Sales Manual

1994

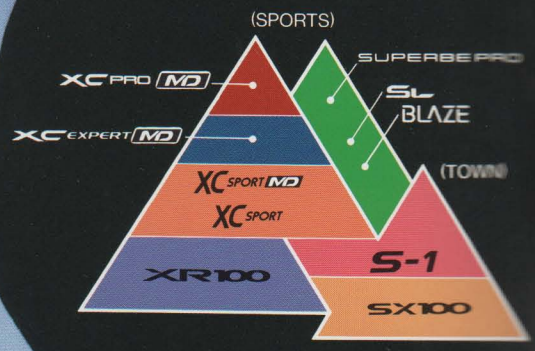
SR SUNTOUR BICYCLE EQUIPMENT

SR SUNTOUR

ENGLISH

Synchronizing Mind, Body, &

SR Suntour parts work in coordination with the hu



& Bicycle.

human component.

SR Suntour bicycle parts are like an extension of the rider, able to convert complex thoughts into motion. Products that amplify and expand the potential in every rider. Making parts that answer the need of the rider is SR Suntour's goal.
Shifters that bring function and the body's natural movements closer than they have ever been, and suspension forks that allow the rider to tell the bike where to go rather than letting the terrain dictate. The development of complete bicycle parts opens new trails, new adventures for the enthusiast to enjoy.
SR Suntour bicycle parts facilitate the communication between rider and bicycle.
The products shown on the following pages are designed to appeal to every rider that just likes to ride their bike. Completely.



SR Suntour's '94 model lineup includes parts designed for every type of rider, from beginners to experts. Special emphasis is also given to junior and recreational riders. New ideas and design concepts have been used to innovate a fresh new lineup that is competitive, with good prices and unsurpassed quality. SR Suntour is dedicated to making bicycle parts for every need and every rider.

INDEX

Features ·····P2~P12
- DuoTrack Suspension Fork
- Duo 10 Handlebar Stem
- MT2 Twist Shifter
- ERGOTEC Shifter
- PowerFlo Front
- PowerFlo Rear
- SX-100 Rear Derailleur
- S-1 Shifting System
- MD Micro Drive

Component Groups P13~P24
- ATB&Trekking Chart
- XC-PRO MD
- XC-EXPERT MD
- XC-SPORT MD
- XC-SPORT
- XR-100
- S-1
- SX-100
- SX-100 Chart
- SUPERBEPRO
- SL
- BLAZE

Information/Accessories P24~P25

Individual Parts ···P26~P33
- Suspension Forks
- Stems
- Cranksets
- Pedals
- Seatposts
- Handlebars
- Chainrings
- BB
- Frame/Fork

SR SUNTOUR Product Lineup ···P34~P35

Compatibility Chart P36~P37

Technical Tips ·····P38~P41

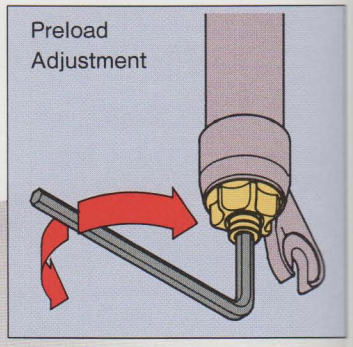
Light, Reliable, & Ready to Race.

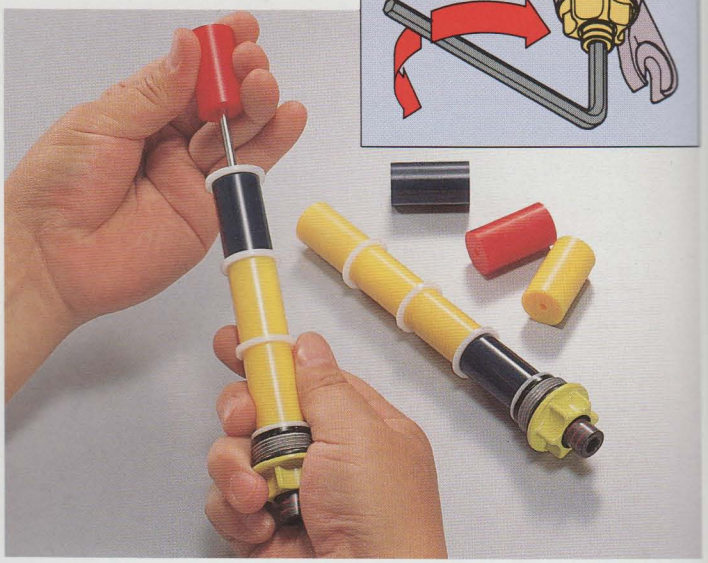
The DuoTrack 9001 is a suspension fork designed to bring the best out of elastomer suspension. Based on all the combined manufacturing skills that SR has brought together after over 70 years in bicycles, the 9001 fork stands alone. The 9001 gives the rider control over and feel for just about any trail imaginable and that's before you consider that it's bullet-proof. The 9001 is a lightweight fork ready for the race course.

SR DuoTrack 9001



Everything about the 9001 is carefully designed. Even the elastomers in the 9001 deserve a special mention. SR put a lot of time and effort into designing a set of elastomers that fit the way mountain bikes are ridden. Exhaustive tests on rebound characteristics, longevity, and various compounds has yielded what we feel is the best elastomer suspension pound for pound, dollar for dollar available today.





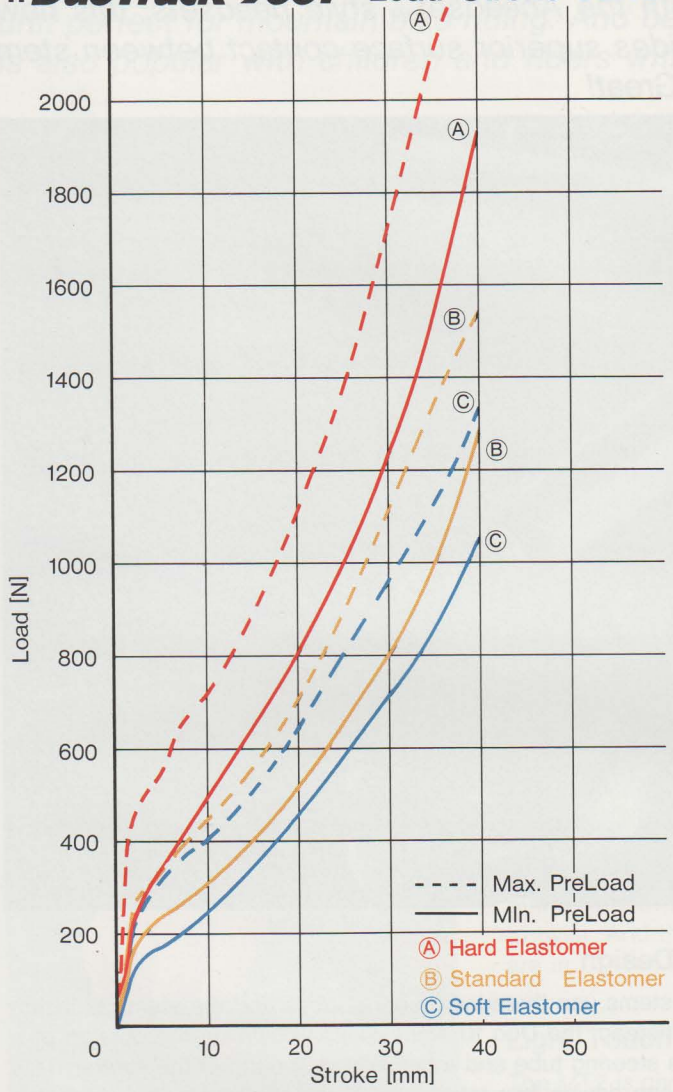


Elastomer Replacement Easy Adjustability

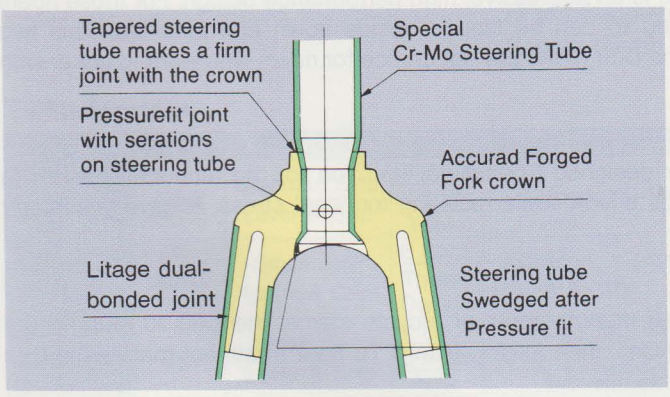
There are two methods of adjusting the 9001. The elastomers can be changed to harder or softer versions, or small adjustments in the actual response of the elastomers in the fork can be made by turning the preload bolt (the only thing needed to adjust the preload is a 6mm Allen wrench). Adjustments can be done quickly and efficiently.

The DuoTrack 9001; a race ready, performance oriented suspension fork.

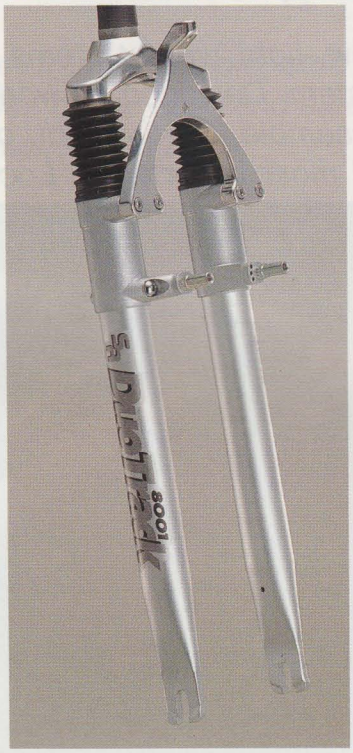
SR DuoTrack 9001 Load-Stroke curve



The 9001 fork was made by bringing together several technologies that SR has pioneered; AC4C Accurad forging, Litage bonding, and zero tolerance pressure fitting. What all that means is that this fork is meant to last.



