

YETI
HAND BUILT RACE BRED '07



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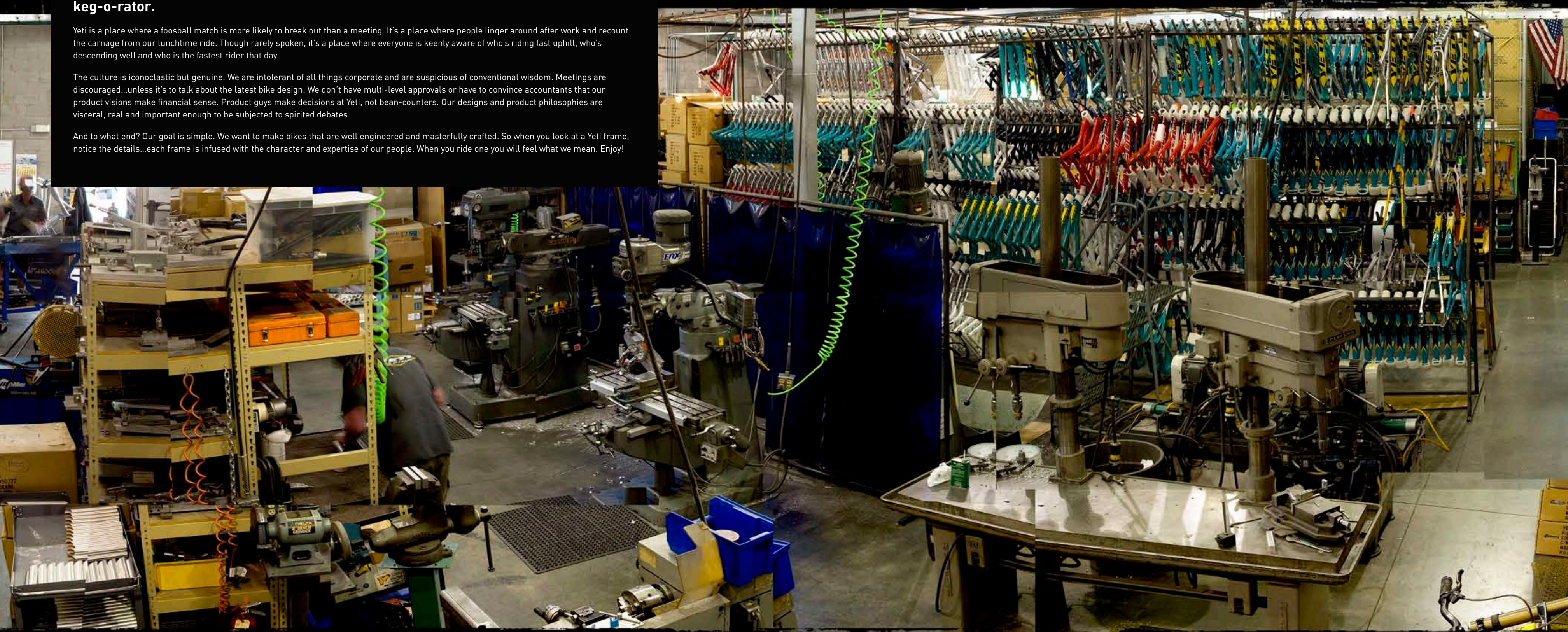
Yeti is a place where you would feel comfortable. Our offices are cluttered with bike magazines, new parts waiting to be tested and bikes clamped in stands ready for their next ride. At 7am our coffee machine works overtime each morning to provide a steady stream of caffeine to our eager crew. If you were to happen by the factory between 11:30 and 1, you would miss us. We're out riding. If you arrived at the factory after work, you would be greeted with a smile and likely a cold beer from the keg-o-rator.

Yeti is a place where a foosball match is more likely to break out than a meeting. It's a place where people linger around after work and recount the carnage from our lunchtime ride. Though rarely spoken, it's a place where everyone is keenly aware of who's riding fast uphill, who's descending well and who is the fastest rider that day.

The culture is iconoclastic but genuine. We are intolerant of all things corporate and are suspicious of conventional wisdom. Meetings are discouraged...unless it's to talk about the latest bike design. We don't have multi-level approvals or have to convince accountants that our product visions make financial sense. Product guys make decisions at Yeti, not bean-counters. Our designs and product philosophies are visceral, real and important enough to be subjected to spirited debates.

And to what end? Our goal is simple. We want to make bikes that are well engineered and masterfully crafted. So when you look at a Yeti frame, notice the details...each frame is infused with the character and expertise of our people. When you ride one you will feel what we mean. Enjoy!

OUR GOAL IS TO BUILD THE BEST RIDE POSSIBLE.



COVER: RIDER TJ SHARP
LOCATION WHISTLER, BC

YETI WOULD LIKE TO THANK

TEAM SPONSORS:



INDUSTRY FRIENDS:



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As you look through this catalog, you will be given an inside view of what we do and why we do it.

The Yeti family has the same type of characters you would find in any family and we are proud to show how they have contributed to our success. Admittedly, it's a kooky bunch but they are our kooks and they are the heart and soul of what we do.

You'll learn about how our design philosophy, history, manufacturing, the Yeti Tribe and race team all intertwine to create the culture that pervades our company and the products we produce.



SINCE '85

DRIVEN BY TECHNOLOGY BRED BY PASSION

Yeti Cycles was established in 1985 before mountain biking was even considered an industry. Back then, mountain biking was all about getting outside, having fun and going fast. As more people discovered the thrill of riding mountain bikes, they also discovered the thrill of competition. Riding was fun but it was really fun when you beat your buddy to the top of the hill. It was in that vein that mountain bike racing took shape.

When racing hit its stride in Southern California, Yeti quickly found a cult-like following among the fastest racers in the country. Racers became the backbone of our product development efforts and soon our factory was outpacing the biggest companies with cutting-edge race specific designs.

The first mountain bike World Championships took place in Durango, Colorado in 1990 and Yeti was there in force. Team Yeti rider Juli Furtado won the World Championships and ushered in the first of many World titles for Team Yeti.

Enamored with the trails and natural beauty in Durango, Yeti moved the factory from Agoura Hills, California to Durango in 1991. Durango quickly became the home of choice for many of the top racers in the world and Yeti sat in the epicenter. New products flowed like water from the factory and legendary racers were born.

