

2012

# DEFAIR JACKET

**YETI**

# INTERNATIONAL DISTRIBUTION

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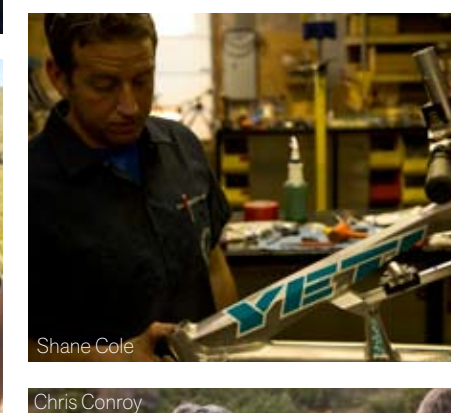


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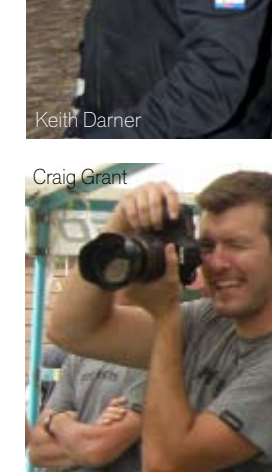
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2012 complete line

**SB-95 A**  
**BIG TOP 29'R ASR5 ALLOY 575 SB-66 A**  
**ARC ASR CARBON ASR5 C SB-66 C 303 WC**  
**DIRT JUMPER 4X**



CATEGORY

XC ——— TRAIL ——— ALL MOUNTAIN ——— GRAVITY

# SWITCH TECHNOLOGY

**STIFF REAR TRIANGLE**

## AN OPTIMIZED DUAL LINK DESIGN

Though it looks like a single-pivot design, *Switch Technology* is actually a unique dual-link suspension design that *switches* direction as it moves through its travel. This allows us to create a bike that has excellent anti-squat characteristics for crisp pedaling but still maintain suspension independence throughout the bike's travel.

## HOW IT WORKS

*Switch Technology* uses an eccentric assembly to create a micro link that continuously repositions the lower pivot of the swing arm throughout the range of travel.

## PEDALING EFFICIENCY

In the early stage of travel, the micro link is guiding the lower pivot of the swing arm rearward. This rearward direction counteracts chain forces and gives the bike excellent anti-squat characteristics.

## PLUSH, CONTROLLED TRAVEL

As the bike moves past sag, the micro-link rotates in the opposite direction. This switch in direction controls the rate of chain stay growth, which is necessary to eliminate pedal feedback and allows for uninhibited suspension performance.

## SUSPENSION RATE

The suspension rate has been optimized to work with *Switch Technology*. The rate switches from falling to rising to falling (dual inflection point) in order to achieve ideal anti-squat and suspension characteristics. We have worked extensively with our friends at Fox Racing Shox to tailor the rate and shock tuning.

## OTHER ADVANTAGES OF THE SWITCH SYSTEM

- The eccentric pivot assembly is low-maintenance, fully sealed and provides a stiff interface between the swing arm and front triangle.
- It is patent pending and has been tested in the field and in the lab for nearly two years.
- The minimized distance between the eccentric assembly and link pivot enables us to design these into a single forged part. This allows us to hold tight tolerances and ensures the suspension characteristics are the same on every bike.

**AN OPTIMIZED DUAL LINK**

**UNIBODY CONSTRUCTION**

# SB-66 A

The SB66 was designed to be the ultimate 6" trail bike. The result of over two years of R&D, it begs to be ridden fast over rough terrain and will reward the rider who pushes it hard with precisely controlled travel, unbelievable pedaling performance, and predictable cornering.

The unique handling characteristics of the SB66 are the product of its low/slack geometry and Switch Technology—a unique dual link suspension design that switches direction as the swingarm moves through its travel. The result is a bike with excellent anti-squat characteristics and crisp pedaling while still maintaining suspension independence throughout its travel.

