

Publication Title:

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## Six13 High Performance Road Frames



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English

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### CONGRATULATIONS & THANK YOU

Thank you for your purchase of a Cannondale Six13 road bike. We manufacture Six13s by hand in our Bedford, Pennsylvania (USA) factory. This Owner's Manual Supplement includes important safety and technical information for your Six13.

### WARRANTY

Your Six13 is covered by the Cannondale Limited Warranty found in your Cannondale Bicycle Owner's Manual. Please read that manual for complete bicycle safety information and warranty details.

### COMPATIBILITY

Seat post Diameter	27.2mm
Headset	Cannondale System Integration (Si), Campagnolo Hiddenset™ bearings
Bottom Bracket	OPTION 1 - Cannondale System Integration (Si) OPTION 2 - Threaded English, 68mm
Front Dropout Spacing,	100mm
Rear Dropout Spacing	130 mm
Front Derailleur	31.8mm diameter clamp-on
Stem/fork	1 1/8" diameter headset style

### CLEANING

When cleaning your Six13, use only a mild soap and water solution. Wipe off road film with a clean soapy towel. Rinse with clean water and wipe dry. Never power wash your bike. Avoid spraying water directly at frame openings (bottom bracket, water bottle rivnuts, seat tube opening, head tube seals).

### ABOUT REPAINTING OR REFINISHING

Painting over the existing finish, refinishing and repainting your Six13 should not be done. The aluminum and carbon fiber composites making up the frame are held together by some extremely strong bonding chemicals. However, these bonds can be attacked or weakened by refinishing chemicals or abrasives.

#### WARNING

Repainting, paint over, retouch, or refinishing your Six13 frame or fork can result in severe damage leading to an accident. You can be severely injured, paralyzed or killed.

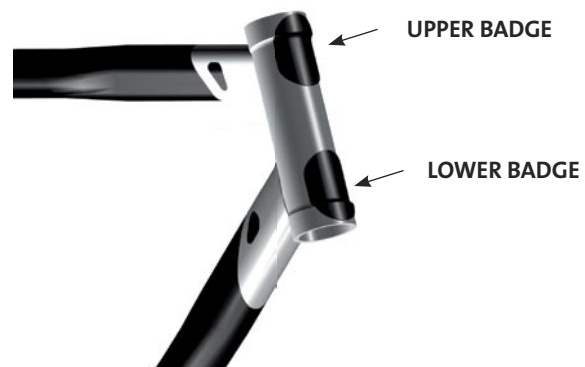
**Refinishing chemicals :** Solvents, and strippers can attack, weaken, or destroy the important composite "chemical" bonds holding your Six13 frame together.

**Abrasives or sanding** the frame/fork structure, original paint, decals, or coatings through the use of mechanical actions such as plastic or glass bead blasting or other abrasive methods such as sanding or scraping can remove frame material or weaken it.

### HEAD TUBE BADGES

The Head tube badges on your Six13 cover the ports used in the manufacturing process. The badges are bonded in place. They will remain in place under normal conditions, and should not be taken off.

If the badges become damaged or detached from the head tube, please have your bike inspected and the badges replaced by your Cannondale Dealer.



**CANNONDALE USA (CUSA)**  
Cannondale Bicycle Corporation  
172 Friendship Road  
Bedford, Pennsylvania 15522  
(Voice): 1-800-BIKEUSA  
(Fax): 814-623-6173  
custserv@cannondale.com  
URL: <http://www.cannondale.com>

**CANNONDALE AUSTRALIA (CA)**  
Unit 6, 4 Prosperity Parade  
Warriewood N.S.W 2102  
Australia  
Phone(02)9979 5851  
Fax(02)9979 5688  
cannondaleaustralia@cannondale.com

**CANNONDALE JAPAN (CJ)**  
12-5 Harayamadai  
5-cho Sakai City  
Osaka, Japan 590-0132  
(Voice): 011.81.722.99.9399  
(Fax): 0722-93-6166  
cjcustserv@cannondale.com

**CANNONDALE EUROPE (CE)**  
mail: Postbus 5100  
visits: Hanzepoort 27  
7570 GC Oldenzaal  
Netherlands  
(Voice): +31 541 573580  
(Fax): 31-5415-14240  
servicedeskeurope@cannondale.com

**STORAGE**

**Drain Out Water**

Water can enter through washing, condensation, wet rides, or rain. It penetrates through water bottle bosses, seat tube, head tube and seat post openings.