Since the early days, Team Yeti has become one of the most widely recognized teams in the history of the sport and has been home to some of the biggest names in mountain biking. Names like John Tomac, Juli Furtado, Jimmy Deaton, Missy Giove, Myles Rockwell, Marla Streb, Nathan Rennie, Tara Llanes, Paul Rowney, Trent Lowe, Jill Kintner and Jared Graves have all proudly flown the Yeti colors.

We're still the same kind of company as we were back in the day – small, passionate, independent and proud.



MYLES ROCKWELL

REEBOK ELIMINATOR '93



Yeti is founded by John Parker and is setup in the back of Matt Sweeney's special effects shop in Agoura Hills, CA. The first employees are Chris and Eric Herting and the now infamous Frank "The Welder" Wadelton.

The Yeti Tribe has its first official gathering in the Santa Monica Mountains.

Mountain Bike Action works with Yeti to create the "Ultimate" mountain bike frame. The elevated chain stay frame sets the standard for best handling singletrack frame available.

Johnny "T" graces the cover of the November issue of MBA aboard his Yeti with his signature drop bars.

Yeti moves to Durango, Colorado which quickly becomes a mountain biking mecca.

Missy Giove signs on with Team Yeti. Jimmy Deaton wins the Kamikaze Downhill aboard his ARC AS, which boasts less than 2" of travel.

New technology is churning out of Yeti including an upside down suspension fork that was developed with Penske Racing and a thermoplastic carbon version of the ARC AS LT is created.

Yeti Lawwill Straight 6 is raced and racks up podiums at the NORBA Nationals. A special cruiser called the Zephyr is made to commemorate the 10th anniversary.

1985

1986

1987

1988

1989

1990

1991

1992

1993

1994

1995

1996

The first Yeti team is established and includes: Russell "The Muscle" Worley, Greg "Stress" Dres and Aaron "Drew Blood" Cox.

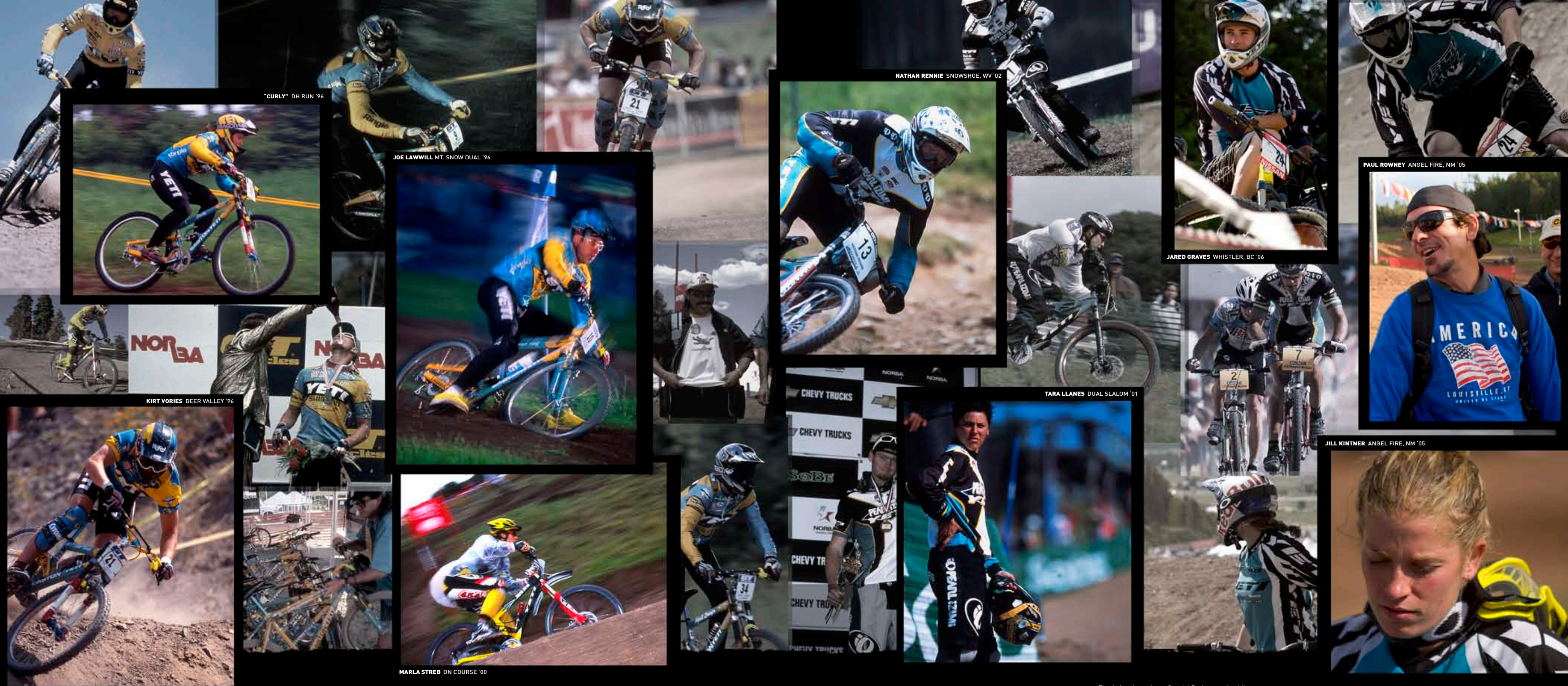
Yeti produces the FRO chromoly frame.

John Tomac and Juli Furtado ride for Yeti. Furtado wins first World Championships and goes on to win multiple World Cup and NORBA titles. The first carbon Yeti, the C-26, is raced by Tomac and Furtado.

John Parker and Doug Bradbury are the first to work with Easton's Chuck Teixeira in the development of the ProGram Tubeset.

Yeti gravity domination continues as Myles Rockwell wins at Mammoth.

Legendary motorcycle racer Mert Lawwill joins development team and the first Lawwill bike under the Yeti name is created. Kirt Vories and Elke Brutseart continue Yeti's dominance on the circuit.



John Parker inducted into Mountain Bike Hall of Fame.

1997

Mert Lawwill inducted into Mountain Bike Hall of Fame.