Beyond superb suspension performance, this bike is decked out with more useful features than a Swiss Army knife—a tapered inset head tube, oversized pivots, fully sealed eccentric pivot, internally routed cable guides, direct-mount front derailleur, custom chain slap guard, and removable chainguide mounts are just some of the highlights.

But don't take our word for it, here's a small sample of the initial reviews the SB-66 has received:

*... We were overwhelmed by the versatility of this six-inch machine.*

Bike Magazine  
August 2011

*... If you want a bike that's snappier than an all-mountain bike, descends like a DH bike, and can still "do it all," here is your Super Bike.*

Bicycling.com  
June 2011

*Look out, ladies and gentlemen, because if you're in the way of an SB66 rider, they'll run you over without even noticing ... The SB66 is an incredible ride.*

Australian Mountain Bike  
July/August 2011

*The SB66 just wants to eat everything in its path ... Going faster, up and down hill just became easier.*

VitalMTB.com  
June 2011

*... Possibly the best trail bike ever built.*

Mountain Flyer  
July 2011



**WEIGHT:** 7.5 lbs / 3.40 kg  
**CATEGORY:** Trail / All-mountain  
**SIZES:** S, M, L, XL

## Frame Attributes

- Custom butted hydro-formed aluminum main frame and swingarm
- Tapered inset head tube
- Oversized pivots
- Enduro Max angular contact bearings.
- Oversized fully-sealed eccentric
- Yeti Chip System-compatible (10mm x 135mm or 12mm x 142mm)
- Seat post dropper guides
- Direct-mount front derailleur
- Custom elastomer chain slap guards

## The Ride

- Extremely efficient climber
- Crisp pedaling through rough terrain
- Stays firm through the mid-stroke for pumping berms and lips
- New-school geometry and active suspension makes for a very stable descending platform

## Key Geometry:

- 67 degree head angle with Fox 32 150; 65.5 degree head angle with Fox 36 160
- 17.1" / 434 mm chain stays
- 13.4" / 340 mm bottom bracket height

# SB-66 C

Take a team of the best engineers in the world, lock them in a room, give them souped-up computers running enough CAD and FEA software to melt down your average laptop, add a few pizzas and 18-racks of beer for sustenance, and tell them to design the lightest, most efficient, over-the-top-built-for-speed 6" trail bike on the planet, and this is what you get.

The SB-66 Carbon.

With two-plus years of R&D backing this project, we set out to make a bike that handled like the renowned SB-66 Alloy but tipped the scales almost two pounds lighter. Mission accomplished. Like the other SB models in our line, the '66C is built around our exclusive Switch dual-link technology, allowing you to take your riding to new levels. Descend like a meteor? No problem. Rail turns like a Ferrari? You bet. Climb like a juiced-up Tour de France rider? Absolutely.

In keeping with the next-generation feel of the ride, we also kitted out the SB-66 Carbon with all the new-school features you'd expect in a bike of this caliber. Removable ISCG tabs, an inset/integrated head tube, a direct-mount front derailleur, fully sealed oversized pivots, and mounts for a dropper seat post are just a few of the highlights. Combine all this with legendary Yeti quality, and we've created a bike that you just have to ride to believe.



**WEIGHT:** 6 lbs / 2.72 kg  
**CATEGORY:** XC / Trail Bike  
**SIZES:** S, M, L, XL

## Frame Attributes

- High modulus, hand-laid carbon fiber main frame and swing arm
- Tapered inset head tube
- Oversized pivots
- Enduro Max angular contact bearings.
- Oversized fully-sealed eccentric
- 12mm x 142mm rear thru axle
- Seat post dropper guides
- Direct-mount front derailleur
- Custom elastomer chain slap guards

## The Ride

- Extremely efficient climber
- Crisp pedaling through rough terrain
- Stays firm through the mid-stroke for pumping berms and lips
- New-school geometry and active suspension makes for a very stable descending platform

