frame). Riders who do lots of technical riding go for the added crotch clearance provided by the Killer V's low top tube design.

The extra clearance also makes the Killer V a great frame for front suspension. For the utmost in performance, try the 900 HT with our HeadShok DD60 suspension fork. If you'd rather go rigid, choose the ultralight Killer V 900 with its "suspension-ready" geometry and rigid P-Bone aluminum fork.

Both Killer V models are handmade in our Pennsylvania factory from flex-resistant, large diameter aluminum tubes. The Killer V frame has a weight-saving, butted seat tube, flex-resistant wishbone seatstays, and our patented (#5,020,819) replaceable rear derailleur hanger.

Our Killer V's unconventional configuration delivers benefits that are also beyond the norm. Incredible stand-over clearance and a ruggedly reinforced headtube/down tube junction. (The Killer V's unique, patented design has also kept our lawyers busy chasing those who imitate it.)
**Dirt Camp**

Most of us learned to ride a bike at an early age, but truly mastering the skills required to successfully ride a bike off-road is more like learning to ski: instruction can really help. Dirt Camp offers the opportunity for riders of all ages and abilities to improve their mountain biking skills and increase their enjoyment of the sport. Dirt Camp’s professional instructors will show you how quickly and substantially improve your riding. Access to coaching and training techniques, nutritional know-how, and a demo program of high-end bikes and accessories are all combined in a relaxed setting with great food and lodging. Our extraordinary camp locations provide unique riding opportunities. You can even learn how to maintain your bike with the help of a professional mechanic. Dirt Camp will make you a better rider.

- Rod Kramer  
  Founder and President of Dirt Camp

1-800-711-DIRT 303-545-9516
303-545-2101 fax  http://www.dirtcamp.com/mtb

**Moab Camp**

For most riders, a pilgrimage to Moab is a fantasy. A week at Dirt Camp, riding Moab’s famous trails, borders on ecstasy. This is an immersion into the world of mountain biking — maximum fun and adventure with a strong dose of instruction. Spring or fall, Moab is the benchmark by which mountain biking is judged.

**Destination Camps**

New for 1997 are camps in more diverse locations including New England and the Southeast. These camps are designed to be easy to get to, and are just the right duration for those of you pressed for time. We can also help you plan for the whole family, with optional activities like horseback riding and whitewater rafting offered at many camp venues.

**Jr. Development Camp**

Finally, a chance for youth age 12 to 17 to learn mountain biking from the pro! Our Jr. Development Camp provides a structured environment that will help develop and refine the skills and abilities of younger riders. Four fun-filled days culminating with the option of a NORBA race on the final day.
coda components

When you're as committed as we are to producing the finest bicycles in the world you also have to push the edge of the envelope in componentry design. Our efforts on that front are embodied in the CODA line of high-performance components. From cranksets and brakesets to hubs and handlebars, every CODA product represents a legitimate improvement and a performance-enhancing alternative to the status quo.

CODA 900 Compact Crankset (CSHC)
CODA Bottom Bracket (BB) (sold separately)

Official Supplier to the Volvo/Cannondale Team. CODA is an official supplier to the Volvo/Cannondale Team, and has helped power the Team to three World Championships, two U.S. National Championship titles, two Pan Am Games’ gold medals, and numerous World Cup and NORBA Points Series victories in less than three years.
hubs, brakes & skewers

We offer a full selection of top-quality front and rear hubs, brakes, and skewers. Our CODA hubs all feature CNC-machined aluminum shells with canted flanges that reduce stress on the spokes. The all-new CODA 1000 brake system offers tenacious stopping power, easy set-up with reversible cable routing, and exceptionally stiff forged aluminum arms. Our quick-release skewer set uses a combination of materials to ensure durability and light weight.
We've spent over half a million dollars on our Q-Lab, the stress analysis laboratory that tests our products for strength and durability. Here, a CODA suspension seatpost successfully withstands over 200,000 compression cycles. (The industry standard is 50,000.)

seatposts, saddles, & bar ends

The best frame in the world won't make a difference if you're not comfortable in the cockpit. Our saddles, suspension seatpost, bar ends, handlebars, grips and stems are all designed to provide lightweight, quality performance, and to maximize the compatibility between rider and bicycle. Each of these items — and, in fact, the entire CODA collection — offers a combination of intelligent design and the finest quality materials.

Annabella Stropparo joined the Volvo/Cannondale Team in 1996, and quickly made her presence felt. Besides representing Italy in the 1996 Summer Olympics, Annabella had a strong early season highlighted by a third-place finish at the St. Wendel, Germany, World Cup race.