1998

Yeti regroups after another change in ownership. The current management team, who ultimately buys the company and still owns it today, begins to refocus on racing and product development.

1999

Marla Streb and Nathan Rennie help re-establish Yeti's dominance in the sport. The AS-R is designed and shipped in July of 2000.

2000

Tara Llanes joins the team along with Rennie. The first 4x frame is produced for the team use only.

2001

Trent Lowe wins the Junior World Championships aboard his Yeti ARC. Fellow Aussie and Yeti legend Paul Rowney, changes the definition of cross-country racer with his mad descending skill and equally adept tavern skills.

2002

Rennie wins first World Cup downhill race, AS-X long travel frame is beefed up and shipped. The 575, one of the first lightweight long-travel bikes, hits the market and is an instant success.

2003

The 4x is released as a Special Projects racing bike. Only 100 are made. The AS-Rsl continues to get lighter. Rowney and Lowe dominate the NORBA short-track, while Jill Kintner begins her dominance of 4x and Jared Graves shows his prowess in 4x and downhill.

2004

Team Yeti rider Jared Graves wins the NORBA overall in downhill and 4x, Kintner wins World Championships in 4x, Graves 2nd at World Championships. AS-R carbon is introduced. Revolutionary 303 DH frame is tested for complete season before being released to public.

Jared Graves gets his first World Cup win in 4x and finishes 2nd overall in World Cup standings, despite missing the final race. 4x frame hits full production. First one-hundred 303 frames are painted in classic racing colors (turquoise and yellow) and shipped in early spring. Tons of product in the pipeline...more to come.

2005

2006



JARED GRAVES
LEADING THE PACK IN 4X, AGAIN '06

DESIGN

The inspiration for our designs comes from a variety of sources - the race circuit, the trail, the proverbial light going off in our head. We love new ideas and innovative designs, but our guiding principle is how the bike rides - it's the only thing that really matters.

Making bikes that ride great requires passion, humility and the understanding that great designs take time. Our design team debates concepts, production techniques and suspension technologies for months, sometimes even years before we make our first prototype. We spend a lot of time understanding the nuances of linkages, suspension rate and wheel path before we burn tubes together and make a prototype.

Theory meets reality on the trail. Our designs are run through the gauntlet early in their life - factory racers and our in-house test pilots hammer the product in race and training conditions and subject it to the worse kinds of conditions - mud, sand, rocks and any other nasty environment that might expose a weakness in the design. This testing inevitably turns up issues that are subjected to spirited debate and more prototypes. We do this until the suspension is perfect.

When the suspension is dialed, we turn our attention to optimizing the rest of the frame for efficiency, lightweight and durability. When all these elements come together, the ride is magic. We strive for this magical ride with all of our bikes.

The ride of a lifetime begins with the first pedal stroke. Contact a local Yeti dealer to try one of our bikes first-hand, or if you live in Colorado, stop by and we'll get you set-up in time for our lunch-time ride...

AT YETI WE HAVE A PRETTY SIMPLE DESIGN PHILOSOPHY
WE BUILD BIKES WE WANT TO RIDE



303 DH

RACE PROVEN DOWNHILL



TRAVEL	8.5 INCHES [216 MM]
WEIGHT	12.75 LBS [5.78 KG]
SIZES	SMALL, MEDIUM, LARGE
COLORS	TURQUOISE / RAW
R.SHOCK	FOX DHX 5.0 [9.5" X 3.0"]
B.BRACKET	83 MM SHELL / 128 MM SPINDLE
R.WHEEL	150 MM SPACING / 12 OR 15 MM AXLE
SEATPOST	27.2 MM DIAMETER

- ZEROLOSS TECHNOLOGY
- YETI PURE CUSTOM BUTTED/TAPERED TUBESET
- ECCENTRIC MOUNT FOR ADJUSTABLE GEOMETRY
- REPLACEABLE DERAILLEUR HANGER
- ISCG MOUNTS (2004 STANDARD)
- ENDURO MAX SEALED BEARINGS
- BUTTED HEADTUBE FOR SUPERIOR STRENGTH
- GREAT TIRE CLEARANCE

YETI ZEROLOSS TECHNOLOGY

BUILT WITH ONE PURPOSE IN MIND, TO GO FASTER.

When we came up with our new ZeroLoss suspension technology, we based it on a pretty simple premise – make our racers go faster. We studied videos of our racers on course, we listened to their feedback about various suspension designs and then we went to work. Our starting point was to create a suspension design that was extremely efficient (not affected by pedaling or braking forces), had an adjustable wheel path (so we could tailor it specifically for the rider and course) and have a rate that was optimal for the new shock technologies. What we ended up with was revolutionary.

Utilizing linear rails instead of traditional pivots, we gave the wheel the freedom to first move rearward and then up as it moved through its travel. This makes it extremely effective on square-edged bumps, the kind that our racers said slowed them down the most when racing. Because the main pivot rail is perpendicular to braking and pedaling forces, the system is unaffected by these forces.

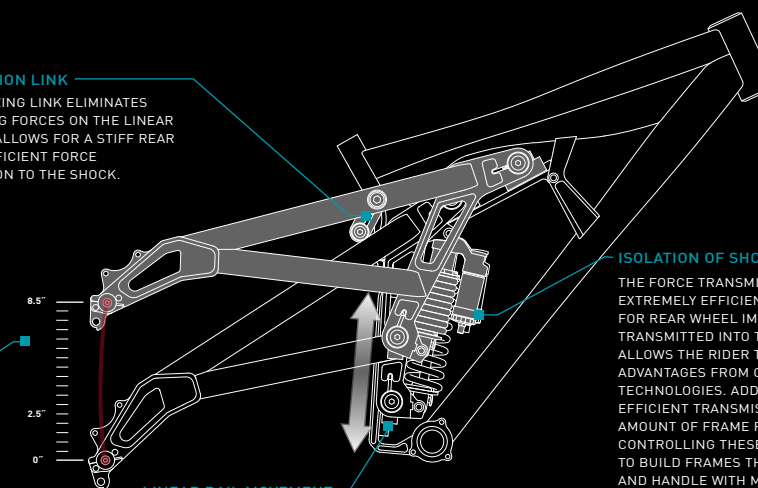
1. WHEEL PATH

STABILIZATION LINK

THE STABILIZING LINK ELIMINATES THE TWISTING FORCES ON THE LINEAR RAILS. THIS ALLOWS FOR A STIFF REAR END AND EFFICIENT FORCE TRANSMISSION TO THE SHOCK.