## Key Geometry:

- 67 degree head angle with Fox 32 150; 65.5 degree head angle with Fox 36 160
- 17.1" / 434 mm chain stays
- 13.4" / 340 mm bottom bracket height

# SB-95 A

Born from a desire to make a pure 29er 5" travel trail bike that rails turns and maintains the agility of its 26-inch counterpart, the SB95 is a true head-turner. Utilizing the same Switch Technology found on the SB-66 to create a head-scratching combination of crisp pedaling and efficient bump absorption, the SB-95 also solves most of the problems inherent in other 29er full suspension designs . . . namely, long chain stays, poor tire clearance, and tall top tubes.

The Switch's design and unique wheel path allows for shorter chain stays and loads of tire clearance. Similarly, the compact assembly of the Switch mechanism permits a low-slung top tube and stand over clearance that would put a smile on Danny DeVito's face.

And the beauty of the SB95 is that all the positive attributes of a 29er are perfectly maintained, even amplified. You'll carry speed over potholes, hold your momentum through the rough stuff, and maintain traction on loose terrain. It feels like a 3" bike going uphill and a 6" bike coming back down.

Designed with a murderer's row of standard features (inset tapered headtube, thru-axle compatibility, cable stays for a dropper seat post, oversized pivots and fully sealed bearings), the SB95 won't leave you wanting for upgrades.



**WEIGHT:** 7.5 lbs / 3.40 kg  
**CATEGORY:** XC / Trail 29er  
**SIZES:** S, M, L, XL

## Frame Attributes

- Custom butted hydro-formed aluminum main frame and swingarm
- Tapered inset head tube
- Oversized pivots
- Enduro Max angular contact bearings.
- Oversized fully-sealed eccentric
- Yeti Chip System-compatible (10mm x 135mm or 12mm x 142mm)
- Seat post dropper guides
- Direct-mount front derailleur
- Custom elastomer chain slap guards

## The Ride

- Extremely efficient climber
- Crisp pedaling through rough terrain
- Stays firm through the mid-stroke for pumping berms
- New-school geometry and active suspension makes for a very stable descending platform

## Key Geometry

- 69.5 degree head angle with 120mm Fork
- 17.5" / 443 mm chain stays
- 13.2" / 335 mm bottom bracket height

# 303 WC

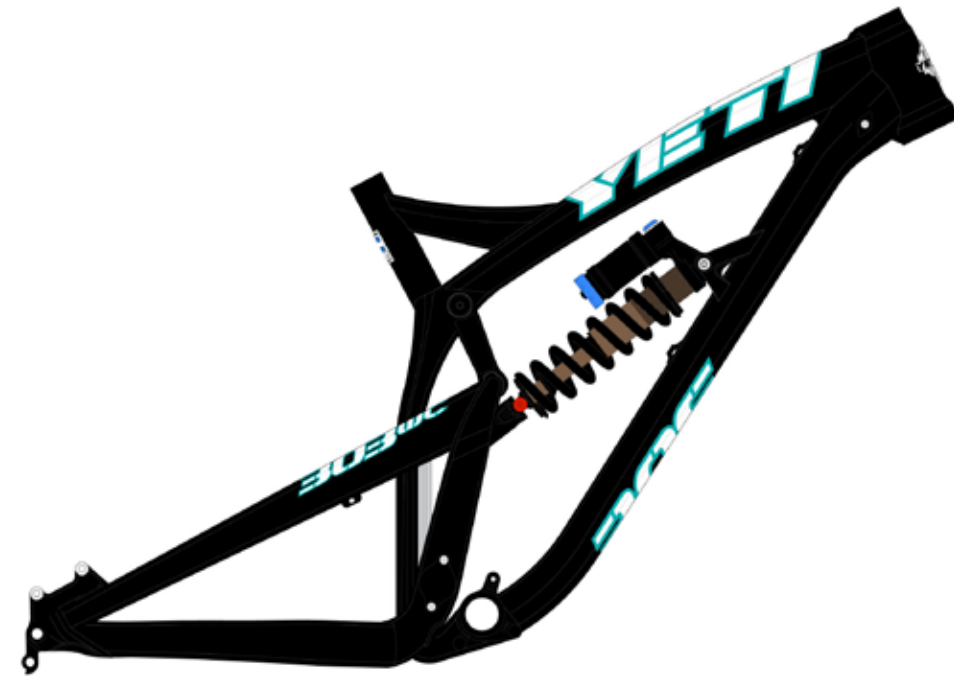
When it comes to destroying downhill tracks at MACH speeds, nothing goes faster than the 303WC. For proof, check out the speed trap results at the 2011 World Cup at Pietermaritzburg, South Africa:

1. Shaun O'Connor (Yeti/Fox)  
48.92MPH
2. Jared Graves (Yeti/Fox)  
48.50MPH
3. [Next Closest Rider]  
42.63MPH

Of course, we weren't satisfied with simply building the fastest bike on the planet. With three years of World Cup racing on this platform and countless hours of R&D, we reinvented the 303WC for 2012.

By developing a custom tube set, the frame has lost 2 lbs in overall weight and received a major facelift as well. We also tweaked the rate to make it more supple in the beginning of the travel and offer a little nicer ramp-up at the end of the stroke. And we didn't skimp on the details either—the integrated fork bumpers and replaceable ISCG mounts are nice touches that discerning DHers will appreciate.

But we didn't abandon what got us here in the first place. The geometry is still long, low, and slack. The lateral stiffness is still off the charts. The wheel path is still extremely vertical. And pushing the bike hard into a turn still gives you the sensation of grabbing a handful of throttle.



**WEIGHT:** 9 lbs / 4.08 kg  
**CATEGORY:** Downhill / Freeride  
**SIZES:** S, M, L, XL

## Frame Attributes

- Custom butted hydro-formed aluminum main frame and swingarm
- Inset 1.5 HT – Allows for Anglesets
- Integrate Fork Bumpers
- Next Generation Patented 303 Linear Rail Technology
- Low stand-over height
- Internal Cable Routing for rear derailleur
- Removable ISCG Mounts
- Custom dual-density chain slap guards for frame protection and a quiet ride

## The Ride

- Supple over small bumps but resists bottoming
- Near-vertical wheel path creates predictable cornering
- Makes square-edge bumps disappear
- Efficient pedaling for fast starts out of the gate

## Key Geometry

- 64 degree head angle
- 17.35" / 441 mm chain stays
- 14.15" / 359 mm bottom bracket height

# AS-R 5 Carbon

The best way to describe the AS-R 5 Carbon is this: 4.75 pound Yeti frame with five inches of travel. At this weight, it is lighter than many of the lightest cross-country bikes on the market and it has the added versatility of being an amazing all-mountain rig.

So how did we pull off this incredible feat? We coupled our extensive carbon fiber experience with our award-winning, super-efficient, optimized Active Suspension (A.S.) design. And then we rode the snot out of the bike. Shook it on the test machine. Rode it more. And then repeated the process until it was perfect.

In the end, the bike exceeded our expectations for efficiency, light weight and incredible stiffness. We think it will exceed yours as well.