Water will not chemically harm your Six13. If it freezes, the ice expansion can burst or crack the frame making it unsafe to ride. This damage also NOT covered under your warranty.

Water in the bottom bracket shell drains through a small hole in the center of the bottom bracket cable guide. Keep drain clear. Wiggle the end of a bread tie inside the hole to dislodge any dirt. Don't use any sharp or pointed tools and don't try to enlarge this hole. DO NOT ENLARGE HOLE.

**PROTECT FROM TEMPERATURE EXTREMES**

- Protect your Six13 from temperature extremes when storing or transporting it.
- Allow your Six13 to cool off or warm up before you ride
- Do not store your Six13 in places where the temperatures will rise above 66.5°C (150°F). For example, do not leave your Six13 lying flat in a black pickup truck bed in the desert sun, or, under the glass of a hatchback auto.

**INSPECTING FOR CRASH OR FATIGUE DAMAGE**

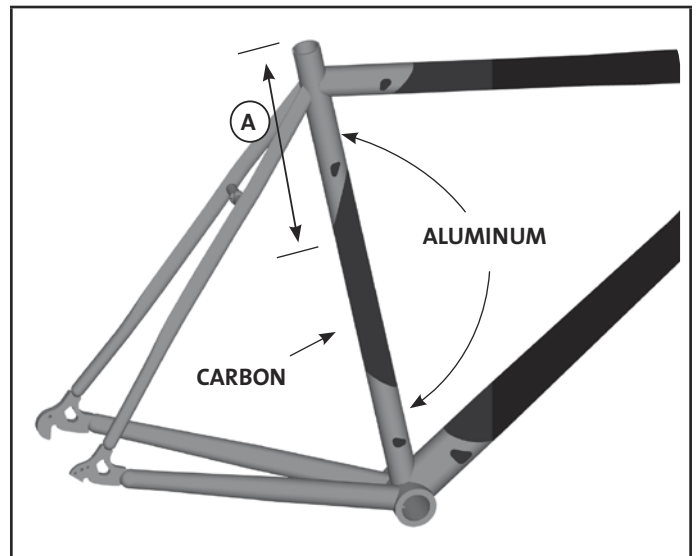
**WARNING**

**AFTER A CRASH OR IMPACT:**

Inspect frame carefully for damage. Do not ride your Six13 if you see any sign of damage, such as broken, splintered, or delaminated carbon fiber. A delamination or break in the adhesive bonds between aluminum and carbon components may be present if the following are present: an unusual or strange feel to the frame such as carbon tubes which have a soft feel or altered shape, creaking or other unexplained noises, visible cracks, a white or milky color present in carbon fiber section.

**Continuing to ride a damaged frame increases the chances of frame failure, with the possibility of injury or death of the rider.**

**SEAT TUBE & SEAT POST**



<b>(A) Seat post maximum insert depth**</b>	200 mm
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\*\* Six13 frames are designed and manufactured for a maximum seat tube insertion of 200mm. Below this level, bond materials inside the carbon section of tube could offer a slight resistance to a seat post inserted more than 200 mm.

Make sure the inside of the seat tube is clean.

Follow the seat post manufacturer's instructions for installing, lubricating, or not lubricating and securing the seat post. However, **USE ONLY GREASE**. See the important warnings below.

**WARNING**

**NEVER USE LIGHT OR SPRAY OILS TO LUBRICATE A SEAT POST OR INSIDE THE SEAT TUBE.** A light film of clean bicycle bearing grease can be used if directed (seat post manufacturer's instructions).

**NEVER USE SOLVENTS, OR CHEMICAL SPRAY CLEANERS TO CLEAN THE INSIDE OF THE SEAT TUBE.** Wipe out the seat tube with a clean dry towel only.

Light oils (WD40 and oils typically used in honing) and solvents, and including chemical cleaners can attack and weaken composite bonds holding the frame together leading to frame failure.

**NEVER FORCE A SEAT POST INTO THE SEAT TUBE.** The seat post should be a slide fit always. If the seat post is difficult to install, there is a serious problem or the seat post extends more than 200 mm into the seat tube.

**NEVER REAM OR HONE THE SEAT TUBE FOR ANY REASON.** Always have the seat post serviced and installed by a professional bike technician.