REARWARD WHEEL PATH

ONE OF THE KEY ELEMENTS OF AN EFFICIENT SUSPENSION SYSTEM IS TO CREATE A REARWARD AND UPWARD WHEEL PATH. WE HAVE TAILORED THE WHEEL PATH TO FOLLOW THE DIRECTION OF THE IMPACT SO THAT IT TRANSFERS DIRECTLY INTO THE SUSPENSION SYSTEM WITH A MINIMAL EFFECT ON THE MOMENTUM OF THE RIDER.



LINEAR RAIL MOVEMENT

THE REARWARD PATH IS ACHIEVED VIA THE RAIL SYSTEM ALLOWING US TO CONTROL THE EXACT POSITION THROUGHOUT THE TRAVEL. AS A BUMP HITS THE REAR WHEEL THE LINEAR RAILS ACTUATE AND THE SUSPENSION IS SET IN MOTION.

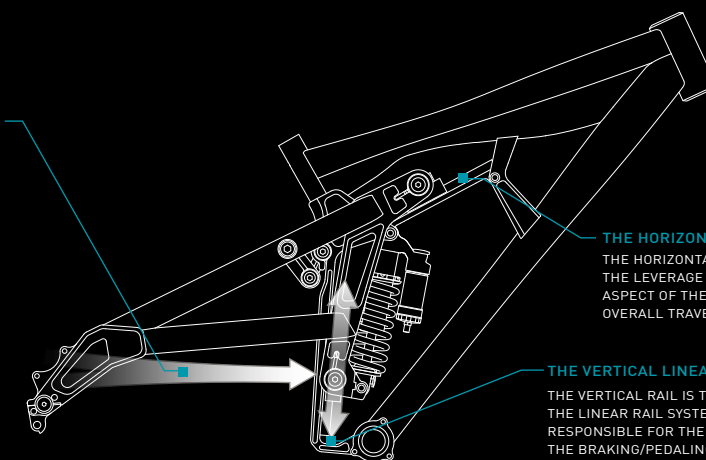
ISOLATION OF SHOCK

THE FORCE TRANSMISSION OF THE SYSTEM IS EXTREMELY EFFICIENT. THE DESIGN ALLOWS FOR REAR WHEEL IMPACTS TO BE DIRECTLY TRANSMITTED INTO THE SHOCK. THIS ALLOWS THE RIDER TO UTILIZE ALL OF THE ADVANTAGES FROM CURRENT SHOCK TECHNOLOGIES. ADDITIONALLY, THE EFFICIENT TRANSMISSION LIMITS THE AMOUNT OF FRAME FATIGUING FORCES. BY CONTROLLING THESE FORCES, WE ARE ABLE TO BUILD FRAMES THAT ARE MORE DURABLE AND HANDLE WITH MORE PRECISION.

2. CHAIN & BRAKE FORCE

ISOLATION OF CHAIN AND BRAKE FORCE

CHAIN AND BRAKE FORCES CAN CAUSE SQUAT, BOB OR SUSPENSION LOCKOUT IN SOME DESIGNS. WITH OUR ZERO-LOSS TECHNOLOGY, WE HAVE ELIMINATED THE EFFECTS OF THESE FORCES BY DIRECTING THEM MOSTLY PERPENDICULAR TO THE TRAVEL PATH OF THE VERTICAL RAIL. THIS LEAVES THE SUSPENSION FULLY ACTIVE THROUGHOUT ITS TRAVEL.



THE HORIZONTAL LINEAR RAIL

THE HORIZONTAL RAIL CONTROLS THE LEVERAGE RATIO, ROTATIONAL ASPECT OF THE WHEEL PATH, AND OVERALL TRAVEL.

THE VERTICAL LINEAR RAIL

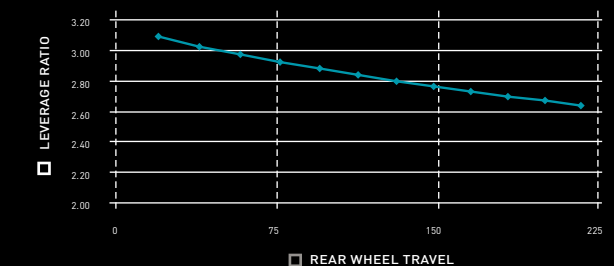
THE VERTICAL RAIL IS THE HEART OF THE LINEAR RAIL SYSTEM. IT IS RESPONSIBLE FOR THE ISOLATION OF THE BRAKING/PEDALING FORCES AND THE EFFICIENT FORCE TRANSMISSION.

3. LEVERAGE RATIO

LEVERAGE RATIO PLOT

LEVERAGE RATIO = REAR TRAVEL / SHOCK STROKE

REAR WHEEL TRAVEL = 225 MM



THE LEVERAGE RATIO IS THE VERTICAL REAR WHEEL TRAVEL DIVIDED BY THE STROKE OF THE SHOCK BUT AS IN ALL FRAME DESIGNS, THE LEVERAGE RATIO CHANGES THROUGHOUT ITS TRAVEL. FOR THE DH FRAME WE TAILORED THE LEVERAGE RATIO PLOT TO BE LINEAR WITH A NEGATIVE SLOPE.

THE ZEROLOSS TECHNOLOGY IS UNIQUE BECAUSE WE CAN CHANGE THE LEVERAGE RATIO PLOT WITHOUT AFFECTING THE REAR WHEEL PATH. WHEN DEVELOPING THE FRAME, WE WORKED CLOSELY WITH THE ENGINEERS FROM FOX RACING SHOX AND MEMBERS OF OUR RACE TEAM TO FIND A LEVERAGE RATIO THAT YIELDED THE FASTEST TIMES. AFTER A YEAR OF TESTING, WE FINALIZED THE PLOT AND WENT INTO PRODUCTION ON THE 303.

ZEROLOSS
TECHNOLOGY



JUSTINLEOV

TWO WHEEL DRIFT. WHISTLER, BC

AS-X

BIG HIT SUSPENSION

Big bikes have to be multi-dimensional. They have to handle drops and fast descents but still be nimble enough to negotiate tight technical sections. And, for us, they have to be light and efficient enough to ride uphill. Our AS-X is massively strong, but is still a capable climber – perfect for freeriders, aspiring DH riders, and anyone who wants a bike that can handle the most unpredictable trails.