**WEIGHT:** 4.75 lbs / 2.15 kg  
**CATEGORY:** XC / Trail  
**SIZES:** XS, S, M, L

## Frame Attributes

- High modulus, hand-laid carbon front and rear triangle
- Tapered head tube (1-1/8" – 1-1/2")
- Internal cable routing on swing arm
- Dropper seat post cable guides
- Yeti Chip System-compatible (10mm x 135mm or 12mm x 142mm)
- Titanium hardware

## The Ride

- Very efficient when climbing and descending
- Active when descending
- Stiffer in mid-stroke of the shock, so you "feel" the trail more

## Key Geometry:

- 68 degree headtube with 120 mm fork
- 13" / 330 mm bottom bracket height
- 16.9" / 429 mm chain stays

# AS-R 5 Alloy

The AS-R 5 was a natural evolution of the AS-R platform. We took the tight handling characteristics of our shorter travel AS-R and bumped up the travel to 5". This transformed the bike into an amazingly versatile all-rounder. Long, gnarly back-country rides? No problem. You wanna race a little cross-country? This bike is light enough to help you stomp your lycra-clad friends uphill and then put more time into them on the downhill.

Part of the secret of this bike is the balance. The front and rear suspension are perfectly tuned. We have engineered it to ride a bit stiffer in the mid-stroke of the travel. This gives it a similar feel as sport-tuned suspension on a performance car. You can feel the trail so the bike has a lively, aggressive feel on the trail. The low bottom bracket and neutral steering geometry keep the bike controlled and predictable when you bring it up to speed and it carves turns extremely well - due in part to the amazing stiffness of the the frame.

If you have been holding on to your hardtail or short travel bike because you worry about compromising efficiency or weight, you gotta throw a leg over this bike and give it a spin. It will change your world.



**WEIGHT:** 5.5 lbs / 2.49 kg  
**CATEGORY:** XC / Trail  
**SIZES:** XS, S, M, L, XL

## Frame Attributes

- Custom butted hydroformed 7005 alloy front triangle
- Tapered head tube (1-1/8" – 1-1/2")
- Internal cable routing on swing arm
- Dropper seat post cable guides
- Yeti Chip System-compatible (10mm x 135mm or 12mm x 142mm)
- Titanium hardware
- Full carbon swing arm

## The Ride

- Very efficient when climbing and descending
- Active when descending
- Stiffer in mid-stroke of the shock, so you "feel" the trail more

## Key Geometry:

- 68 degree headtube with 120 mm fork
- 13" / 330 mm bottom bracket height
- 16.9" / 429 mm chain stays

# AS-R Carbon

The AS-R Carbon has won countless awards over the years including Outside Magazine's "Gear of the Year" and editor's Choice in Bicycling Magazine. It has littered podiums across the world and has introduced many hard tail holdouts to the joys of efficient full-suspension.

It's a bit of a secret, but the AS-R Carbon was one of the first bikes that featured our progressive geometry. While others were insisting an xc bike needed to have a 71 degree head angle, we respectfully disagreed and slackened the head angle to 69 degrees. We knew the market wasn't ready for the change, so we kept it secret. After the reviews started pouring in and a year passed, we let the world know. This is one of the reasons the AS-R Carbon descends like a trail bike...

We continue to improve the frame and added more high-modulus carbon fiber. This lightens the frame and adds stiffness. Everything else on the frame remains unchanged from last year— it's still crazy efficient, super-fast and has the trademark Yeti geometry that beckons to go fast.



**WEIGHT:** 4.2 lbs / 1.91 kg  
**CATEGORY:** XC Race  
**SIZES:** S, M, L

## Frame Attributes

- High modulus, hand-laid carbon fiber main frame and swing arm
- Yeti chip system dropouts- 12mm x 142mm thru axle or standard 135mm QR
- Internal cable routing on swingarm
- Titanium hardware
- Press-in bottom bracket cups

## The Ride

- Very efficient when pedaling and climbing
- Super light = super fast
- Stable and active when descending
- Stiffer in mid-stroke of the shock, so you "feel" the trail more

## Key Geometry

- 69 degree head tube with 100 mm fork
- 16.9" / 429 mm chain stays
- 12.75" / 324 mm bottom bracket height

# 575

The 575 has been one of our most popular bikes for years. It's extremely versatile— it can be ridden as a lightweight all-mountain bike with lighter wheels, a triple chainring crank and narrower tires. Or it can be more gravity-inclined by switching the spec to a single chainring up front, a chain guide, longer travel fork, burlier wheels and fat tires.