SR DuoTrack 8001 SR DuoTrack 7001

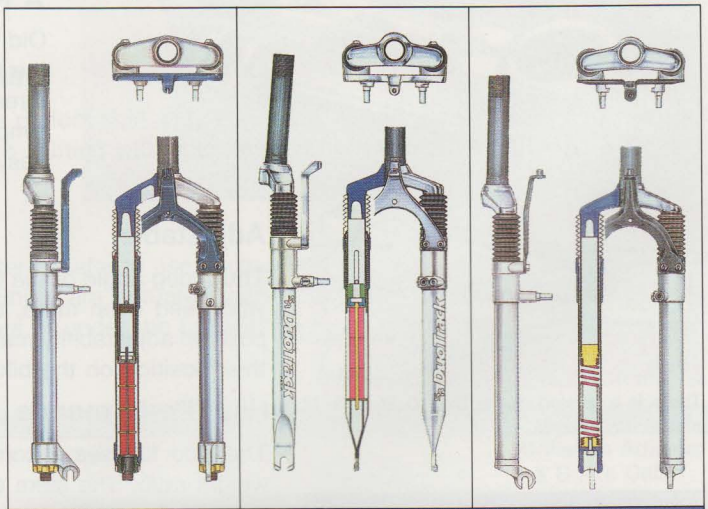


The light weight SR Duotrack 8001 has a clean look and replaceable elastomers.



The 7001 brings SR Duotrack quality to a wider range of riders. Steel springs and careful design make this a fork that you can rely on.

SR DuoTrack 9001 SR DuoTrack 8001 SR DuoTrack 7001



WHEEL SIZE		
26″	26″/700c	26″/700c/24″/22″/20″
Suspension System		
Elastomer	Elastomer	Spring
Adjustable & Replaceable	Replaceable	Replaceable

A Head Turning Stem

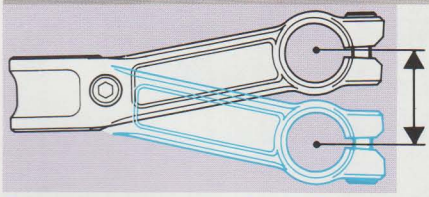
The latest thing in new, light weight stems. The Duo 10 Combines light weight and great looks in the ultimate stem. Designed to work with the Aheadset™ style headsets, this new system is simple to assemble, light weight, provides superior surface contact between stem and steering tube and most importantly, Looks Great!





A New Design

Old style stems use threaded steering tubes and the stem fits inside the fork. Instead, the Duo 10 stem clamps down on the outside of a threadless steering tube and a cap covers the top of the steerer. This simple, clean design has taken the racing community by storm. It's easy to change stems, change forks, repair your bike.



There is a version of the Duo 10 Stem to fit almost any bicycle.

Adjustable

The 10deg angle of the Duo 10 is an aggressive, high performance design. For those riders who need even more, the Duo 10 can be flipped upside down and installed. This two position adjustability makes the Duo 10 the perfect choice for riders who want to tinker with their position on the bike.

High Performance

The Duo 10 uses a computer designed I-beam construction for the ultimate strength to weight ratio. The stem absorbs shock while resisting torsional stress, to give you better control of you bike.

Reliable

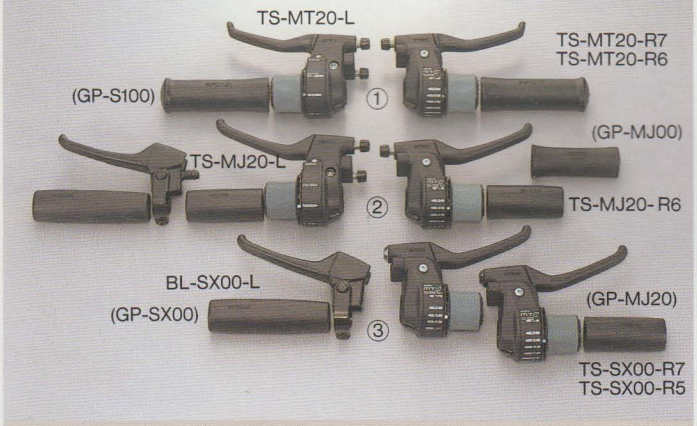
From one of the worlds largest manufactures of bicycle stems, the Duo 10 stem is the leader in reliability. Accurad AC4C melt forging with a T6 heat treatment makes the Duo 10 stem the light weight, and ductile.

Colors	Lengths	Steerer Diameters Inner/Outer
Silver Black	90, 110, 130, 150, mm	COS-300 22.2/25.4mm) COS-350 25.4/26.8mm

Easy, Light, Safer Shifting

The new MT2 twist shifter brings together an extremely simple, safe shifting operation in a unit perfect for mountain bike riding. And because of the ease and safety of shifting, this unit is also popular with children and riders with smaller hands.

Models for Every Use.



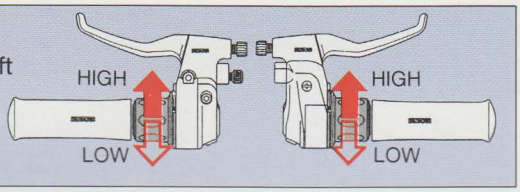
①Adult Model
Perfect for beginners as well as experts

②Junior Model
Sized for childrens hands. with all the safety and ease of use of the adult model.

③City Model
Good looks and easy shifting for upright handlebars.

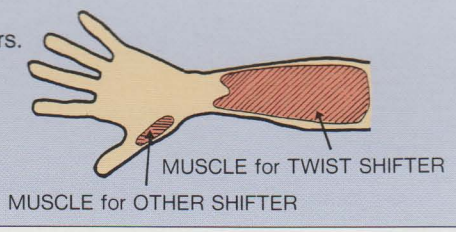
Easy

Both levers shift in the same direction.



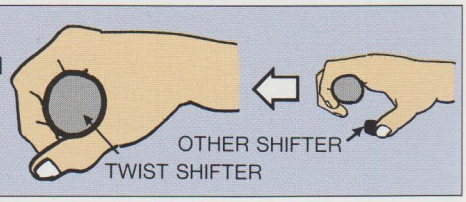
Light Touch

No more sore fingers.



Safer Shifting

Shift with your hand firmly on the bar.





Easy Shifting

Since both levers move in the same direction, there is no confusion about which way to twist. And the Easy to Read gear indicators let you always know what gear you are in.

Light Touch shifting

The MT2 is gives the perfect shift with a light touch. Springs and pulleys lighten the load and since you're shifting with your hand not your fingers there is less fatigue.

Safer Shifting

The MT2 Twist Shifter is safer to use because there is less need to take the hands of the handlebars. Shifts are actuated with both hands firmly on the handlebars. Neither thumb shifters or under the bar shifters have this feature.

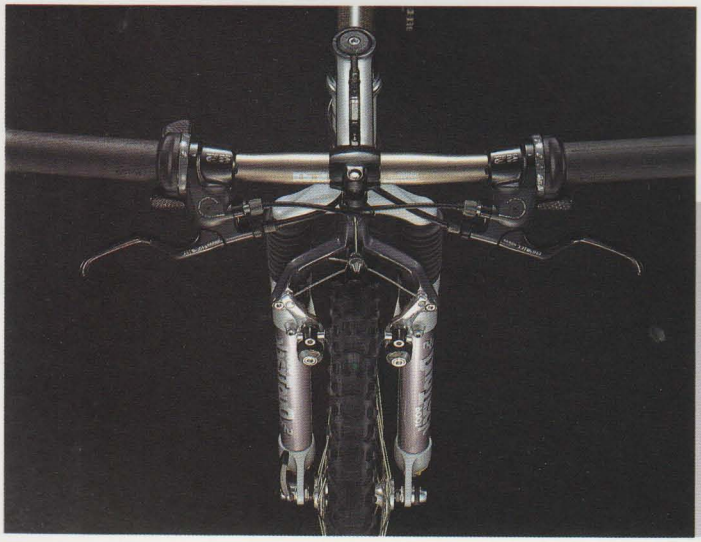
Twist Models

Model No.	Version	Features	Speeds	Component Group	Front & Rear Derrailleur	Crank Requirements	Other
TS-MT20-R7	Adult	Standard Size Lever & Grip	7 Spds	XC-Sport, XR-100	Suntour		W/Reach Adjuster & Brake Cable Adjuster
TS-MT20-R6			6 Spds			PowerFlo Front or Hyperdrive-C	
TS-MT20-L			Triple				
TS-MJ20-R6	Junior	Small Size Lever & Grip	6 Spds	XC-Sport, XR-100 & SX-100	Suntour		W/Reach Adjuster & Brake Cable Adjuster
TS-MJ20-L			Triple/ Double			PowerFlo Front or Hyperdrive-C	
TS-SX00-R7	City	Small Size Lever & Grip	7 Spds	SX-100	Suntour		
TS-SX00-R5			5 Spds				
BL-SX00-L			N/A	Left Hand Brake Lever that Matches SX & MJ Twist Shifters			

COMPLETE CONTROL - at your fingertips.