Photo by Kaijo/Bliss.
CAAD3 Road frame: "Light as titanium" with new Super-Smooth seat stays

Slice Components
- Radically aerodynamic carbon fiber Slice™ fork
- Mavic CX50 24-spoke aerodynamic wheelset w/Shimano Dura Ace hubs
- New 9-speed Shimano Dura Ace STI
- Continental Grand Prix foldable tires
  *Rear wheels of 56-63 cm bikes are 28 spoke
  Color: Speed Yellow with Black and Silver decals (YEL)

The Power Pyramid isn't the only unique tube on the lightweight CAAD3. For greater comfort, its shock absorption, the frame's redesigned rear triangle has slightly longer, Super-Smooth seat stays. The top tube is ovalized, with a vertical orientation and an increased strength, and the three main frame tube tubes are butted. And while it's not technically a tube, the CAAD3's patented replaceable rear derailleur hanger also bears mentioning. Lay your bike down in a crit, and it can save you the price of a new frame.
The lightweight Slice fork on the R4000 and R900 combines feather-weight, shock-damping carbon fiber blades and crown with a butted chrome-moly steerer and alloy dropouts. Through the careful orientation of the carbon fibers during its production, the fork delivers an amazing combination of vertical compliance for shock absorption and side-to-side rigidity for precise, flex-free steering.

If you question the value of road suspension, consider what the editors at Winning magazine had to say about the Silk Road: "Increased comfort notwithstanding, it was the Silk Road's handling that really won us over to the road suspension concept. To be blunt, the SR900 corners like it is glued to the road. All of the tiny deflections and bounces of the front wheel that negatively affect handling on a conventional bike seem to melt away."

- CAAD3 Road frame: "Light as titanium" w/Super-Smooth rear stays
- Silky-smooth HeadShock DD15™ suspension fork w/ on-the-fly lockout
- Mavic CX30 24-spoke aerodynamic wheelset
- Shimano Ultegra STI group
- Continental Grand Prix foldable tires
- Color: Galaxy Sky with Silver decals (GSK), Super Black with Black and Yellow decals (BLK)
**CAD3**
- CAAD3 Road frame: “Light as titanium” with Super-Smooth seat stays
- Lightweight, shock-damping Advanced Carbon fork
- Mavic CX14 24-spoke aerodynamic wheelset
- 8-speed Shimano 105 STI Triple group
- Continental Grand Prix foldable tires
- Rear wheels of 56-63 cm bikes are 28 spoke
- Color: Galaxy Blue with Silver decals (GBL)

**Slice Composite**
- Radically aero carbon fiber Slice™ fork
- Mavic CX14 24-spoke aerodynamic wheelset
- Shimano Ultegra 8-speed STI group
- Continental Grand Prix foldable tires
- Rear wheels of 56-63 cm bikes are 28 spoke
- Color: Galaxy Red with Titanium decals (GRD)

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Laura Charameda and her Cannondale CAAD3 road frame are a tough combination to beat. Over the course of the 1995 racing season, Charameda and her Cannondale amassed an incredible 31 victories, including the U.S. National Criterium Championship.

From seat bags to suspension systems, we've been awarded more than 35 patents through the years. We're proud of what our collection of patents implies: That our efforts to bring innovation to cycling have been successful, and that Cannondale products offer performance-enhancing features that our competitors can't possibly (or at least, legally) match.
**CAAD®3 Road frame:** “Light as titanium” with Super-Smooth seat stays
- Lightweight, shock-damping
- Advanced Carbon fork
- Mavic CX14 24-spoke aerodynamic wheels
- Shimano 105 STI group
- Continental Grand Prix foldable tires
- Rear wheels of 56-63 cm bikes are 28 spoke

*Color: Viper Red fade to Speed Yellow with Yellow and Red Rough-cut decals (VVR), Lightning White with Silver and Black decals (WHL)*

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**CAAD®3**
- New CAAD®3 Road frame: “Light as titanium” with Super-Smooth seat stays
- Lightweight, shock-damping
- Advanced Carbon fork
- Shimano RX100 STI 8-speed shifters
- Continental Super Sport 100 tires

*Color: Galaxy Red with Titanium decals (GRD), Speed Yellow with Black and Silver decals (YEL)*

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The stresses a bike frame experiences are concentrated at the joints where the frame tubes meet. The butted tubes on our CAAD®3 frames have thicker walls at the joint — concentrating material where it’s needed for strength — and thinner, weight-saving walls toward the middle.

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A powerhouse on the California racing scene, the Cannondale-sponsored Chevrolet-L.A. Sheriff Masters Team captured four medals at the 1996 National Championships and a gold medal at the 1996 California State Championships.
COMPACT

- CAAD2 Compact™ Road frame: “Light as metal matrix”
- Advanced Carbon fork
- Shimano RX100 STI with enhanced gear range
- Continental Grand Prix foldable tires
- Mavic CX12 650c aerodynamic rims with Shimano 105 hubs

Color: Speed Yellow with Black and Silver decals (YEL), Galaxy Red with Titanium decals (GRD)

R 600C

CANNONDALE

- CAAD3 Road frame: “Light as titanium” with Super-Smooth seat stays
- Silky-smooth HeadShok DD15 suspension fork with on-the-fly lockout
- Mavic CX10 aluminum rims
- Shimano RSX Triple STI group
- Continental Super Sport 100 tires

Color: Speed Yellow with Black and Silver decals (YEL), Super Black with Titanium decals (BLK)

SR 500

“Every rider raved about the proportions of the Cannondale Compact bike. One rider, with tears in his eyes, said, ‘This is the first bike I’ve ever ridden where I don’t feel totally stretched out.’ Amazingly and embarrassingly, two of the test riders own custom-built frames (designed for their diminutive size) and both preferred the off-the-shelf Cannondale!”