TRAVEL	6.4/7.1 INCHES [162/180 MM]
WEIGHT	9.1 LBS [4.13 KG]
SIZES	SMALL, MEDIUM, LARGE
COLORS	ANO. BLACK, WHITE/RAW
BUILD KITS	FREERIDE
R.SHOCK	FOX DHX 5.0 [8.5" X 2.5"]
B.BRACKET	73 MM SHELL / 113 MM SPINDLE
R.WHEEL	135 MM SPACING / 10 MM STANDARD QR AXLE
SEATPOST	27.2 MM DIAMETER

- ONE.POINT.FIVE HEADTUBE
- YETI PURE CUSTOM BUTTED/TAPERED TUBESET
- REPLACEABLE DERAILLEUR HANGER
- ENDURO MAX SEALED BEARINGS
- OVERSIZED BOXSTAYS FOR STIFFNESS AND STRENGTH
- RATELINK/DOGBONE ADD REAR WHEEL RIGIDITY AND CONTROL RATE
- ADJUSTABLE TRAVEL 6.4" OR 7.1"
- WORKS WITH SINGLE OR DUAL CROWN FORKS

ANYTHING YOU WANT TO RIDE
WHATEVER YOUR PLANS MAY BE, IT CAN HANDLE IT.





575

ULTIMATE TRAIL



TRAVEL	5.75 INCHES [146 MM]
WEIGHT	6.2 LBS / 5.8 LBS CARBON [2.81/2.63 KG]
SIZES	SMALL, MEDIUM, LARGE, X-LARGE
COLORS	ANO. BLACK, RAW, RED, TURQUOISE, WHITE
BUILD KITS	ENDURO, ENDURO RACE, ENDURO PRO
R.SHOCK	FOX RP23 OR FOX DHX AIR [7.875" X 2.0"]
B.BRACKET	73 MM SHELL / 113 MM SPINDLE
R.WHEEL	135 MM SPACING / 10 MM STANDARD QR AXLE
SEATPOST	27.2 MM DIAMETER

- CARBON OR ALUMINUM SWINGARM
- YETI PURE CUSTOM BUTTED/TAPERED TUBE SET
- REPLACEABLE DERAILLEUR HANGER
- ENDURO MAX SEALED BEARINGS
- DOGBONE CONTROLS SUSPENSION RATE AND ADDS STIFFNESS
- BOX CHAINSTAYS ADD STIFFNESS AND STRENGTH
- CNC MACHINED KNUCKLE ALLOWS FOR GREAT STANDOVER

The 575 has been our best selling bike for the past few years. Designed as the perfect all-around Colorado bike, it is a balanced blend of long-travel and efficiency. And it's also very light - 6.2 lbs for the aluminum swing arm version and a svelte 5.8 lbs with the carbon swingarm - making it the lightest bike in its category. It can be built as a lightweight cross-country machine or can handle an amazing amount of abuse as a light freeride bike. Utilizing our proven Active Suspension (A.S.) technology, the 575 climbs like a cross-country bike yet it descends like a well-mannered long-travel bike. Supple on small hits and fully capable when the going gets rougher, it is perfect for all day rides.

ASR_{SLC}

XC RACE TRAIL



TRAVEL	3.89 INCHES [98 MM]
WEIGHT	4.5 LBS [2.04 KG]
SIZES	X-SMALL, SMALL, MEDIUM, LARGE
COLORS	ANO. BLACK, PINK/RAW, TURQ/RAW, WHITE/RAW
BUILD KITS	ENDURO, XC RACE, XC PRO, XTR PRO
R.SHOCK	FOX RP23 [6.5" X 1.5"]
B.BRACKET	73 MM SHELL / 113 MM SPINDLE
R.WHEEL	135 MM SPACING / 10 MM STANDARD QR AXLE
SEATPOST	27.2 MM DIAMETER

- FULL CARBON SWINGARM
- YETI PURE CUSTOM BUTTED/TAPERED TUBESET
- REPLACEABLE DERAILLEUR HANGER
- ENDURO MAX SEALED BEARINGS
- DOGBONE CONTROLS SUSPENSION RATE AND ADDS STIFFNESS
- CNC MACHINED KNUCKLE ALLOWS FOR GREAT STANDOVER
- DISC BRAKE ONLY

YETI CARBON TECHNOLOGY

4.5 LBS OF LIGHTWEIGHT PERFORMANCE.

Simple. Light. Efficient. Those were our design objectives when we created the AS-Rsl carbon. Over the past few years, we have continually refined the frame in an effort to make it the finest cross-country race bike on the circuit. The latest upgrade includes a carbon fiber rear triangle, which makes the frame astonishingly light (4.5 lbs) and incredibly stiff. With almost 4" of super-efficient Active Suspension (A.S.) travel, the AS-Rsl is the perfect choice for racers and weight conscious cross-country riders.

Racers often have a big influence on the design of our frames. Such is the case with AS-Rsl carbon. Paul Rowney, who raced on Team Yeti for three years, was one of our most perceptive cross-country riders and was critical in fine-tuning the design of this frame.

Rowney had a unique blend of talents – lungs the size of grain silos and downhill skills that could make the gravity guys clap. These unique skills are mirrored in the way this bike performs. It is a pure-bred cross country race machine that can be built up crazy light and with a few modifications (bigger tires), has the versatility to be an excellent all-mountain bike. Just like Rowney wanted...





DESIGNED FOR THE PURIST
THE ARC DELIVERS THE ULTIMATE HARDTAIL

ARC

XC RACE TRAIL

No hardtail has stood the test of time like the venerable ARC. In the early days, the ARC was a joint development project with Easton and featured the first Easton Taperwall tubes in a race bike. We have tweaked and fine-tuned it over the years, but it is still trademark Yeti – meticulous welds, hand-bent looptail stays, cnc machined parts and the ultimate racing geometry.