Ergonomically ideal positioning. Shifters that make the important shift easier and quicker, now. Shifters that bring out the best in a fun ride too, because you have complete control - at your fingertips.





Efficiency

The ERGOTEC shift/brake lever unit makes both shifting and braking more efficient. Shifting is more efficient because of the natural positioning of the shifter buttons. Braking is more efficient because of the shape and positioning of the brake lever. Now, with a single sliding motion it is possible to brake and shift at the same time. Controlling your bike has never been so easy.



Do...



Braking

The ERGOTEC brake levers are radically shaped to give you full power and ergonomic control.

Two Things...



Transition

The natural motion of the fingers is complemented by the layout of the brake levers.The carefully designed Dog Leg shape allows the fingers to slide freely between the brake lever and the control.

At Once !



Auto-Return

The control buttons always return to the same spot. It's easier to shift because the controls are always right where you need them.

Shifting

Push the button with your thumb and you shift to an easier gear, Push with your forefinger for a faster gear. And while you are shifting, you maintaining full control of the handlebar and brakes. A quick glance at the gear indicator tells you what gear you are in.



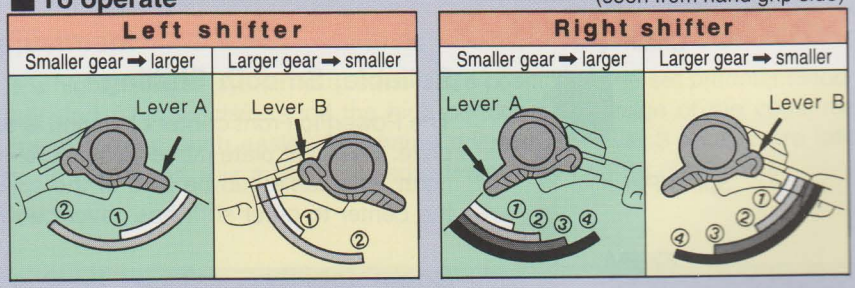
Brake and shift at the same time.

Shift Through Multiple Gears

Shifting is not always a simple task, there are times when the rider has to load up or dump several gears - immediately. The ERGOTEC recognizes this, and makes it possible to change six gears up or down in a single motion.

■ To operate

(seen from hand grip side)



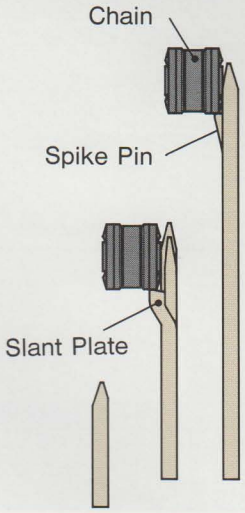
ERGOTEC Models

Model No.	Version	Component Group	Front & Rear Derrailleur	Crank Requirements	Rear Cog Requirements
ST-ES01	Suntour 7/8 Spd	XC-Expert,XC-Sport MD	Suntour	PowerFlo Front or Hyperdrive-C	8spd MD Casstte
ST-ES00	Suntour 7 Spd	XC-Sport,XR-100	Suntour	PowerFlo Front or Hyperdrive-C	PowerFlo Rear or Hyperglide
ST-ES20	Shimano 7 Spd	STX,Alivio	Shimano	PowerFlo Front or Hyperdrive-C	PowerFlo Rear or Hyperglide

Front Shifting that Sets the Pace.

The PowerFlo Front shifting system brings front shifting performance to a new level. Available on a wide range of models, this new system of slant plates and spike pins help the chain glide from ring to ring.





Reliable, Smooth Shifting

The PowerFlo Front center chainring is different from other chainrings because of it's slant plate. The slant plate makes a quick reliable shift from the inner to the center chainring the norm. The same can be said of the spike pins, which are found on the outer chainrings; the center to outer shift has never been so good.

Compatability

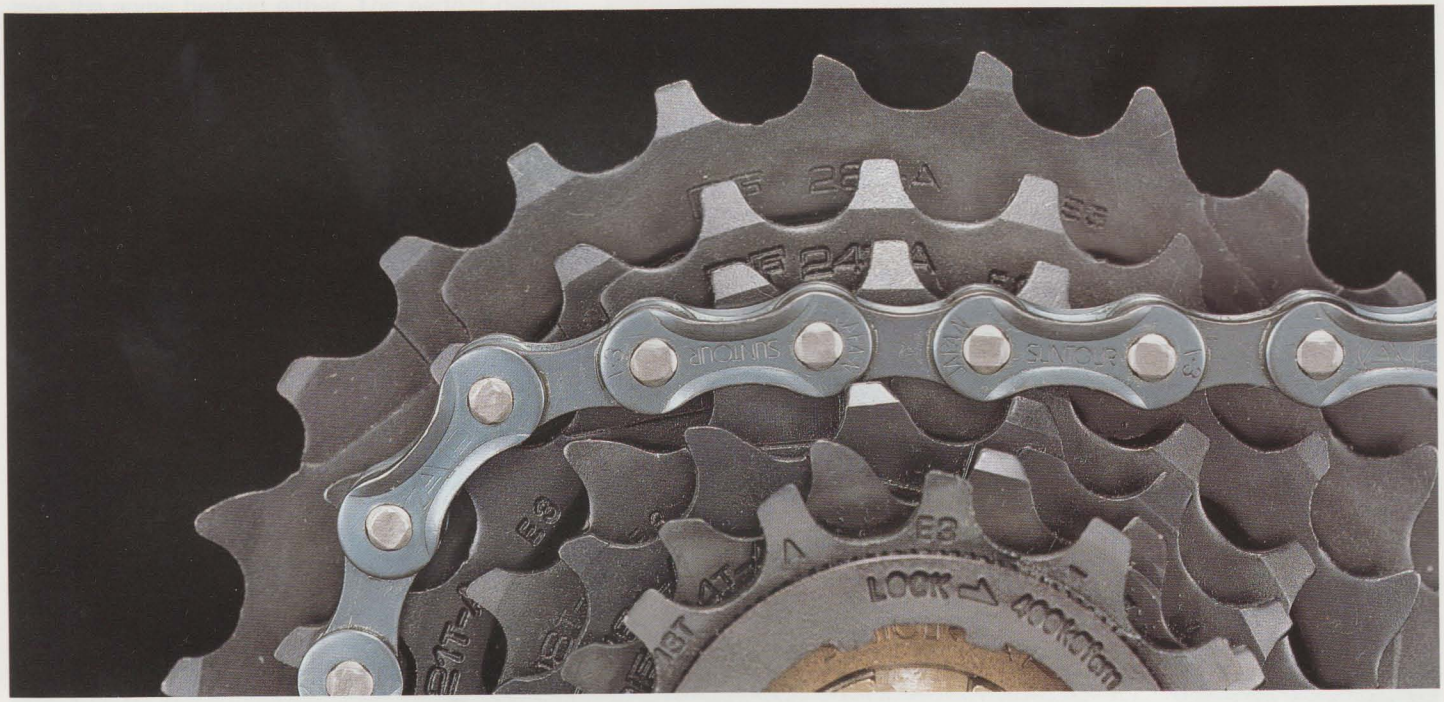
Component interchangeability has been a long-standing policy of SR Suntour. To the greatest extent possible we make our parts (chainring spacing, bottom brackets, BCD, Etc.) compatible with other companies products.

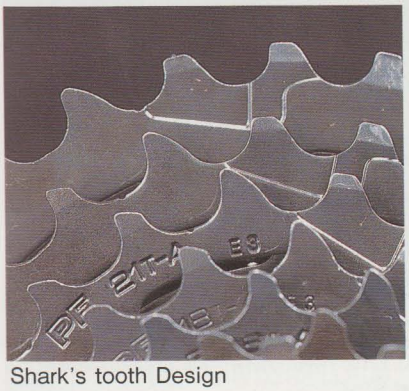
Variations

Series	Groups	Chainrings	BCD
Micro Drive	XC-PRO XC-EXPERT XC-SPORT	42/32/20	94/56mm
Standard	XC-SPORT XR100	48/38/28	110/74mm

Crisp New Shifting Performance

PowerFlo Rear is designed to transmit the chain from one gear to the next in the smoothest fashion possible. With the advent of the "shark's tooth" design, and several preset shift points, shifting gears has never been smoother.





Shark's tooth Design

The Ideal Gear Shape

The New PFR system is the refinement of many years of innovation and research leading up to the smoothest shifting system ever.
The shape of the gear is one of the main factors affecting shifting performance. PFR is a computer-optimized tooth profile system that controls the chain though out the shift. The new Shark Tooth profile cog efficiently catches the chain and guides it. Other specially designed cogs release the chain at a predetermined points. The result is crisper, smoother shifting.