-Road Bike Action Magazine

Every Cannondale frame is hand-made in the U.S., and features hand-finished welds. Beyond their aesthetic advantage, finished welds eliminate the stress risers caused by the “puddle” welds typically found on heavier, foreign-made frames made of 7000 series aluminum.
**CAAD3 Road frame:** Light as titanium with Super-Smooth seat stays
- Lightweight aluminum fork
- Mavic CXP 10 aerodynamic rims
- Shimano RSX STI 7-speed group
- Continental Super Sport 100 tires

**Color:** Galaxy Blue with Silver decals (GBL)

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**CAAD3 Road frame:** Light as titanium with Super-Smooth seat stays
- Lightweight aluminum fork
- Mavic CXP 10 aerodynamic rims
- 7-speed Shimano RSX Triple STI group
- Continental Super Sport 100 tires

**Color:** Galaxy Sky with Silver decals (GSK), Bordeaux with Silver decals (BDX)

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**The Power Pyramid** downtube on our CAAD3 frames has a large diameter profile at the bottom bracket that minimizes frame flex for explosive power transfer from your legs to the rear wheel. For extra strength, the upper length of the super-light, super-stiff downtube tapers to a smaller diameter, thicker-walled profile.

**The triple-cranksets** on the R500T and R800T make them excellent bikes for those living in mountainous areas, or for those who simply appreciate the comforting presence of a post-bonk bail-out gear.
CAAD2 Road bikes

The superior performance and comfort of the R300 and R200 starts with the aluminum tubing that goes into their lightweight American-made CAAD2 frames. For maximum strength with minimal weight, the frame's seat tube is butted, with a thicker, stronger wall at the seat post clamp (where stress is greatest) and a thinner, lighter wall throughout the rest of its length. The CAAD2's tubing is oversized, using efficient, larger diameters to ensure that pedaling energy gets channeled into forward motion, and not into flexing the frame. For added comfort, the CAAD2 features plush, Super-Smooth seat stays that are slightly longer to help absorb shock.

Like every Cannondale frame, the CAAD2 is handmade in the U.S. through a patented (#5,249,618) process. The frame is first designed on high-tech computers, then its tubes are cut and shaped using computer-guided lasers. Finally, the frame is hand-welded, hand-finished and heat-treated for maximum strength. The finished CAAD2 frame is as light or lighter than the best metal matrix or chrome-moly frames. Available with a choice of two performance-oriented component packages, the CAAD2 comes equipped with our patented replaceable rear derailleur hanger and a lightweight chrome-moly fork.
Despite the inflated claims made by some manufacturers, frames made from 7000 series aluminum tend to be heavier and offer less value than Cannondale’s 6061-T6 aluminum frames.

Other manufacturers use 7000 series aluminum because — using thicker, heavier tubes — it can be welded without requiring subsequent heat-treating, an incredibly difficult process to master. Manufacturers can skirt the whole heat-treating dilemma with 7000 series aluminum, but they do so at the expense of the frame’s weight and performance.
multisport

We produce a total of three multisport models. For those who prefer a more traditional road geometry with 700c wheels, we offer our Multisport 4000. ITU World Champion Simon Lessing’s weapon of choice, the 4000 has our lightweight CAAD3 road frame (see page 34) and a component package selected for flat-out, straight-ahead hammering. What really separates the 4000 from the pack, however, is the improved handling and vibration-damping comfort provided by its HeadShok DD15 suspension fork (described in detail on page 14).

Both the 800 and 5000 are built around our full-blown Multisport frame. Developed in cooperation with (and ridden by) Scott Tinley, the frame features a multisport-specific geometry and aerodynamic 650c wheels. For confident handling with aero bars, the lightweight Multisport frame is designed with a relatively slack 72-degree head angle. A 75-degree seat angle provides an ergonomic “saddle-forward” riding position, and short, 38 cm chainstays are less subject to flex for more efficient power transfer to the rear wheel.
**Scott Tinley's Famous Jet Fuel**

- 6 oz Appalachian spring water, ionized if possible
- 2 oz soda, de-fizzed
- 3 large tablespoons CYTOMAX (apple flavor only)
- 2 pinches salt
- 1/2 teaspoon fructose
- 1 ground up aspirin
- 1 ground up No-Doz tablet
- 1 tablespoon non-dairy creamer
- 1 tablespoon Milk of Magnesia
- Just a hint of Jack Daniel's whiskey (optional, and not specifically recommended)

“Combine the first three ingredients. Slowly add the salt, fructose, aspirin, and No-Doz. Finish by slowly adding the last three ingredients, pursuant to stomach lining, personal taste, tolerance and past religious experiences.”

—Scott Tinley
high-performance gear

Our collection of high-performance cycling apparel represents the convergence of three elements: The insights and input contributed by our professional athletes, the latest in technical fabrics, and our twenty-plus years of apparel design and manufacturing experience. Each item in our high-performance collection delivers the utmost in performance, quality and comfort. Made in USA.