WEIGHT	3.45 LBS [1.56 KG]	■ YETI SIGNATURE LOOPS STAYS
SIZES	X-SMALL, SMALL, MEDIUM, LARGE	■ YETI PURE CUSTOM BUTTED/TAPERED TUBESET
COLORS	TURQUOISE/RAW	■ REPLACEABLE DERAILLEUR HANGER
B.BRACKET	73 MM SHELL / 113 MM SPINDLE	■ ULTIMATE RACING GEOMETRY
R.WHEEL	135 MM SPACING / 10 MM STANDARD QR AXLE	■ POST MOUNTS AND DISC BRAKE COMPATIBLE
SEATPOST	27.2 MM DIAMETER	





Riding a mountain bike sometimes reminds you of the carefree days of being a kid. Riding through puddles, building jumps with rickety plywood and cinder blocks or having a skidding contest – that was high-fun back when you were a whipper-snapper. Team rider Jared “Grubby” Graves is 23 years old but he never really grew up. When the rest of the team was breaking down the trailer on a rainy day after the Sea Otter Classic, Grubby was out “mucking about” on the cross-country course doing what we all remember doing as kids. We sent Derek Frankowski to catch the action on film and he came back with this great shot.



JARED GRAVES
WHEN HE ISN'T WINNING, HE'S DECALING



4X

RACE/DIRT/STREET

TRAVEL	3.25 INCHES [82.5 MM]
WEIGHT	6.10 LBS [2.76 KG]
SIZES	SHORT, LONG
COLORS	TURQUOISE/YELLOW
BUILD KITS	SINGLE RING
R.SHOCK	FOX RP23 [6.5" X 1.5"]
B.BRACKET	73 MM SHELL / 113 MM SPINDLE
R.WHEEL	135 MM SPACING / 10 MM STANDARD QR AXLE
SEATPOST	27.2 MM DIAMETER

- YETI PURE CUSTOM BUTTED/TAPERED TUBESET
- REPLACEABLE DERAILLEUR HANGER
- ISC6 MOUNTS (2005 STANDARD)
- ENDURO MAX SEALED BEARINGS
- CUSTOM BUTTED HEADTUBE FOR INCREASED STRENGTH



TJSHARP
RIDING STREET. BOULDER, CO.



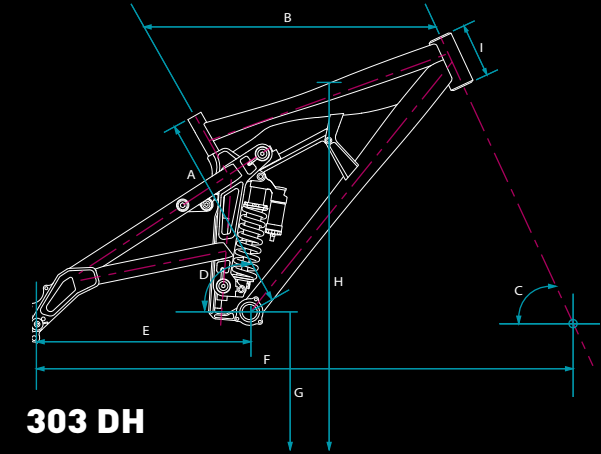
DJ

DIRT/RACE/STREET

WEIGHT	5.0 LBS [2.26 KG]
SIZES	SHORT, LONG
COLORS	ANO. BLACK
BUILD KITS	SINGLE RING
B.BRACKET	73 MM SHELL / 113 MM SPINDLE
R.WHEEL	135 MM SPACING / 10 MM STANDARD QR AXLE
SEATPOST	27.2 MM DIAMETER

- YETI PURE CUSTOM BUTTED/TAPERED TUBESET
- CUSTOM BUTTED HEADTUBE FOR INCREASED STRENGTH
- REPLACEABLE DROPOUTS
- ISCG MOUNTS (2005 STANDARD)
- MACHINED SEATSTAY / CHAINSTAY YOKES ADD STIFFNESS
- YETI SIGNATURE LOOP STAYS

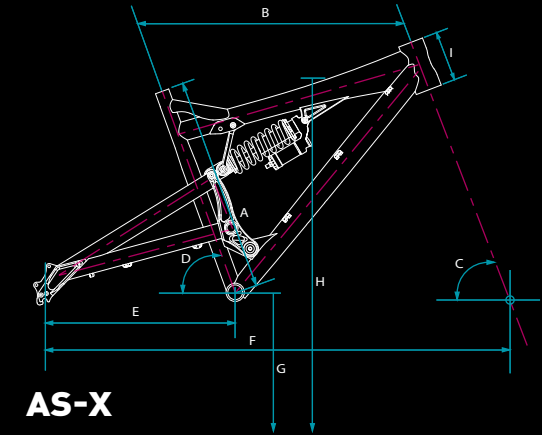
GEOMETRY



303 DH

	A	B	C	D	E	F	G	H	I
SM	16.75	22.00	64-66	58.0	17.6	46.75-46.25	15.0-14.0	31.0-30.5	4.50
MD	16.75	23.00	64-66	58.0	17.6	46.75-46.25	15.0-14.0	31.0-30.5	4.50
LG	16.75	24.00	64-66	58.0	17.6	46.75-46.25	15.0-14.0	31.0-30.5	4.50

*All measurements above are in inches. Fork ride height 558.3 MM

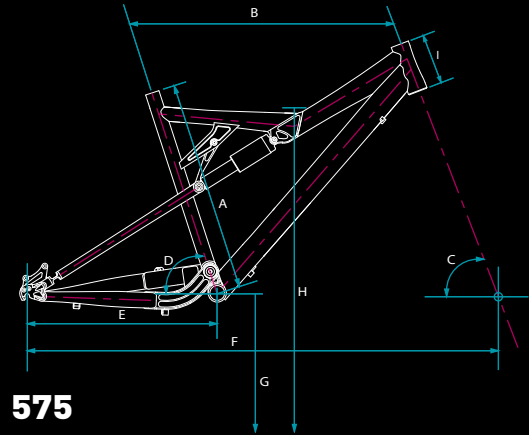


AS-X

	A	B	C	D	E	F	G	H	I
SM	17.5	21.5	66.5	67.5	17.0	42.75	14.375	31.00	4.00
MD	19.0	23.0	66.5	67.5	17.0	43.75	14.375	31.00	4.50
LG	20.5	24.0	66.5	67.5	17.0	44.75	14.375	31.00	4.50

71° TRAVEL

*All measurements above are in inches. 160 MM Fork / Ride Height 545.3 MM.