Back in 2011, we made a lot of refinements—we added a tapered head tube to increase front-end stiffness, added ISCG mounts, and completely redesigned the main pivot (double row bearings for increased stiffness and durability) and main pivot junction (hydro-formed design that increases strength, stiffness and mud clearance). We also added cable stops for dropper seat posts and made the frame compatible with a direct mount front derailleur.

For 2012, many people have asked whether the 575 will stay in our lineup now that the SB-66 has been released. The short answer is "yes". The longer answer is that we see the 575 and SB as two completely different animals. The 575 offers a more comfortable, plush ride that gobbles up bumps and makes for a more muted feel on the trail. It will also be offered at a lower price point. To that end, we have completely redesigned the rear seat stays. Gone are the svelte carbon seat stays— these have been replaced by robust alloy seat stays that offer more abuse resistance at no weight penalty and a lower price. Not only are they extremely durable, they look good too.

Our Yeti chip system is still available out back, so you can run a 12mm x 142mm QR through axle or standard QR. The oversized alloy chain stays remain intact, as does the aggressive trail bike geometry.

The 575 has long set the bar for all-mountain performance and versatility, and now it's offered at a lower price. You can still build it up light weight, but you can also build it to tackle ridiculous terrain. It keeps getting better...



**WEIGHT:** 7 lbs / 3.17 kg  
**CATEGORY:** All-Mountain / Enduro  
**SIZES:** XS, S, M, L, XL

## Frame Attributes

- Custom butted hydroformed 7005 alloy tube set
- Oversized alloy chainstays with internal cable routing
- Direct mount front derailleur mounts to main pivot to eliminate clearance issues
- ISCG '05 chain guide tabs for easy installation
- Cable stops for height-adjustable seatpost
- Yeti Chip system dropouts- 12mm x 142mm thru axle or standard 135mm QR

## The Ride

- Very efficient pedaling
- Great technical climbing performance
- Great descender- particularly on square edge bumps
- Stable at Speed

## Key Geometry

- 68 degree head tube with 150mm fork
- 16.9" / 429 mm chain stays
- 13.25" / 337 mm bottom bracket height

# BIG TOP

The ARC was one of the most famous bikes in the history of Yeti. It boasted the first Easton TaperWall tubeset and set a standard for lightweight. The ARC Big Top is a continuation of the original idea, except it rolls on bigger hoops and a carbon rear triangle.

It took us a while to get on the 29'r bandwagon, but once we did, we were all in. We started by making a full-alloy frame, but our test riders felt it was a bit stiff, so we added carbon fiber to mellow out the rear end but retain great lateral stiffness. The front end boasts classic Yeti geometry, a little slacker and lower than the other guys. So it retains all the advantages of a 29'r but descends like a Yeti.



**WEIGHT:** 4 lbs / 1.81 kg  
**CATEGORY:** XC 29er  
**SIZES:** M, L, XL

#### Frame Attributes

- Custom butted alloy front triangle with scandium downtube
- High modulus carbon rear, tuned for lateral stiffness and great dampening
- Yeti chip dropouts- 135mm QR or 142mm x 12mm
- Available Singlespeed adjustable dropouts
- Removable ISCG mount
- Direct mount front derailleur
- Bolt on cable guides for flexibility routing cables

#### The Ride

- Very efficient and rolls over rough terrain easily
- Stable at speed
- Very comfortable

#### Key Geometry

- 70 degree with 100mm fork
- 12.5" / 317.5mm bottom bracket height
- 17.1" / 434.4mm chain stay length

# ARC

If one bike epitomizes "back-in-the-day" it is the Yeti ARC. Originally a joint project in the early nineties with Easton to create the lightest hard tail on the market, the ARC has set the standard for hard tail performance. Trademark Yeti loop stays, optimized Yeti Pure tubing, and perfect race geometry make this the hard tail of choice for many of the top racers.