Easy Adjustment

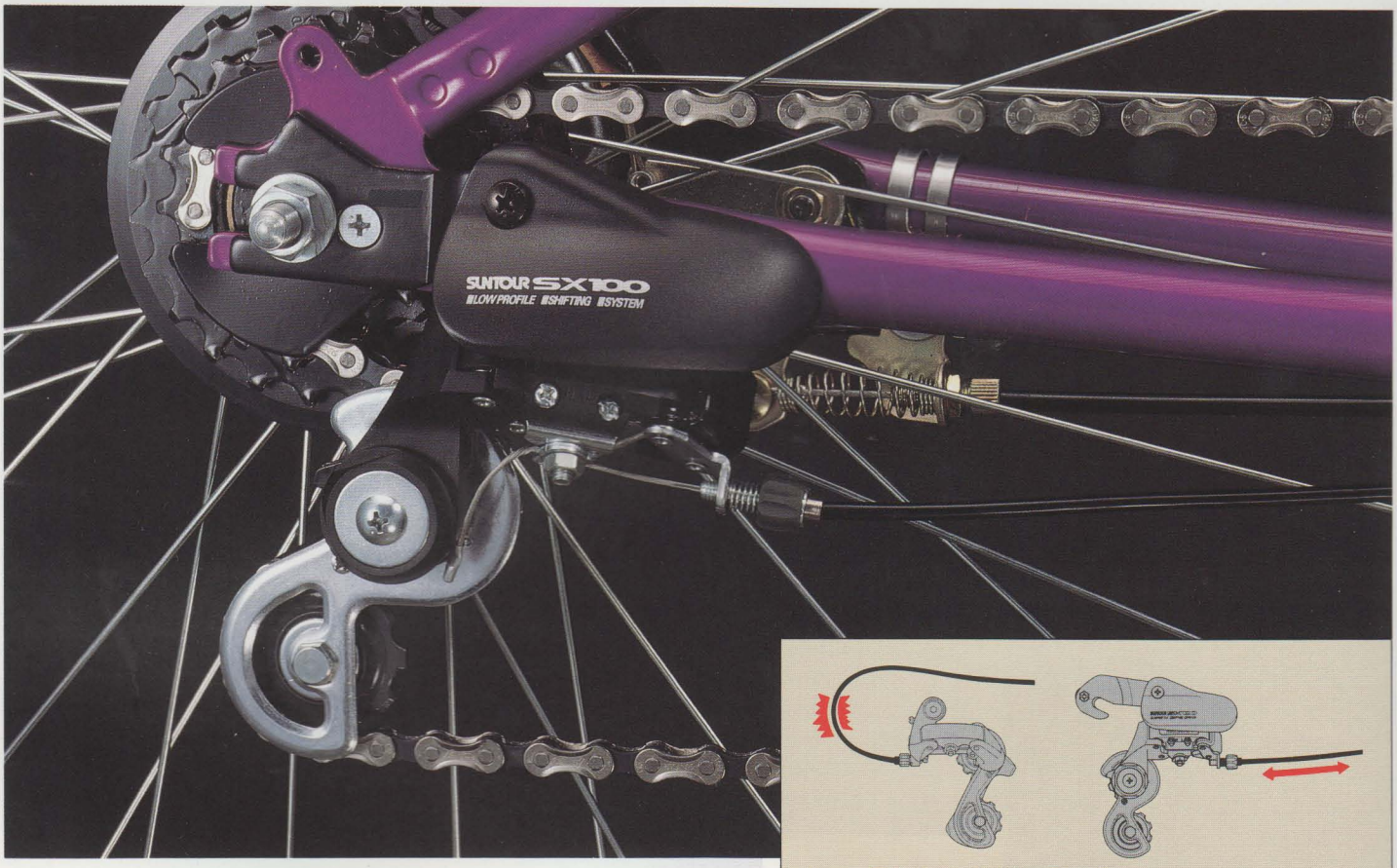
The PFR is a highly precise system with each cog's position in the set predetermined and carefully adjusted. This precision, and the high performance design of the cogs, makes adjusting the derailleur much easier. The barrel adjuster has over 3 times more latitude than before. In real terms, this means that adjustment time can be cut in half.

PowerFlo Cog Models

Model No.	PowerFlo Rear	Ratio	FW/CS	Speeds	MD Ratio	Cog Spacing	Hub Style	Rear Hub Spacing
FW-PF12-K7	Yes (PFR)	13-28	Freewheel	7Spds		3mm	Standard Hub	Suntour 37-39mm or Shimano 39mm
FW-PF12-K6	Yes (PFR)	14-28	Freewheel	6Spds		3.55mm	Standard Hub	Suntour 37-39mm or Shimano 39mm
FW-PF02-K7	Standard PF	13-28	Freewheel	7Spds		3mm	Standard Hub	Suntour 37mm or Shimano 39mm
FW-PF00-K7	Standard PF	13-28	Freewheel	7Spds		Suntour	Standard Hub	Suntour 37-39mm
FW-PF00-K6	Standard PF	13-28	Freewheel	6Spds		3.55mm	Standard Hub	Suntour 37mm
CS-PF12-K7	Yes (PFR)	11-24	Cassette	7Spds	Yes	3mm	Shimano Style Freehub	Shimano Style
CS-PF22-K7	Yes (PFR)	12-28	Cassette	7Spds		3mm	Shimano Style Freehub	Shimano Style
CS-AP20-K8	Standard PF	11-28	Cassette	8Spds	Yes	Suntour	Suntour Style Freehub	Suntour Style
CS-AP20-K7	Standard PF	11-24	Cassette	7Spds	Yes	Suntour	Suntour Style Freehub	Suntour Style

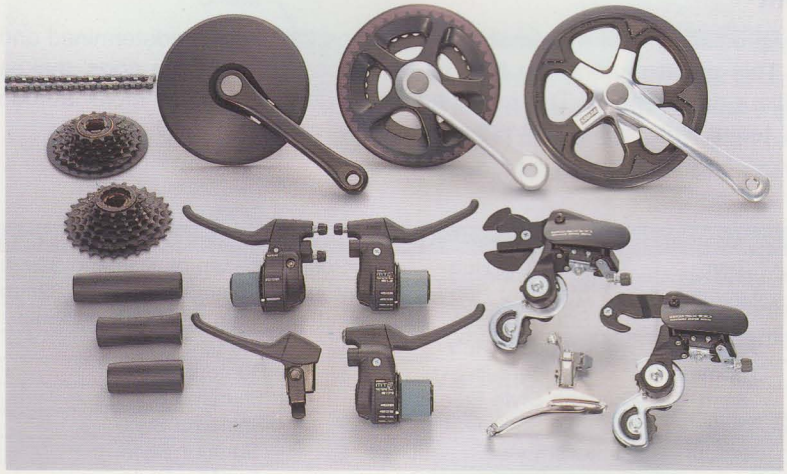
A Light Comfortable System for City Cycles.

The SX-100 system is a super light touch shifting system that is designed for use by juniors and on "get around town" bicycles. The system is made up of a rear derailleur, twist shifter, and crankset.



Low Friction Cable Routing

Borrowing from the S-1 system, the gear cable pulls directly into the rear derailleur, instead of wrapping around it. Combined with lighter springs and the MT2 Twist shifter, this design reduces shifting force by almost 50%!

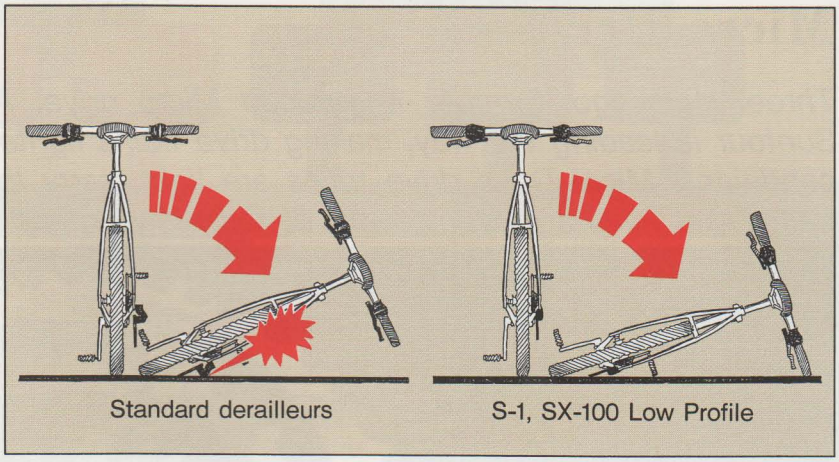


New MT2 Twist Shifter

The Easy to use Twist shifter is designed for use with upright bars and has a reduced diameter barrel for easy gripping; making this light action system perfect for Junior bikes and Around-Town commuting.

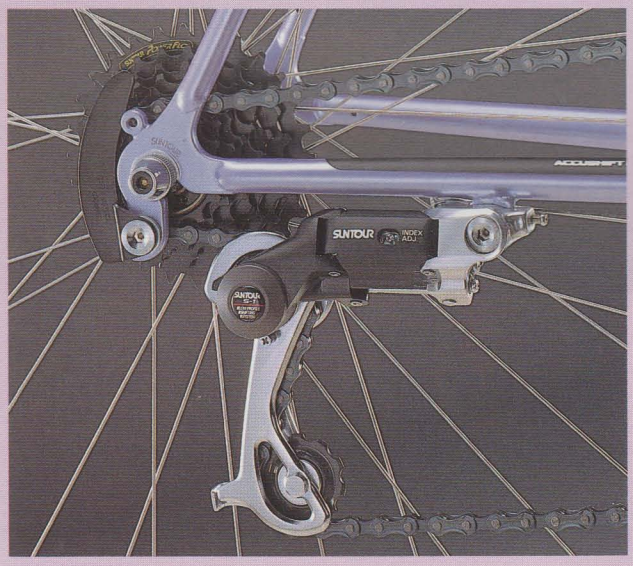
Low Profile, Low Maintenance

Because the SX-100 rear derailleur is positioned under the chainstay, in the event that the bicycle falls over there are no breakage problems like might be found with regular rear derailleurs. Simply, since the rear derailleur doesn't protrude from the bike like regular derailleurs, it doesn't have to take the same beating either. The perfect design for a low maintenance high quality bicycle.