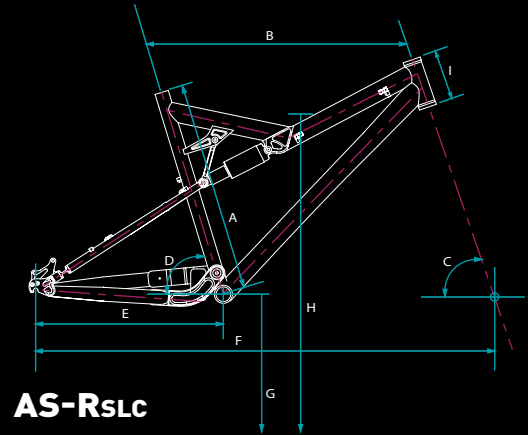


575

	A	B	C	D	E	F	G	H	I
SM	17.5	22.4	68.5	71.5	16.9	41.8	13.75	29.25	4.50
MD	18.5	23.4	68.5	71.5	16.9	42.8	13.75	29.25	4.50
LG	20.5	24.4	68.5	71.5	16.9	43.8	13.75	29.25	5.25
XL	21.5	25.2	68.5	71.5	16.9	44.4	13.75	29.25	6.00

160 MM FORK

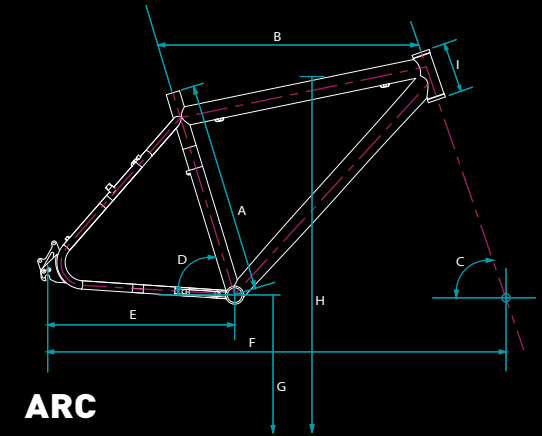
*All measurements above are in inches. 160 MM Fork / Ride Height 511.0 MM, 160 MM Fork / Ride Height 545.3 MM.



AS-Rslc

	A	B	C	D	E	F	G	H	I
XS	16.7	21.0	70.0	73.0	16.9	40.3	12.7	27.5	4.00
SM	18.0	22.4	70.0	73.0	16.9	41.6	12.7	28.0	4.00
MD	19.0	23.4	70.0	73.0	16.9	42.6	12.7	28.0	4.50
LG	21.3	24.4	70.0	73.0	16.9	43.6	12.7	28.0	5.25

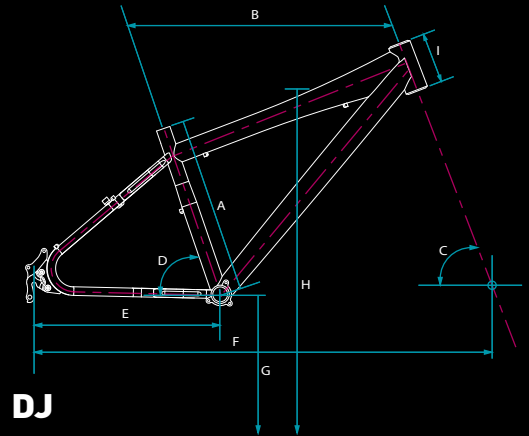
*All measurements above are in inches. 100 MM Fork / Ride Height 470.9 MM.



ARC

	A	B	C	D	E	F	G	H	I
XS	15.5	21.0	71.0	73.0	16.9	40.0	11.5	27.5	4.00
SM	17.5	22.4	71.0	73.0	16.9	41.2	11.5	29.4	4.00
MD	19.0	23.4	71.0	73.0	16.9	42.2	11.5	30.2	4.50
LG	20.5	24.4	71.0	73.0	16.9	43.2	11.5	31.4	5.25

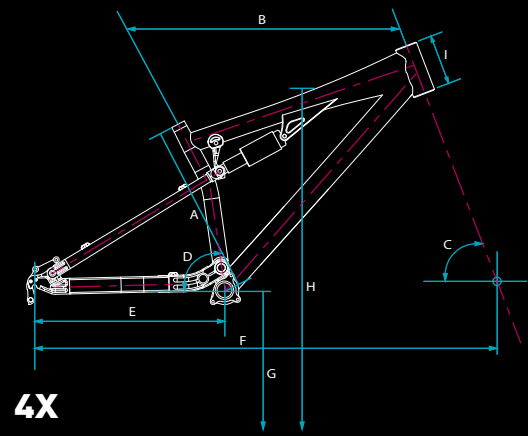
*All measurements above are in inches. 100 MM Fork / Ride Height 470.9 MM.



DJ

	A	B	C	D	E	F	G	H	I
SHORT	14.0	22.0	69.0	71.0	16.15	41.9	12.2	26.5	4.50
LONG	14.0	23.5	69.0	71.0	16.15	43.4	12.2	26.5	4.50

*All measurements above are in inches. 100 MM Fork / Ride Height 470.9 MM.



4X

	A	B	C	D	E	F	G	H	I
SHORT	15.1	22.0	69.0	71.0	16.5	41.3	13.0	28.5	4.50
LONG	15.1	23.5	69.0	71.0	16.5	42.8	13.0	28.5	4.50

*All measurements above are in inches. 100 MM Fork / Ride Height 470.9 MM.





HAND BUILT

There is something noble about a hand built frame. The deliberately slow process focuses on making it right and speaks to a bygone era when craftsmanship and honor were uttered in the same breath. We still value that here. Making it right means sweating the details and allowing for artistic expression in each frame. Sometimes this expression might be left in clues that only those well-versed in the craft would notice. Other times they are obvious, like our trademark "stack-of-dimes" welds on each Yeti frame. These details are important and represent our commitment to making the best riding frames available.

Our factory in Golden, Colorado is the birthplace of all concepts and designs that bear our name. Prototypes are burned and tested in our factory and our flexible manufacturing process allows us to churn out prototypes one day and race them the next. This process allows for countless iterations as we push towards creating a frame that is both beautiful and functional.