**WEIGHT:** 3.4 lbs / 1.54 kg  
**CATEGORY:** XC Race  
**SIZES:** XS, S, M, L  
**COLORS:** Team

#### Frame Attributes

- Custom butted 7005 alloy
- Distinctive loop stays and vertical compliance for a more comfortable ride

#### The Ride

- Very balanced handling, comfortable at speed
- Stiff and efficient (it's a hard tail)

#### Key Geometry:

- 71 degree headtube with 100mm fork
- 16.9" / 429 mm chain stays
- 11.5" / 292 mm bottom bracket height

# 4X

You need a couple of different tools to be a World Cup 4X racer. For the buttery smooth BMX-style courses, most of our racers will run the DJ. When the going gets rough, the 4X is the way to go.

This purpose-built shredder has been in our race team's quiver since its inception as a 'special projects' bike over six years ago. Why? Because it's one hell of a fun bike that's at home on all types of terrain. The progressive 3.25" of travel is stiff on the takeoffs and gives you just enough of a bailout if you misjudge a landing. Gate starts are a breeze aboard the 4X, and forgiving nature of the rear suspension means you won't work as hard to motor through braking bumps into a turn.

But its abilities aren't limited to race-tracks. There may not be a better bike on the planet for jump trails at your local bike park (think: A-Line), and the short wheel base puts you in the perfect attack position to hammer berms on your lunchtime ride.



**WEIGHT:** 6.1 lbs / 2.77 kg  
**CATEGORY:** 4X / Dual Slalom  
**SIZES:** Short, Long

#### Frame Attributes

- Custom 7005 tube set
- Laterally stiff
- Custom sealed bearings
- ISCG 05 mounts
- Low leverage ratio

#### The Ride

- Quick out of the gate
- Great cornering
- Light front
- Extremely stiff
- Stable at speed

#### Key Geometry

- 69 degree head angle with 100 mm fork
- 13" / 317.5mm bottom bracket height
- 16.75" chain stay length

# D.J.

The DJ is the weapon of choice for World Champion 4X racer, Jared Graves. Based on his extensive feedback, we completely redesigned the frame to maximize rear-end stiffness and provide a platform that is at home on a World Cup race course or at the local dirt jumps. The DJ features oversized tubing with a tapered head tube to provide stiffness and strength. The dropouts are fully adjustable – with over 25 mm of adjustment – so you can dial in the chain stay length you prefer or easily run a single-speed set-up.



**WEIGHT:** 4.4 lbs / 1.99 kg  
**CATEGORY:** 4X / Dual Slalom / Dirt Jumping  
**SIZES:** Small, Medium, Large

#### Frame Attributes

- Oversized custom hydroformed tube set with integrated yokes
- Adjustable horizontal dropouts
- Optional single-speed specific dropout
- ISCG 05 mounts
- Tapered headtube

#### The Ride

- Great cornering
- Light front-end so it's easy to manual
- Very stiff
- Great acceleration

#### Key Geometry

- 69.5 degree head angle with 100 mm fork
- 12.5" / 317.5mm bottom bracket height
- 395 - 420 mm adjustable chain stay length