SUNTOUR **S-1**

Shifting System

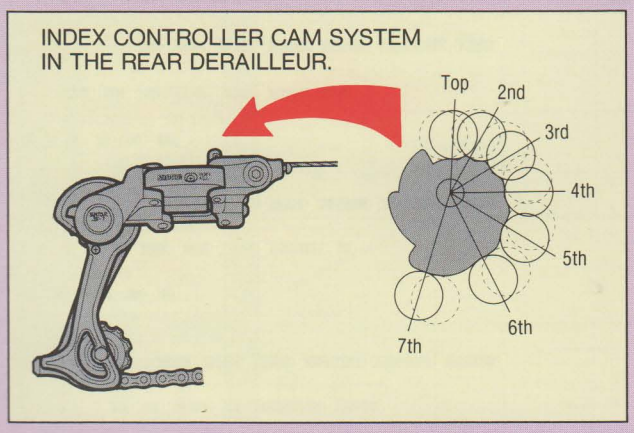


Great Looks, Smooth Shifting

S-1 Rear Derailleur

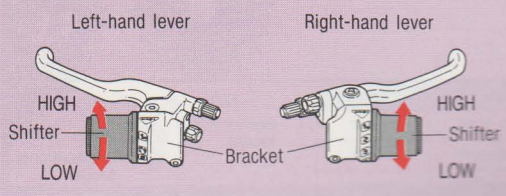
The major feature of the S-1 rear derailleur is it's independent index control cam. Because the indexing is all controlled internally to the rear derailleur, many of the indexing problems of other rear derailleurs are gone. The S-1 derailleur is easy to install, while requiring virtually no maintenance once it is dialed in.

Because the derailleur doesn't stick out from the profile of the frame, it is not subject to damage from falling down.





S-1 Twist Shifter



Micro Drive

Three years ago, Suntour introduced Micro drive. And revolutionized mountain bicycles. Suntour is leading the way, making drive trains lighter, more suited to mountain bike riding conditions. Micro Drive drive trains are light, carry the same gear ratios as "regular" drive trains, and have a proven record of reliability, in and out of race situations.



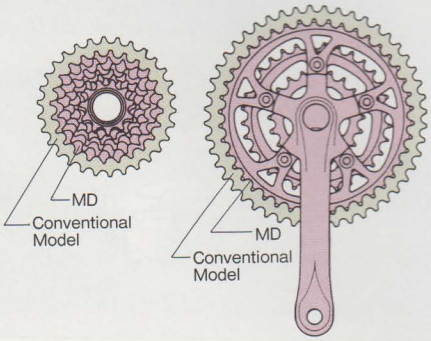
The 20t Ultra Low Gear

Micro Drive comes standard with a 20t triple chainring. When this is ridden with the 28 in the rear, an ultra low 0.7 gear ratio is possible. Climb any mountain.

Micro Drive is Micro Light

When everything gets smaller, it inevitably gets lighter. An admirable pursuit for bicycle components. A smaller crankset, freewheel/cassette, and shorter chain all team up to make Micro Drive Micro Light.

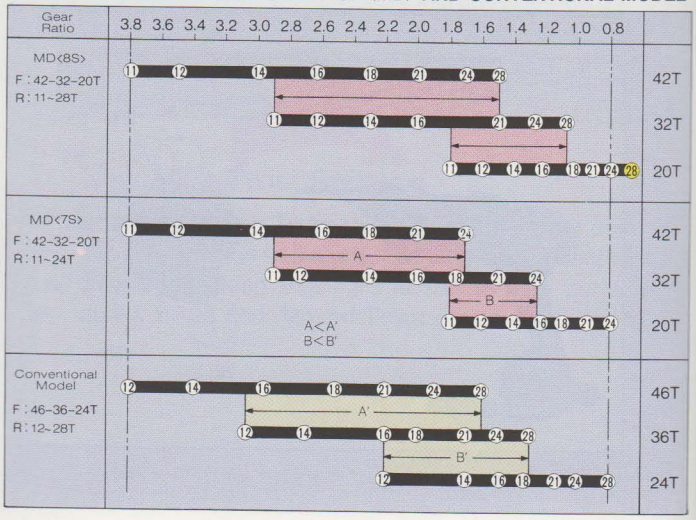
	Front	Rear
MD〈8S〉	42-32-20	11~28T
MD〈7S〉	42-32-20	11~24T
Conventional Model	46-36-24T or 48-38-28T	12~28T or 13~30T



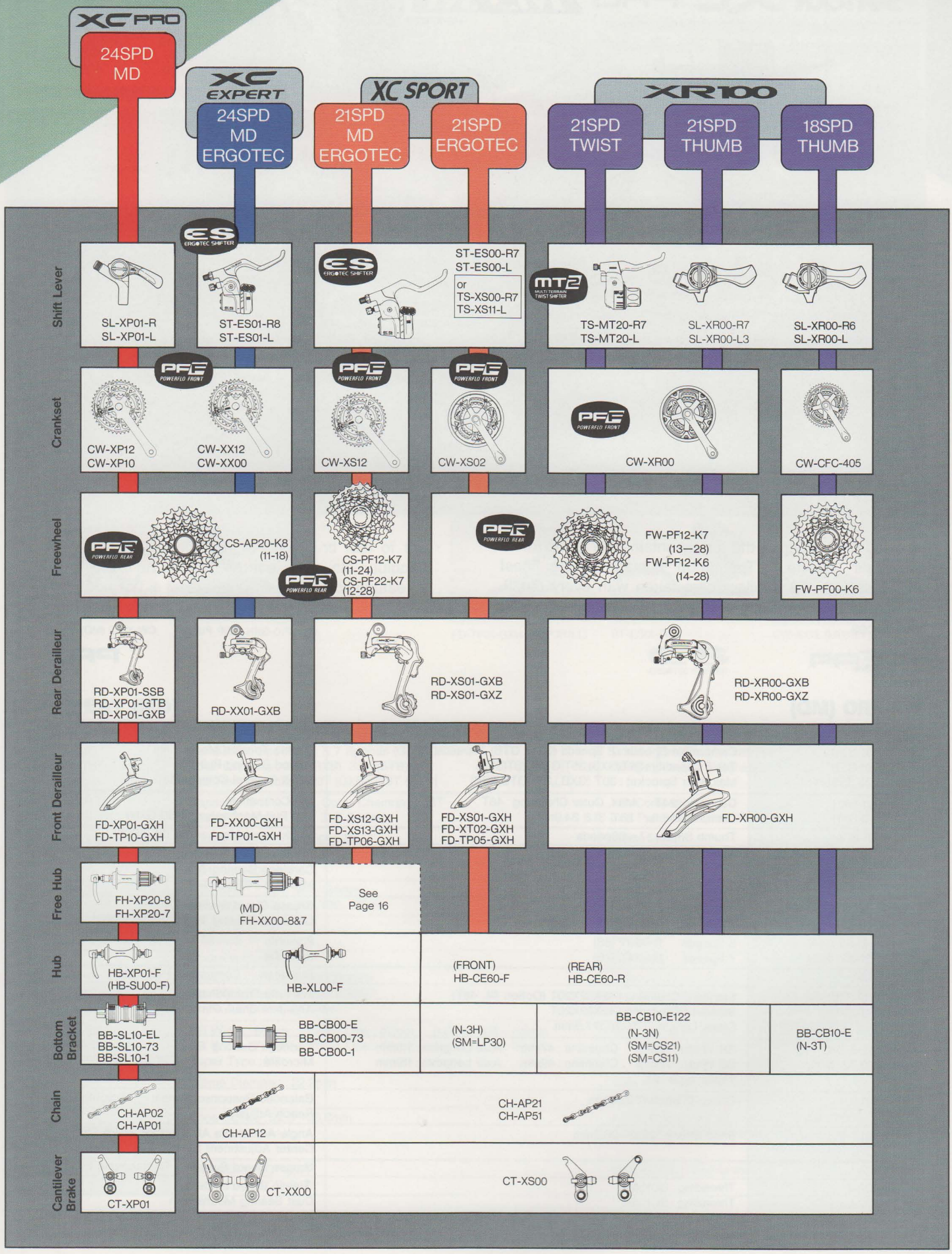
New XC-SPORT MD

The XC-SPORT MD group is being introduced so that MD is available to an even wider range of riders. Riders at this level will enjoy the clearance made possible by smaller chainrings and a wide range of usable gears.

GEAR RATIO COMPARISON CHART OF 〈MD〉 AND CONVENTIONAL MODEL



ATB & Trekking Bike Component Chart

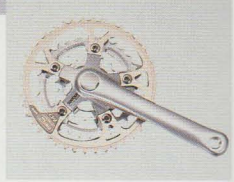




The XC-PRO group is the top mountain bike group in SR Suntour's '94 lineup. The group is made of the finest materials with the subtlest care taken with every detail. Used with the Ergo Tech shift lever, this group is ready to win races.