Bud Light/Cannondale
Cup Jersey (M662/BUD)

Dirt Camp Jersey
(M662/DTC)

Saeco Jersey

Cannondale is proud to join Saeco, an Italian manufacturer of fine espresso makers, as the official bike and clothing sponsor of the Team Saeco professional road racing team. Look for Team Saeco riders, including Team captain Marco Cipollini, aboard Cannondales at the Tour de France, Giro d'Italia, Paris-Roubaix, and other major European races (as well as the Tour du Pont) throughout 1997.
1. Collars are tapered in front to prevent under-the-chin chafing.

2. Before they’re sewn to the jersey’s torso, sleeves are rotated forward to naturally “reach” toward the handlebars.

3. Front zippers help control ventilation for cool comfort.

4. BiPolar fabric (one of several technical fabrics used for jerseys) has an attractive matte finish, excellent moisture-wicking properties, and an odor-fighting antibacterial finish.

5. Generous elastic-closure rear pockets store food, spares or extra water bottles.

6. Trim, aerodynamic cut is longer in back for a generous overlap with cycling shorts.

7. Angled waistline is higher in back for full coverage and lower in front to avoid bunching.

8. The latest technical fabrics — from matte-finish Lycra and PCL to Intera Supplex and Fieldsensor — provide form-fitting aerodynamics, moisture-management, and comfort.

9. Gender-specific styling: Men’s shorts are narrower in the hips, have a lower rise, and a proportionally shorter leg length than women’s shorts.

10. Shorts offer an array of innovative synthetic chamois liners, ranging from a patented (#4,961,233) pre-formed, seamless liner that prevents chafing, to an antibacterial synthetic chamois that reduces odors and the risk of infections.

11. Four, six or eight panel construction ensures a comfortably contoured, aerodynamic fit.

12. Comfortable Soft grip gripper elastic thigh bands prevent shorts from sliding up at the legs and bunching in the groin.
C-Soles Men's Mountain all-leather Shoe (MC600/GRY)

1. Hook-and-loop closure strap prevents laces from snagging on brush or drivetrain.
2. Uppers constructed of durable nubuck leather.
3. Beefy rubber out-sole with rigid injected plastic mid-sole for a solid, efficient pedaling platform.
4. Versatile compatibility with clipless pedal cleats.
5. Comfortable padded tongue and ankle collar.
6. Removable EVA inter-sole.
7. Rugged rubber reinforcement in high-wear areas.
8. Reflective finger loop makes pulling shoes on easy.
9. Mid-depth tread provides traction, but won't hang up on toe clip-equipped platform pedals.
10. Reinforced with heavy-gauge thread in key stress areas.
(right) Hangin' at the Volvo/Cannondale team truck, Missy models the Sport Top, C-Style Jams and Innershorts (F700/EBO, M733/GRA, and F719/EBO respectively), while Tinker sports the Baggy Binds Jersey (M755/SEA) and the Mudslide Short (M754/SEA).

(left) Ad man Perry Quian captured in a post-ride C-coelled chill.

Photos by Brooks Freeth/LITDA

C-Style clothing

When attitude matters more than aerodynamics, think C-Style. Our C-Style apparel is fully functional riding apparel, with a decidedly low geek factor off the bike. Many C-Style duds boast natural fabrics and a casual, comfortable, oversized cut. For you hardcore types, we've also included items that lean a bit more toward flat-out, big-ring performance. Made in USA.

Streaker Jersey (M752/SIR)
Mudslide Short (M754/EBO)
Dura-Sox (CS42/EBO)
c-style clothing

Shop Shirt (M767/BLU)

Baggy Blends Jersey (M765/BLU)

Double Duty™ Short (M731/ANK)
Having the right accessory on hand can mean the difference between a great ride and a miserable hike-a-bike. We make a full range of top-quality accessories, from seat bags and folding tools to waterbottles, duffels, lumbarpacks and pumps. Each Cannondale accessory combines the finest materials and intelligent design with top-quality manufacturing.

**Large Mouth Seat Bag with Post Clip and Straps (BBC790)**

1. Durable, waterproof 500 denier nylon “basket-weave” Cordura.
2. Five-stitch per-inch construction; fewer stitches create a weak seam and more stitches weaken the fabric with needle holes.
3. Cotton-wrapped poly-core thread swells when wet to help prevent rain penetration at needle holes.
4. Cord pulls on zipper tabs ensure easy operation, even when wearing bulky winter cycling gloves.
5. Self-repairing, nylon coil YKK zippers: No other zipper matches YKK’s durability or quality.
6. Patented (#5,127,563) award-winning Seat Cleat seat bag mounting system. Equally innovative systems secure panniers and handlebar bags to your bicycle.
7. Bar tacking at high-stress points helps bags withstand heavy loads.
8. Most Cannondale bags feature patented (#4,271,996) internal liners that hold the bags’ shape and spread the weight of contents to reduce stress at the seams.
9. Large openings permit easy access to gear.
10. From the LampPost LED light-mounting plate to the PumpHouse mini-pump storage sheath, Cannondale bags are loaded with insightful, cycling-specific features.
11. Made in the USA since 1971.
t-shirts & lids