Because of our deliberately slow production method, we can only produce about 2,000 frames per year in Colorado. The remaining frames are produced in another small factory by craftsmen who share our commitment to quality. They have been trained and certified by our welders and engineers and have passed our stringent standards for making frames that bear the distinctive Yeti head badge. They make 'em just like we do.

When you throw a leg over a hand built Yeti, you will feel the difference.



OUR PROCESS TAKES MORE TIME

There are no assembly lines at Yeti. After each frame is meticulously hand crafted and painted, they are finished by a single person who faces the bearing surfaces to a mirror finish, chases the bottom bracket threads, hand serializes each frame, presses in bearings, hand-turns each bolt and packs the frame for delivery.

If you come by the factory, you can meet the person who assembled your frame. Seriously.

FACTORY TEAM



**RICH
HOUSEMAN**

NICKNAME BIG HOUSE AGE 28
BORN LAKEWOOD, WA
RESIDES TEMECULA, CA
FAVORITE FOOD CARNE ASADA BURRITO
FAVORITE DRINK NONE, BUT I LOVE SUN CHIPS
BIKES 303 DH, 4X, DJ
OVERUSED SAYING O BIG TIME



**DAMION
SMITH**

NICKNAME JULES AGE UNKNOWN
BORN CORVALLIS, OR
RESIDES NORTH AMERICA
FAVORITE FOOD FAST FOOD
FAVORITE DRINK CAPTAIN AND COKE
BIKES 303 DH, PROTO 4X, DH-9, 575
OVERUSED SAYING JARED WHERE IS MY



**JUSTIN
LEOV**

NICKNAME JUZZO, LEGO MAN AGE 21
BORN BLenheim, NEW ZEALAND
RESIDES CHRISTCHURCH, NEW ZEALAND
FAVORITE FOOD CHICKEN PESTO
FAVORITE DRINK ANYTHING CHEAP
BIKES 303 DH, 4X, DJ, 575
OVERUSED SAYING HONESTLY



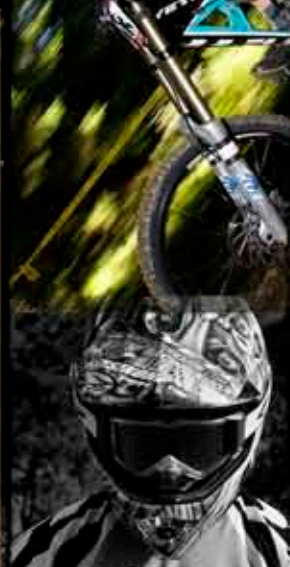
**JARED
GRAVES**

NICKNAME GRUBBY AGE 23
BORN TOOWOOMBA, AUSTRALIA
RESIDES TOOWOOMBA, AUSTRALIA
FAVORITE FOOD ROAST CHICKEN
FAVORITE DRINK JACK AND COKE
BIKES 303 DH, 4X, DJ, ASR SL
OVERUSED SAYING F%CK THAT IN THE NECK HOLE



**TJ
SHARP**

NICKNAME SHARPIE AGE 19
BORN ARVADA, CO
RESIDES BOULDER, CO
FAVORITE FOOD HOT DOGS
FAVORITE DRINK MILK
BIKES 303 DH, DJ, 575
OVERUSED SAYING N/A (JUST TOO DAMM QUIET)



Our commitment to racing is grounded in one goal, to go faster. Going faster drives our product development and pushes us to create products that have real advantages. Going faster turns marketing claims on their head and humbles even the most confident engineers. Going faster means leaving it all out on the course. It means putting up or shutting up. Going faster is what drives us at Yeti.

Each year, we pack our race trailer and go on the road with some of the best racers on the circuit to see how our designs will fare against the world's best. This year, Team Yeti – Fox Racing Shox rider Rich Houseman won the overall national title for four-cross while Jared Graves took 2nd overall in the World Cup points series in the same event. Graves, who won his last two events, was eyeing the top spot at the World Championships before breaking his thumb just ten days before the event. It is through the efforts of our factory riders that our bikes get faster.

Going faster on the race circuit means that anyone who buys a Yeti can go faster. Even if you are not a racer, you will instantly appreciate the attention to detail, the refined ride, the dialed suspension and you will go faster. As you get more time on the bike, you will begin to notice some of the nuances that make our bikes so competitive at the highest level of the sport. The more you ride it, the more you will appreciate it.





YETI GEAR

People loved our bikes so much they kept asking us for gear. We obliged and started to make clothing and accessories. The line now includes everything from ride jerseys and casual wear to bottle openers and coffee mugs.

We are constantly adding new items into the line to expand the range and fulfill our rider's needs. Check out our website at www.yeticycles.com for the complete list of products. Check it out for yourself.



TJ SHARP
OLD SCHOOL ICE AXE T. BOULDER, CO

THE TRIBE



The Yeti Tribe is a diverse group of freaks that share our devotion to owning and riding great bikes. They come from all walks of life and around the globe. They are as diverse as their riding preferences – racers, endurance riders, the gravity inclined and weekend warriors alike. At festivals and races they hang out, share stories and their love of mountain biking.

In celebration of all things Yeti, we convene each year at our annual Tribe Gathering. The venues are always centered around epic Colorado trails and have been in places like Snowmass, Salida and Steamboat. Yeti freaks from all over come to hang out with like folks. We shut down our factory so we can ride with those who share the passion and took the time to come ride with us. It's the highlight of the year for us and we welcome those who haven't made the trip before to join us this year.

If you own a Yeti, you are part of the Tribe.



THE YETI TRIBE IS A DIVERSE GROUP OF FREAKS FREAKS THAT LOVE BIKES





THE CREW THAT MAKES IT HAPPEN

We attract bike freaks like bugs to a bug light. The faces above are the people who make it happen at Yeti. We're a real company with real people who care a lot about making great bikes. You've probably seen some of our crew out on the trail. If not, feel free to stop by and meet them in person.

When we're not riding mountain bikes, we ski, snowboard, kayak, raft, climb, fish, play hockey and participate in any activity that pushes our physical limits and promises cold beers afterwards. We know secret trails, hidden powder stashes, great camping spots and where the big fish lurk. If you want the inside line, come on by and someone in the factory will point you in the right direction.

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