FD-TP10-GXH (TOP PULL)



CW-XP12 (MD) (PF/F)

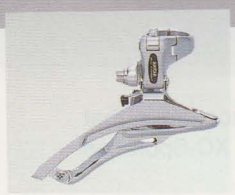
PFE

XC-PRO (MD)

Model No.	SPECIFICATIONS	FEATURES
RD-XP01-GXB RD-XP01-GTB RD-XP01-SSB	Compatible Speeds : 8 Speeds (GXB, GTB) 7Speeds(SSB) Total Capacity : 39T(GXB),35T(GTB),28T(SSB) Max,Rear Sprocket : 30T (GXB,),28T(GTB,SSB)	Double Tension Mechanism Sealed Bearing Pully MD & General Compatible
FD-XP01-GXH FD-TP10-GXH	Capacity : 24T Max, Outer Chainring : 48T Clamp Diameter : 28.6 31.8 34.9mm	MD Compatible Top Pull Mechanism (TP10-GXH)
SL-XP01-R, L	Thumb Shifter : 7~8Speeds	Multi Mount Mechanism (SL-XP01)
HB-XP01-F HB-SU00-F(Suspention)	32H, 36H/100mm	Grease Guard System(XP01) Cartridge Bearing Type Microlite (HB-SU00-F)
FH-XP20-8 (MD) FH-XP20-7 (MD)	8 Speeds 32H, 36H/135mm 7 Speeds 32H, 36H/130, 135mm	Grease Guard System Cartridge Bearing Type
CS-AP20-S8 (MD) CS-AP20-S7 (MD)	8 Speeds 11~28T (8S) 7 Speeds 11~24T (7S)	Powerflo Powerflo
CH-AP02		Bushless. Compatible Powerflo
NEW CW-XP12 (MD) (PF/F) CW-XP10 (MD)	Standard Chainring : 42X32X20T (Option 44, 46T) Standard Chainring : 42X32X20T Crank Length : 170,175,177.5mm	Powerflo Front(XP-12) Anti-Jam Chain Pin
BB-SL10-E (MD) BB-SL10-73 (MD)	BB Width : 68mm Chainline : 47mm Axle Lengthm : 115mm BB Width : 73mm Chainline : 49mm Axle Lengthm : 119mm Taper Type : VX	Cartridge Bearing Type Microlite
BL-XP01	Clamp Diameter : 22.2mm	Balanced Response System Microlite Design Reach Adjuster
CT-XP01	Shoe Stroke : 22.0~28.0mm	Angle Adjustable All Weather Brake Shoe Center Adjustment System
PL-XP02		Grease Guard System Replaceable Plate
HS-XP02-J HS-XP02-I	Threading : BC1"x24 Threading : BC1"x24	Grease Guard System Dust Sealing Mechanism



The XC-Expert/MD brings the function and feel of the XC-PRO group to an affordable price. A bicycle equipped with XC-Expert MD is just as at home on a race course as on a weekend fun ride.


FD-TP01-GXH (TOP PULL)


ST-ES01-R8

ES ERGOTEC SHIFTER

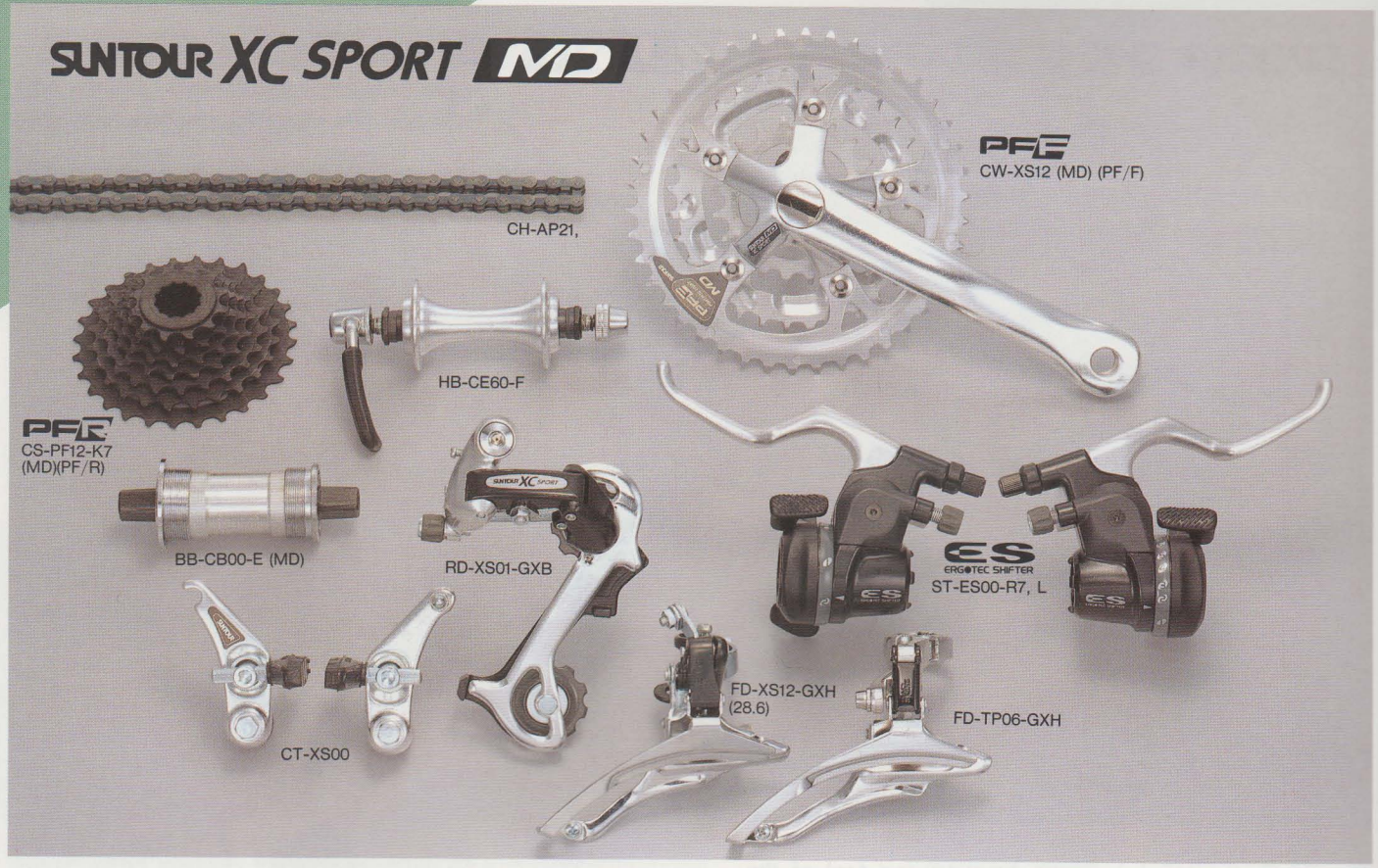

CW-XX12 (MD) (PF/F)

PFE

XC-EXPERT (MD)

Model No.	SPECIFICATIONS	FEATURES
RD-XX00-GXB RD-XX00-GTB	Compatible Speeds : 8 & 7 Speeds (GXB, GTB) Total Capacity : 39T (GXB), 35T (GTB), Max,Rear Sprocket : 30T (GXB,), 28T (GTB)	Double Tension Mechanism Compatible MD & General.
FD-XX01-GXH FD-TP01-GXH	Capacity : 24T Max, Outer Chainring : 48T Clamp Diameter : 28.6 31.8 34.9mm	MD Compatible Top Pull Mechanism (FD-TP01)
SL-XX00-R, L NEW ST-ES01-R8, L	Thumb Shifter : 7~8 Speeds ERGOTEC Shifter : 8 Speeds	Index System Auto-Return System (ST-ES01)
HB-XL00-F	32H, 36H/100mm	
FH-XX00-8, (MD) FH-XX00-7, (MD)	8 Speeds 32H, 36H/135mm, 7 Speeds 32H, 36H/130, 135mm	Powerflo Front Compatible MD Compatible
CS-AP20-K8 (MD) CS-AP20-K7 (MD)	8 Speeds 11~28T 7 Speeds 11~24T	Powerflo Powerflo
CH-AP12	Powerflo Compatible	Bushless
NEW CW-XX12 (MD) (PF/F) CW-XX00 (MD)	Standard Chainring : 42X32X20T Standard Chainring : 42X32X20T Crank Length : 170,175mm	Powerflo Front (XX-12) Anti-Jam Chain Pin Option:Chain Guard
BB-CB00-E (MD) BB-CB00-73 (MD)	BB Width : 68mm Chain Line : 47mm Axle Length : 115mm BB Width : 73mm Chain Line : 49mm Axle Length : 119mm Taper Type : VX	Alloy Cassette BB
BL-XX00	Clamp Diameter : 22.2mm	Balanced Response System Cable Adjuster. Reach Adjuster
CT-XX00	Shoe Stroke : 22.0~28.0mm	Angle Adjustable All Weather Brake Shoe Center Adjustment System
PL-XL00		
HS-ST00-J HS-ST00-I	Threading : BC1"x24T Threading : BC1"x24T	Dust Sealing Mechanism