A good t-shirt is a simple joy. The pleasures found in a proper hat are similarly satisfying. No other pieces of apparel (with the possible exception of jeans) prompt such curious emotional attachments. Our t-shirts are constructed of beefy, 100% cotton and come emblazoned with an array of tasty graphics. The hats are decorated as well, singing the praises of everything from the Bud Light/Cannondale Cup Race Series to the Volvo/Cannondale Team. Made in USA.
women's clothing

To really get the most out of cycling apparel, it has to be gender-specific. Our women's cycling apparel is meticulously sculpted for a tailored fit. Jerseys are roomier at the chest and narrower at the waist, while shorts are cut wider at the hips and have a longer rise (the distance between the waistband and chamois liner). For maximum comfort and performance, our women's garments also feature the finest technical fabrics and top-quality. "Made in USA", manufacturing.
Kid's Jersey (K601/SPC)
Kid's 4-Pan nal Short (K602/EB0)
Kid's Gloves (BGK75/EB0)

Sport Top (F700/INN)

Kid's clothing & trailers

If baby-sitting chores are cutting into your riding time, our child-carrying trailers will literally put your problems behind you. Cannondale began offering the world's first bike trailer 26 years ago, and we've been making them ever since. Choose between the Bugger with its rigid polyethylene shell, or the easily stored, foldable Caboose. And to get your passengers in the mood for cycling adventures, we offer a collection of fully functional, down-sized cycling garments for kids. Made in USA.

Caboose™ Bicycle Trailer (SST201)

Nicole Charpentier and Tyler DeWalt enjoying the in-tight meal.
Photo by Brooks Freehill/TPA
silk path

Our three Silk Path™ bikes combine our lightweight CAAD2 aluminum hybrid frame with the patented, shock-absorbing HeadShok DD25 suspension fork. The result: “The Mercedes of hybrids” according to Consumers Digest magazine: the plushest, most comfortable hybrid-style bicycles available anywhere. The American-made CAAD2 frame is constructed of lightweight, butted aluminum tubing that concentrates aluminum in high-stress areas, and shaves material — and weight — away from non-essential locations. The CAAD2 frame’s geometry, along with the components spec’d on each model, emphasize performance, comfort, and ease of use.

Critical to the Silk Path’s performance and comfort is the HeadShok DD25 fork. The DD25 provides 25 mm of shock absorbing travel controlled by hydraulic damping, a microcellular urethane (MCU) spring, and a metal coil spring, all housed in an easily serviceable cartridge design. An on-the-fly lock-out switch allows the rider to temporarily deactivate the DD25 for efficient climbing, and a CODA 900S suspension seatpost (standard equipment on Silk Path 900 and 700) assists the fork with shock absorption duties for an incredibly comfortable ride.
**SILK PATH 700**

- CAAD2 frame: "Light as metal matrix", Handmade in USA
- Plush HeadShok DD25 fork: "Cruising without a bruising"
- CODA 900S suspension seatpost
- Cold-forged CODA 200 crank with separately replaceable chainrings
- Shimano STX RC 8-speed rear derailleur
- Lightning-quick 8-speed Sachs Powergrip Plus shifters
- New Shimano super-efficient Alivio brakes
- Color: Galaxy Red with Titanium decals (GRD), Galaxy Gold with Black and Red decals (GLD)

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**SILK PATH 500**

- CAAD2 frame: "Light as metal matrix", Handmade in USA
- Plush HeadShok DD25 fork: "Cruising without a bruising"
- Shimano Nexus 7-speed drivetrain and internal rear braking system
- CODA 500 saddle with SPG foam and 4-way stretch cover
- Color: Super Black with Titanium decals (BLK), Galaxy Blue with Silver decals (GBL)

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*Take a cruising without the bruising.* The HeadShok DD25 suspension fork, featured on every Silk Path model, boosts comfort and control with “Hyper-Active” response that soaks up bumps and vibration. The DD25 has hydraulic damping and a combination micro-cellular urethane/metal coil spring that adjusts easily to support the rider’s weight. A stem-mounted, “on-off” Damping Dial deactivates the suspension to eliminate pogoing for efficient climbing.

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*Every new HeadShok fork design spends a minimum of 220 hours in our Q-Lab stress analysis laboratory, undergoing an impact test and two separate fatigue tests. Not every manufacturer is so committed to product testing. We’ve tested other popular after-market suspension forks, and found some that failed at less than 50% of our minimum standard.*
hybrids

Our hybrid models are perfect for around-town cruising, fast-paced cross-training, and fun, low-impact aerobic workouts. Each hybrid features a low center of gravity for stable, confidence-inspiring handling, a comfortable, upright riding position, and convenient handlebar-mounted shifters for steady control when changing gears. A versatile triple-crank drivetrain gets each model up to speed efficiently, and is perfectly complemented by sure-stopping cantilever brakes.