# 2012 COMPLETE COLOR LINE-UP



**SB-66 A**  
Turquoise



**SB-66 A**  
Black



**SB-66 A**  
White



**SB-66 A**  
Lime



**SB-66 C**  
Black/Turq



**SB-66 C**  
Black/White



**SB-66 C**  
Black/Grey



**SB-95 A**  
White/Turq



**575**  
Black



**575**  
White



**575**  
Lime



**AS-R 5 C**  
Black/Turq



**AS-R 5 C**  
Black/White



**AS-R 5 A**  
Black



**AS-R 5 A**  
White



**AS-R 5 A**  
Turquoise



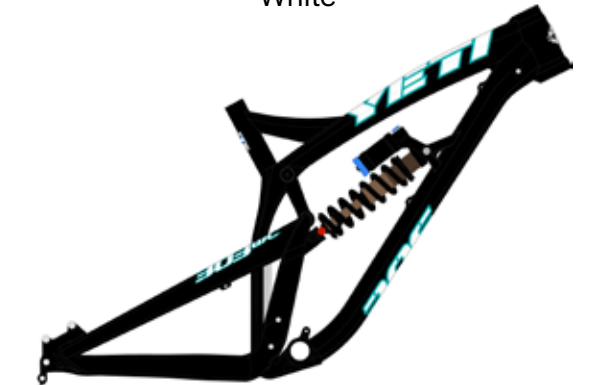
**AS-R C**  
Black



**DJ**  
Black



**Big Top**  
Black



**303 WC**  
Team

## Warranty

### YETI LIMITED (1) ONE YEAR FRAME WARRANTY (applies to 303 WC, 4X, DJ)

Yeti Cycles will repair or replace, at its option, any frame it determines to be defective due to defective materials and/or workmanship. The (1) one year limited warranty is conditioned upon the bicycle being ridden under normal conditions and having been properly maintained. This warranty does not apply to the components attached to the frameset such as suspension components, wheels, drive train, brakes, seatpost, handlebar and stem. This warranty applies only to the original owner and is non-transferable. This warranty is void if the bicycle was not properly assembled by an authorized Yeti dealer.

### YETI LIMITED (2) TWO YEAR FRAME WARRANTY (applies to, AS-R C, AS-R 5 Carbon, AS-R 5 Alloy, 575, ARC, SB-66 A, SB-66 C, SB-95)

Yeti Cycles will repair or replace, at its option, any frame it determines to be defective due to defective materials and/or workmanship. The (2) two year limited warranty is conditioned upon the bicycle being ridden under normal conditions and having been properly maintained. This warranty does not apply to the components attached to the frameset such as suspension components, wheels, drive train, brakes, seatpost, handlebar and stem. This warranty applies only to the original owner and is non-transferable. This warranty is void if the bicycle was not properly assembled by an authorized Yeti dealer.

### ADDITIONAL CONDITIONS

These limited warranties do not apply to normal wear and tear, nor to claimed defects, malfunctions or failures that result from abuse, neglect, improper assembly, improper maintenance, alteration, collision, crash or misuse. The original owner shall pay all labor charges connected with the repair or removal of all components. Under no circumstance does this limited warranty include the cost of travel or shipment to and from an authorized Yeti dealer. In order to exercise your rights under these limited warranties, the bicycle or frameset must be presented to an authorized Yeti dealer, together with proof of purchase.

### NO FAULT REPLACEMENT POLICY

- In the event of a crash or any other non-warranty situation, Yeti Cycles will make replacement parts available at a minimum charge to the original owner, Yeti Cycles does this at its sole discretion and reserves the right to refuse this offer.
- If you have a warranty concern, please contact your authorized Yeti dealer.

### PRODUCT LIFE CYCLE

Every Yeti frameset has a useful product life cycle. The length of that useful product life cycle will vary depending on the construction and the materials of the frameset, maintenance and care the frameset receives, and the amount and type of use the frameset is subjected to over its life. Yeti recommends that an authorized Yeti dealer should inspect the frame for stress annually. Frame stress could cause potential failure and the signs are usually apparent in the form of cracks, fracture lines, deformation, dents, and any other visual indicators of abnormality. These safety check for frame stress are important to prevent accidents, injury to the cyclist, and product failure of a Yeti frameset.

### DISCLAIMER

Yeti Cycles is not responsible for any damages to you or others arising from riding, transporting or other use of your bicycle. In the event that your frame breaks or malfunctions, Yeti Cycles shall have no liability or obligation beyond the repair or replacement of your frame pursuant to the terms outlined in the warranty.



**2012**

***YETI***