Multi-Purpose Sport Use



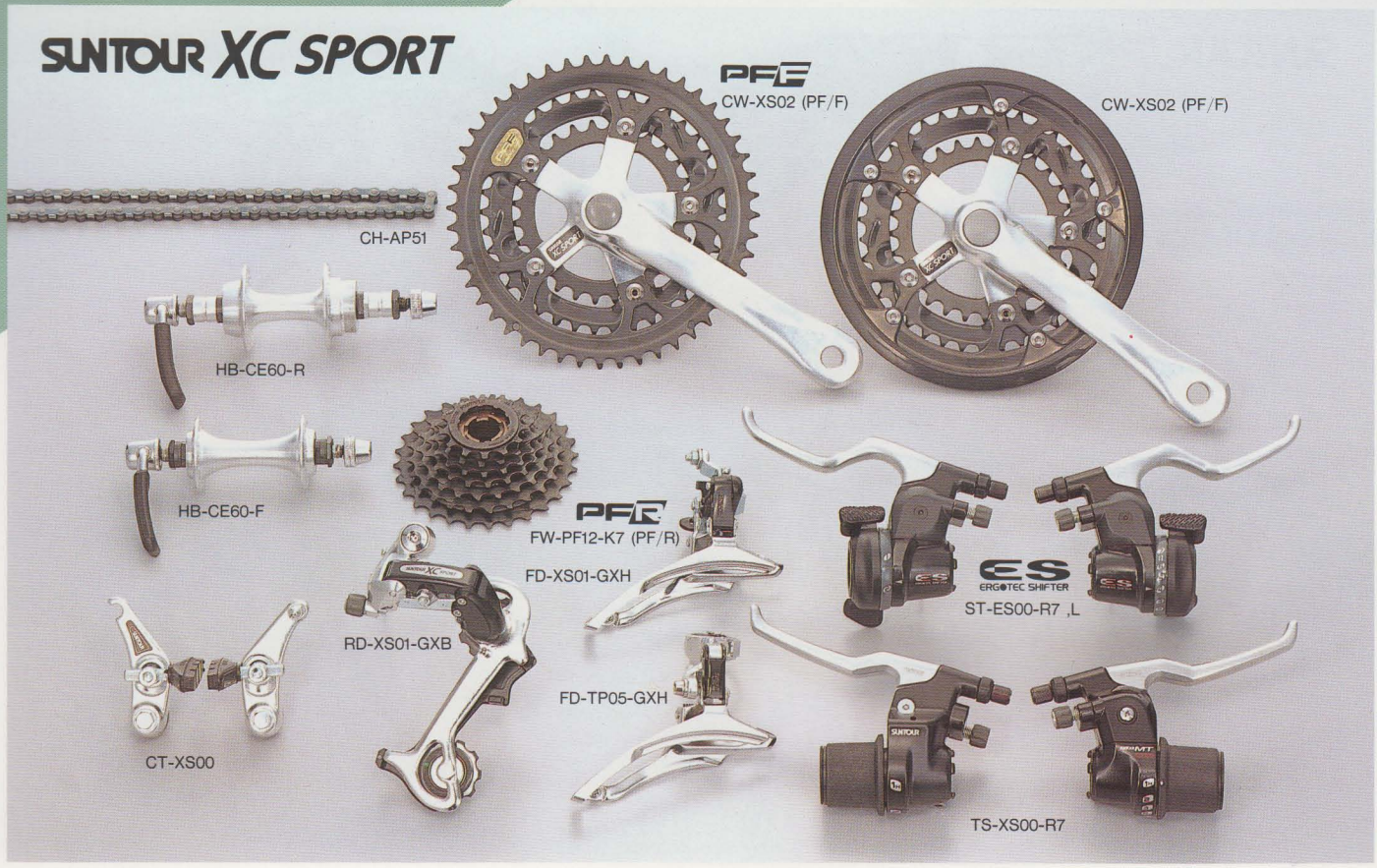
The XC-Sport/MD group is an entry level race group that does double time as a sport/exercise group. XC-Sport has the features that make mountain biking fun.

XC-SPORT (MD)

Model No.	SPECIFICATIONS	FEATURES
RD-XS01-GTB RD-XS01-GXB	Compatible Speeds : 7 Speeds Total Capacity : 34T (GTB) 40T (GXB) Max,Rear Sprocket 30T	Double Tension Mechanism Lite Spring
NEW FD-XS12-GXH NEW FD-XS13-GXH NEW FD-TP06-GXH	Capacity : 24T Max,Outer Chainring : 48T Clamp Diameter : 28.6 (FD-XS12, FD-TP06) 31.8 (FD-XS13, FD-TP06)	MD Compatible Lite Spring Top Pull Mechanism (TP06-GXH)
ST-ES00-R7, L	ERGOTEC Shifter : 7Speeds(Use CS-PF12, 22)	Lite Operation Auto-Return System (Ergotec Shifter)
HB-CE60-F	32H, 36H/100mm	
FH ※		
NEW CS-PF12-K7 (MD) (PF/R) NEW CS-PF22-K7 (PF/R)	7Speeds 11～24T 12～28T	Powerflo Rear
CH-AP21,	Powerflo F & R Compatible	Bushless Type
NEW CW-XS12 (MD) (PF/F)	Standard Chainring : 42X32X20T Crank Length : 170mm, 175mm	Powerflo Front Anti-Jam Chain Pin
BB-CB00-E (MD) BB-CB00-73 (MD)	BB Width : 68mm Chain Line : 47mm Axle Length : 115mm BB Width : 73mm Chain Line : 49mm Axle Length : 119mm Taper Type : VX	
CT-XS00	Shoe Stroke : 22.0～28.0mm	Angle Adjustable All Weather Brake Shoe Center Adjustment System

※ Compatible with Freehubs made by JOYTECH or SHIMANO.

Sport Use



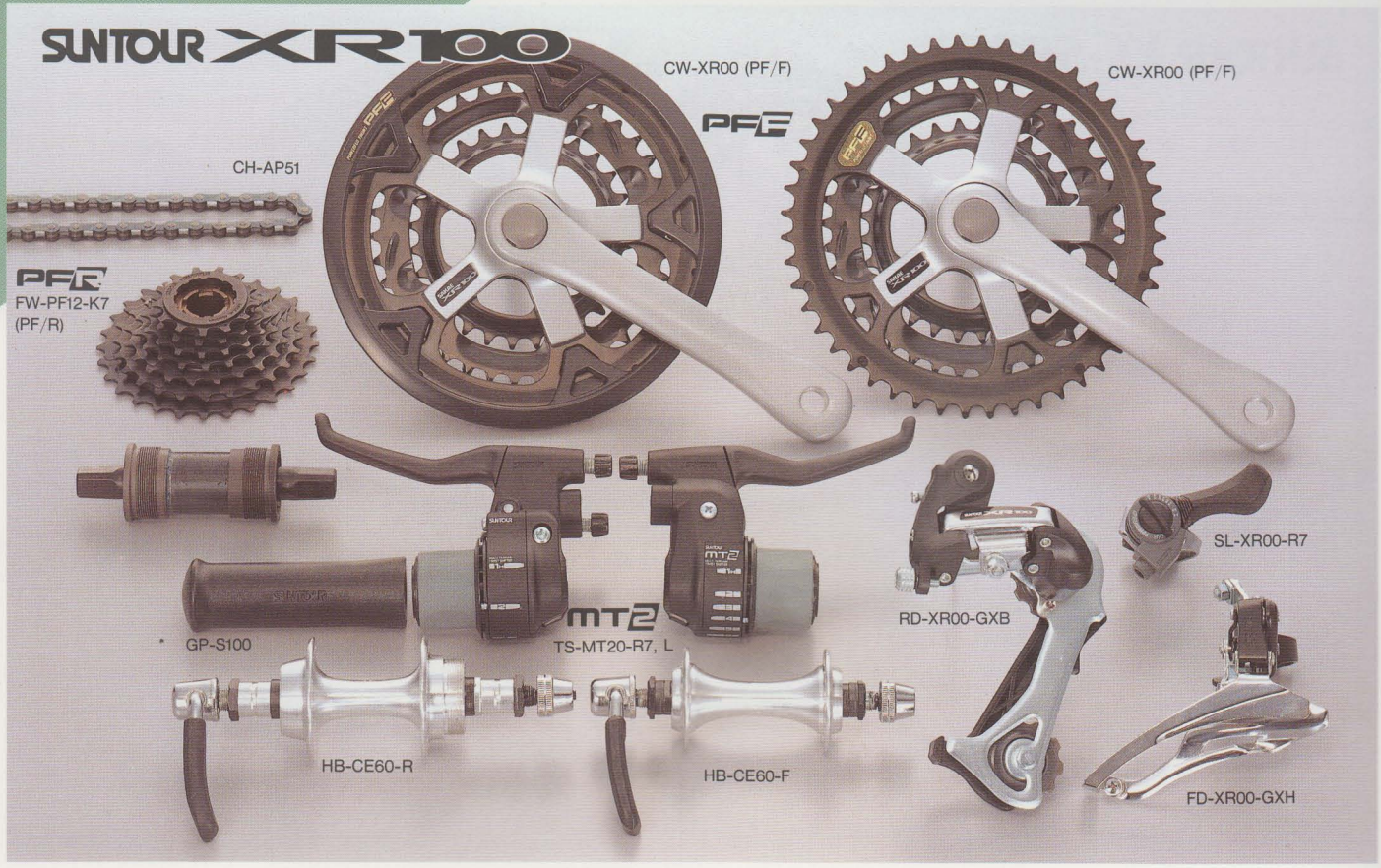
The XC-Sport balances cost and performance. It is a group ideally suited for the beginner. And because the XC-Sport is a flexible group with several options, like the ERGOTEC shifters, it is a group that can grow with the rider.

XC-SPORT

Model No.	SPECIFICATIONS	FEATURES
RD-XS01-SSB RD-XS01-SSZ RD-XS01-GTB RD-XS01-GTZ RD-XS01-GXB RD-XS01-GXZ	Compatible Speeds : 7 & 6-Speeds Total Capacity : 40T (GX), 34T (GT), 28T (SS) Max. Rear Sprocket : 30T (GX), 28T (GT, SS)	Lite Spring
FD-XS01-GXH FD-XT02-GXH FD-TP05-GXH	Capacity : 24T Max. Outer Chainring : 53T Clamp Diameter : 28.6mm (XS01, TP05) 31.8mm (XS02, TP05)	MD Compatible Lite Spring Top Pull Mechanism (TP05-GXH)
NEW ST-ES00-R7, L TS-XS00-R7 NEW TS-XS11-L	ERGOTEC Shifter : 7-Speeds Twist Shifter : 7-Speeds	Auto-Return System (ES00) Lite Operation Compatible PF/F Chain Wheele
HB-CE60-F, R	32H, 36H/100mm (F) 32H, 36H/130, 135mm (R)	
NEW FW-PF12-K7 (PF/R) NEW FW-PF12-K6 (PF/R)	7 Speeds Hubshell offset : Above 37mm 13~28T 6 Speeds Hubshell offset : Above 37mm 14~28T	Powerflo Rear
CH-AP21 CH-AP51	Powerflo F & R Compatible Powerflo F & R Compatible	Bushless Type
NEW CW-XS02 (PF/F)	Standard chainring : 48X38X28T Crank Length : 170, 175mm,	Powerflo Front (XS02) Anti-Jam Chain Pin
BB※		
CT-XS00	Shoe Stroke : 22.0~28.0mm	Angle Adjustable All Weather Brake Shoe Center Adjustment System

※ Normal BB N-3H (Shaft Length-113mm) Chain Line-47.5mm.