Our hybrid models feature one of three lightweight aluminum frames. The H700 and H500 both boast our CAAD2 hybrid frame which uses lightweight butted tubing (the tube walls are thicker at the ends for maximum strength in crucial areas, and thinner elsewhere to minimize weight). The H300's CAAD1 frame features TIG-welded straight-gauge aluminum tubing, while the H500 Mixte incorporates similar tubing in a classic "step-through" geometry. All three frames are handmade in our Pennsylvania factory in a patented process, and come fully detailed with threaded mounts for waterbottle cages and eyelets for front and rear carrier racks.

H700

- CAAD2 Hybrid frame: "Light as metal matrix", Handmade in USA
- Plush CODA 900S suspension seatpost
- Shimano STX RC 8-speed rear derailleur
- Cold-forged CODA 200 crank with separately replaceable chainring
- Lightning-quick 8-speed Sachs POWergrip Plus shifters
- New super-efficient Shimano Alivio brakes

Color: Bordeaux with Silver decals (BXX), Galaxy Sky with Silver decals (GSK)

H500

- CAAD2 Hybrid frame: "Light as metal matrix", Handmade in USA
- All chrome-moly TIG-welded fork
- Shimano STX rear derailleur
- New Grip Shift SRT-400 shifters with Deorin low-friction body
- Dia-Compe VC-2 brakes with Gray Matter pads

Color: Galaxy Red with Titanium decals (GRD), Matte Charcoal with Silver decals (MCH)
CAAD1 Hybrid frame: “Lighter than chrome-moly”

- Factory-tested, TIG-welded fork with chrome-moly steerer
- New Grip Shift MX1.170 shifter
- Dia-Compe VC-2 brakes w/Gray Matter pads
- Plush Coda 500 saddle w/SPG foam and 4-way stretch cover
- Shimano quick-release hubs, Sun AT-1B aluminum rims

Color: Matte Galaxy Blue with Silver decals (MGB), Super Black with Titanium decals (BLK)

H300

CAAD1 Hybrid frame: “Lighter than chrome-moly”

- Factory-tested, TIG-welded fork with chrome-moly steerer
- New Grip Shift MX1.170 shifter
- Dia-Compe VC-2 brakes w/Gray Matter pads
- Plush Coda 500W saddle w/SPG foam and 4-way stretch cover
- Shimano quick-release hubs, Sun AT-1B aluminum rims

Color: Bordeaux with Silver decals (BEX)

H300 MIXTE

If you’re on the net, we invite you to join our CHAIN Gang (Cannondale Heads Around the InterNet), a loose federation of on-line friends of Cannondale. Gang members are eligible to win hot Cannondale products, and are automatically entered into our e-mail mailing list for the latest updates on new products, race results, and special announcements months before they appear in cycling magazines. Gang membership is free of charge and open to all. Visit our web site at www.cannondale.com for more info.

Computer-guided lasers at our Bedford, Pennsylvania, factory cut and miter frame tubes to incredibly tight tolerances. This precision-cutting ensures smooth, even miters that improve the contact area between tubes for strong, uniform welds. (Patent #5,249,818.)
tandems

Nowhere are the benefits of large-diameter aluminum tubing showcased more dramatically than on our tandem frames. Conventional chrome-moly tandem frames are notorious for being heavy and inefficient, courtesy of the extra long tubes used in their construction. Our aluminum frames also use long tubes — some with incredibly large diameters — but aluminum’s low density still results in frames up to 25% lighter than their chrome-moly counterparts. These massive tube diameters, meanwhile, add the flex-resistance needed for efficient power transfer to the rear wheel.

We make our tandem frames in two styles. Our three 26-inch wheel "Los Dos" models have the versatility to handle both on-road and off-road duties with equal aplomb, while our 700c-equipped RT2000 is perfectly suited for everything from fast-paced sport riding to loaded touring. All of our tandem models feature CODA adjustable stoker’s stems and our patented wedge-anchored eccentric. Our MT3000 and MT1000 models are also spec’d with the plush Coda 900s suspension seatpost, with the top-of-the-line MT3000 boasting the added control and comfort provided by a HeadShok Moto 80T suspension fork and powerful disc brake.

MT3000

MT1000
The Los Dos tandems
are versatile animals, great on the road and off. Although they come spec’d with slick tires, the Los Dos tandems have plenty of clearance for knobbies.

**Los Dos**
- Lightweight, stiff and versatile
- Cannondale Los Dos tandem frame
- Shimano XT hubs with Sun Rhino Lite rims
- CDA adjustable stoker stem
- Sachs Powershift Plus 9-speed shifters
- Shimano STX RC rear derailleur
- Color: Tangerine with Titanium decals (OGP), Super Black with Yellow Roughcut decals (BLK)

**MT900**

**Cannondale 700c Road Tandem frame**
- Stiff, efficient and lightweight
- Beefy, 100% chrome-moly TIG-welded fork
- CDA 900 rear and new 901 front hubs
- Sugino Fuse tandem crankset with aluminum chainrings
- Shimano Dura Ace bar end shifters and XT rear derailleur
- Color: Galaxy Blue with Titanium decals (GBL)

**RT2000**

Every Cannondale tandem comes with our wedge-anchored eccentric.

This trick, patented (#4,806,147) feature permits easy adjustment of the timing chain without requiring a strength-reducing slot in the bottom bracket shell.
touring bikes

Our CAAD2 touring models take a classic touring geometry and update it with the unbeatable efficiency of laser-cut, large diameter aluminum tubes. The geometry features a long wheelbase, low center of gravity and relaxed steering for steady, stable handling and all-day comfort in the saddle. The large diameter aluminum tubes are both lightweight and adamantly flex-resistant. Even when the bike is loaded with panniers, every ounce of pedaling energy goes into driving you forward and not into flexing the frame. The CAAD2 frame is handmade in the U.S., and features the helpful extras that distinguish a true long-distance machine, from a trio of bottle cage mounts to threaded eyelets for front and rear racks.

The slightly longer chainstays on our Sport Touring models combine with a slightly lower bottom bracket height and relaxed frame angles to deliver a stable, predictable ride that's perfect for fully-loaded touring or long-distance recreational rides.

Color: Super Black with Titanium decals (BLK)
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<td>29.9 lbs/13.4 kg</td>
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**Authorized European Distributors:**

- **EUROPE (EC):** Cannondale BV, Postbus 5100, Hanzeplein 27, 7570 GC Oldenzaal, Netherlands, tel. (31) 541 580 398, fax (31) 541 014 249
- **CROATIA:** Spectral D.O.O., Gajdove 20, 10000 Zagreb, tel. (385) 1 453 309, fax (385) 1 456 098
- **CZECH REPUBLIC:** Vokolek Import, Reterova 36, 19000 Prague 10, tel./fax (42) 2 692 3399
- **GREECE:** Cannondale Hellas, 334 Trianon Street, Egaleo, Athens, tel. (30) 0 22 12 779, fax (30) 0 21 83 261
- **ESTONIA/LITHUANIA:** Ratapood, Rummu tee 3, EE1019 Tallinn, Tallinn, tel. (372) 2 229418, fax (372) 2 237132
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* Killer V Style Frame

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**POLAND:** S.C. Poland, 30-135 Warszawa, ul. Targowa 52, tel. 022 732 05 21, fax: 022 732 05 22

**PORTUGAL:** Brasilia, Avenida Nacional de Bicicletas, Lda., Avenida Humberto Delgado, 43, Cascais, 2535-238 Cascais, tel. 00351 21 234 567, fax: 00351 21 234 567

**SLOVENIA:** Sport Trade, Sport Trade, 2000, Novo Brdo in Slovenia, 61000 Ljubljana, tel. 00386 31 313 313, fax: 00386 31 313 313

**TURKEY:** Veselkut, Bagdat Cad Rezervi Sk. No. 1, 06103 Kızılçiftlik, İstanbul, tel. 0090 216 337 3745, fax: 0090 216 337 3745

**HUNGARY:** Caii Csongrád, Europe for information, 0036 1 314 9998.
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<th>KILLER V HT 900</th>
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Authorized International Distributors
Note: Authorized International Distributor list subject to change without notice.

ARGENTINA: Sportcenter A.S., Montevideo 24, Piso 10, 1058 Buenos Aires, Argentina, 541 313 8513
AUSTRALIA: Cannondale Australia, PO Box 445, 2103, Australia, 612 9979 5851
BOLIVIA: Viall Impex & Export, Montevideo 24, Piso 10, 1058 Buenos Aires, Argentina, 541 313 8513
BRASIL: OMA Amazi in Minas, Rua Braganca Paulista 1240, Vi, Ouro Preto, 12877 001, SPF, Brazil, 551 1245 9911
CHILE: Cycles Aguirre, Av. Las Condes, 12270
CHINA: Cycles Aguirre, Av. Las Condes, 12270

CANNONDALE: Rock Shox Quadra 5, black
DIA-COMPE: VC-2 w/Grey
DT SWISS: Stainless steel, 15 ga
EDIF: SALVATION 1ER PILOTE, CASILLA 561, SANTO CRUZO, 591 334 7145
Mavic: COSCO, TIB finish w/US Control, 24 hole
SHIMANO: Dura Ace, 24 hole (28 hole rear on 56 63 cm bikes)
TANGE: SEIKI, 26 x 2.1" (26 x 2.0"
VROOM: Hyperglide, 7-speed, 11-20
WHEELSkins: Stainless steel, 15 ga
WHEELSkins: Stainless steel, 15 ga
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*Killer V Style frame*
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<th>CAAD2 Silk Path</th>
<th>CAAD2 Silk Path</th>
<th>CAAD2 Silk Path Hybrid</th>
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<td>CAAD2 Silk Path</td>
<td>CAAD2 Silk Path Hybrid</td>
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<td>Rigida SP960, silver anodized</td>
<td>Wheels: Maxi Cosmic Pro, 32 holes</td>
<td>Maxi C12, silver anodized, 32 holes</td>
<td>Sun M14A, silver anodized, 28 holes</td>
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<td>Shimano R3K</td>
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<td>Continental Grand Prix foldable, 700 x 23c</td>
<td>Continental Grand Prix foldable, 650 x 23c</td>
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<td>Continental Grand Prix foldable, 650 x 23c</td>
<td>Avocet Cross, 700 x 23c</td>
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<td>Avocet Cross, 700 x 23c</td>
<td>Avocet Cross, 700 x 23c</td>
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Authorized International Distributors Note: Authorized International Distributor list subject to change without notice.
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*Killer V Style frame*
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<td>Sun AT-1R, silver anodized, 36 hole</td>
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<td>Shimano Acera X, silver finish, 36 hole</td>
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<td>Avanti Cx, 700 x 23C</td>
<td>IRC Grip, 700 x 23C</td>
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<td>Shimano FD-553</td>
<td>Shimano Allia</td>
</tr>
<tr>
<td>SHIFTERS</td>
<td>Shimano SL-PS54, 9-sh</td>
<td>Shimano RSX STI</td>
<td>Shimano DXS, down tube type</td>
</tr>
<tr>
<td>HANDLEBARS</td>
<td>CODA 750mm prof. cork tape</td>
<td>CODA 750mm prof. cork tape</td>
<td>CODA 750mm prof. cork tape</td>
</tr>
<tr>
<td>STEM</td>
<td>TIG-welded cmo</td>
<td>TIG-welded cmo</td>
<td>TIG-welded cmo</td>
</tr>
<tr>
<td>HEADSET</td>
<td>Tange-Sekir SC-1</td>
<td>Tange-Sekir SC-1</td>
<td>Tange-Sekir SC-1</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>CODA 700T, satin silver, Dia-Compe DXS-217, levers</td>
<td>CODA 700T, satin silver, Dia-Compe DXS-217, levers</td>
<td>CODA 700T, satin silver, Dia-Compe DXS-217, levers</td>
</tr>
<tr>
<td>SADDLE</td>
<td>CODA 1000, white or black</td>
<td>CODA 1000, white or black</td>
<td>CODA 1000, white or black</td>
</tr>
<tr>
<td>SEATPOST</td>
<td>Kalle SP-248</td>
<td>Kalle SP-2639</td>
<td>Kalle SP-2639</td>
</tr>
<tr>
<td>COLORED COVERS</td>
<td>Super Black (BLM)</td>
<td>Galaxy Blue (UBL)</td>
<td>Galaxy Red (GRL)</td>
</tr>
<tr>
<td>Sizes</td>
<td>19, 21, 23.75&quot;</td>
<td>19, 21, 23.75&quot;</td>
<td>19, 21, 23.75&quot;</td>
</tr>
<tr>
<td>WEIGHT (lbs/kg)</td>
<td>25.3 lbs/11.5 kg</td>
<td>25.6 lbs/11.9 kg</td>
<td>25.3 lbs/11.5 kg</td>
</tr>
</tbody>
</table>

**Geometry Guide:**

- **A** - Size on road frames is actually the distance from the center of the bottom bracket to the top of the seat tube, measured at the seat tube.
- **B** - Horizontal Top Tube Length is measured parallel to the ground and closely approximates a traditional top tube length measurement.
- **C** - Standover Top Tube Height is the height of the top tube, measured at the mid-point between the seat tube and head tube. Super V is measured from the upper edge of the down tube to the top most junction with the ground. Kilo V is measured from the upper edge of the junction of the top "boat tube" to the ground.

**Authorized International Distributors:**

- **Singapore/Malaysia:** Kiat's Marketing
- **South Africa:** Cape Cycle Systems Ltd., PO Box 14684, Kenwyn 7790, Cape Town, 721 76 3528
- **ST John:** Big Planet, Skyway, Bay St., John, US
- **Taiwan:** Chiney, Tao Yuan Hsien, Taiwan, 886 345 18500
- **Thailand:** Marketing Plus, 611/272-276 Soi Rajdhani 1, Chuenak
- **Venezuela:** Bici Centro, Commercial, Ibarra, P "Baja Local 3A, Caracas, Caracas, 1041, 5827511042
- **Venezuela:** Bike Sports Centro, Commercial, Plants

**Dimensions:**

- **Small**
- **Medium**
- **Large**
- **X-Large**
- **Super V**

**Parts:**

- **Seat Tube Angle (degrees)**
- **Head Tube Angle (degrees)**
- **Top Tube Length (in)**
- **Seat Tube Length to Top (in)**
- **Chainsstay Length (in)**
- **Fork Rake (in)**
- **Bottom Bracket Height (in)**
- **Wheelbase (in)**
- **Tail (in)**
- **Standover at Top Tube midpoint (in)**
- **Bottom Bracket Drop (in)**
- **Front Center Distance (in)**
speed is our friend

To our customers —

"Speed Is Our Friend" has become the motto of Cannondale. On one level, these four words reflect our support of the world’s top professional cycling teams. On a more fundamental level, they convey our commitment to a lightning-fast product development process that, with unmatched speed, turns the combined insights of our sponsored riders and R&D staff into technologically superior products. Underlying it all, "Speed Is Our Friend" speaks of our dedication to producing the fastest bicycles in the world.

If "Speed Is Our Friend" reflects our strategy, the manner in which we pursue this strategy is best described in our philosophy:

The Cannondale Philosophy
Our passion is to be the best cycling 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.

Thank you,

Joseph S. Montgomery
Founder & President