ATB Entry Level



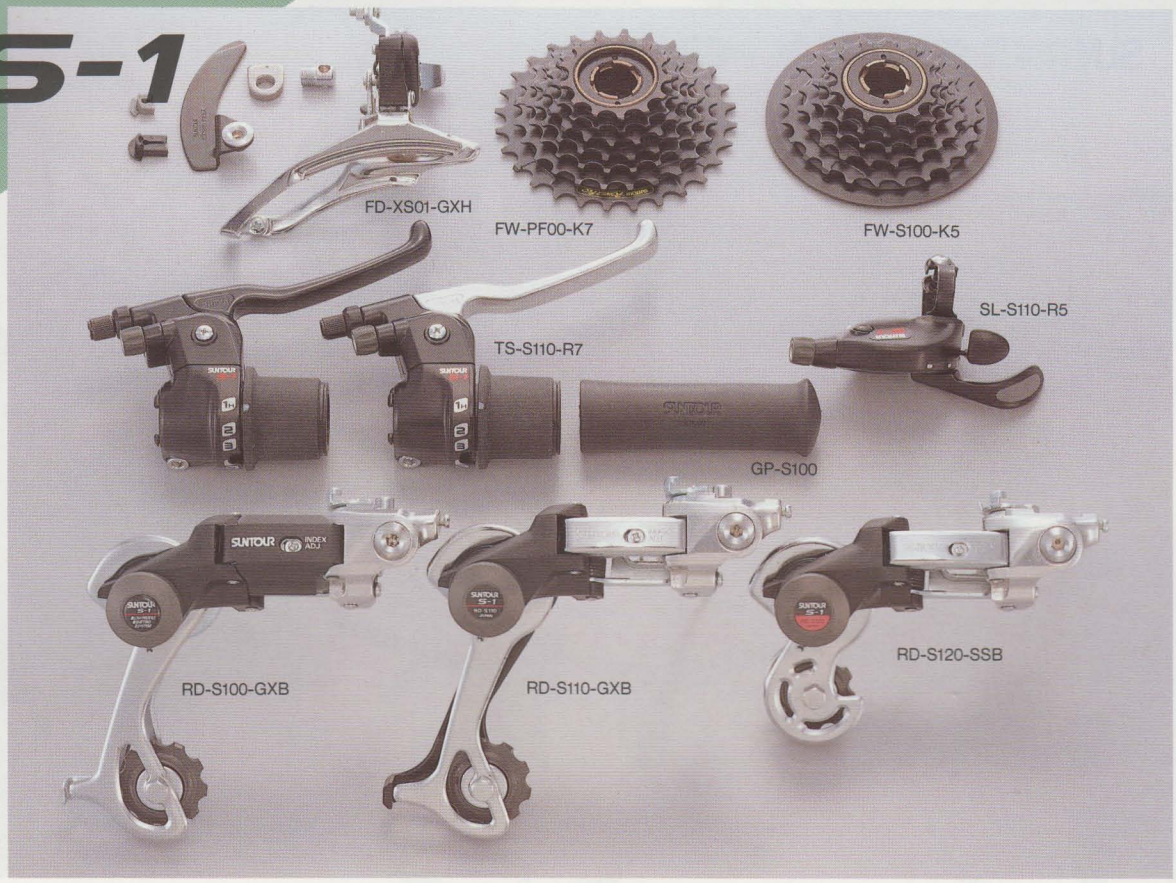
The XR-100 group is designed to let a broad range of people to enjoy the outdoors on an ATB. With comfort that can go for an offroad ride as well as around town, the XR-100 has gained terrific acceptance.

XR-100

Model No.	SPECIFICATIONS	FEATURES
NEW RD-XR00-GXB NEW RD-XR00-GXZ	Compatible Speeds : 7 & 6-Speeds Total Capacity : 38T Max, Rear Sprocket : 30T, 28T (26mm End)	Lite Spring
NEW FD-XR00-GXH	Capacity : 24T Max. Outer Chainring : 53T Clamp Diameter : 28.6mm (31.8mm)	
NEW TS-MT20-R7, L NEW TS-MJ20-R6, L NEW SL-XR00-R7, 6 NEW SL-XR00-L3	Twist Shifter : 7 Speeds Twist Shifter : 6 Speeds Thumb Shifter : 7 & 6 Speeds Thumb Shifter : 3 Speeds	Lite Operation Compatible PF/F Chain Wheels
HB-CE60-F, R	32H, 36H/100mm (F) 32H, 36H/130, 135mm (R)	
NEW FW-PF12-K7 (PF/R) NEW FW-PF12-K6 (PF/R) FW-PF00-K6	7 Speeds Hubshell offset : Above 37mm 13~28T 6 Speeds Hubshell offset : Above 37mm 14~28T 6 Speeds Hubshell offset : Above 37mm 13~28T	Powerflo Rear
CH-AP51	Powerflo Compatible	Bushless Type
NEW CW-XR00 (PF/F)	Standard Chainring : 48x38x28 Crank Length : 165, 170mm,	Powerflo Front Anti-Jam Chain Pin
BB CB10-E122 ※	BB Width : 68mm Chainline : 47.5mm Axle Length : 122.5mm Taper Type : VX	Cassette BB
CT-XS00	Shoe Stroke : 22.0~28.0	Angle Adjustable All Weather Brake Shoe Center Adjustment System

※ Normal BB N-3N (Shaft Length 120mm)

SUNTOUR S-1



The S-1 component group is a comfortable, clean looking get around town group. With it's low profile rear derailleur and perfect shifting, this group is hard to beat. And to sweeten the deal, Twist Shifters and Low maintenance are added features.

S-1

Model No.	SPECIFICATIONS	FEATURES
RD-S100-GXB RD-S110-SSZ RD-S120-SSB	7 Speeds (S100, S110) 5 Speeds (S120) Total Capacity : 38T (S100, S110) Max, Rear Sprocket : 30T (S100, S110) 24T (S120)	Index Controller Cam System Mid Mount
FD-XS01-GXH FD-XS02-GXH	Capacity : 24T Max Outer Chainring : 53T Clamp Diameter : 28.6mm (XS01) 31.8mm (XS02)	Lite Operation
TS-S101-R7, L TS-S110-R7, L TS-XS01-L SL-S110-R5	Twist Shifter : 7 Speeds (S101-R7, S110-R7) For Front Single Chainring (XS01) X-press Shifter : Urtra 5 Speeds (SL-S110-R5)	Lite Operation S1 Compatible
FW-PF00-K7 NEW FW-PF12-K7 (PF/R) FW-S100-K5	7 Speeds Hubshell Offset : Above 37mm 13~28T 7 Speeds Hubshell Offset : Above 37mm 13~28T 5 Speeds Hubshell Offset : Above 37mm 13~24T	



The SX-100 was designed with two goals; for adults to use around town, and children to use on their ATB's. It comes with "super light action" shifting and Twist Shifters.

SX100

Model No.	SPECIFICATIONS	FEATURES
NEW RD-SX00-SSZM NEW RD-SX01-SSZ	Compatible Speeds : 7 & 6 & 5 Speeds Max, Rear Sprocket 28T Total Capacity : 26T	Lite Spring
FD-BE03-SSH	Capacity 16T Max Outer Chainring : 54T	Lite Spring (Used for Double Gear)
NEW TS-SX00-R7, 5 NEW TS-MJ20-R6, L ※1 NEW BL-SX00-L	Twist Shifter : 7 & 5 Speeds Twist Shifter : 6 Speeds Brake Lever	Index System Lite Operation
HB-CE60-F, R ※2	32H, 36H/ 100mm (F) 32H, 36H/130, 135mm (R)	
NEW FW-PF12-K7 (PF/R) FW-PF02-K7 FW-PF00-K6 FW-S100-K5	7 Speeds Hubshell offset : Above 37mm 13~28T 7 Speeds Hubshell offset : Above 37mm 14~28T 6 Speeds Hubshell offset : Above 37mm 13~28T 5 Speeds Hubshell offset : Above 33mm 13~24T	Powerflo Rear (PF12-K7)
CH-AP21, 51	Powerflo Compatible	Bushless Type
NEW CW-APC-560 NEW CW-APC-431 NEW CW-CEC-571 NEW CW-CIC-573 NEW CW-CLC-572	Standard Chainring : 40T Crank Length : 138, 152, 165mm Standard Chainring : 40X30T Crank Length : 152, 165mm Standard Chainring : 46T Crank Length : 165, 170mm Standard Chainring : 46T Crank Length : 165, 170mm Standard Chainring : 36T Crank Length : 165mm	Anti-Jam Chain Pin (CIC573)
NEW GP-MJ20 (R) NEW GP-SX00 (L)	TS-MJ20-L (GP-MJ20)	

※1 When using TS-MJ20-L with a triple crankset, please be sure to use a PF/F crank (ie, XR-100, etc)

※2 We recommend hubs made by NAKANO INDUSTRIES to use with FW-S100-K5 Freewheel.

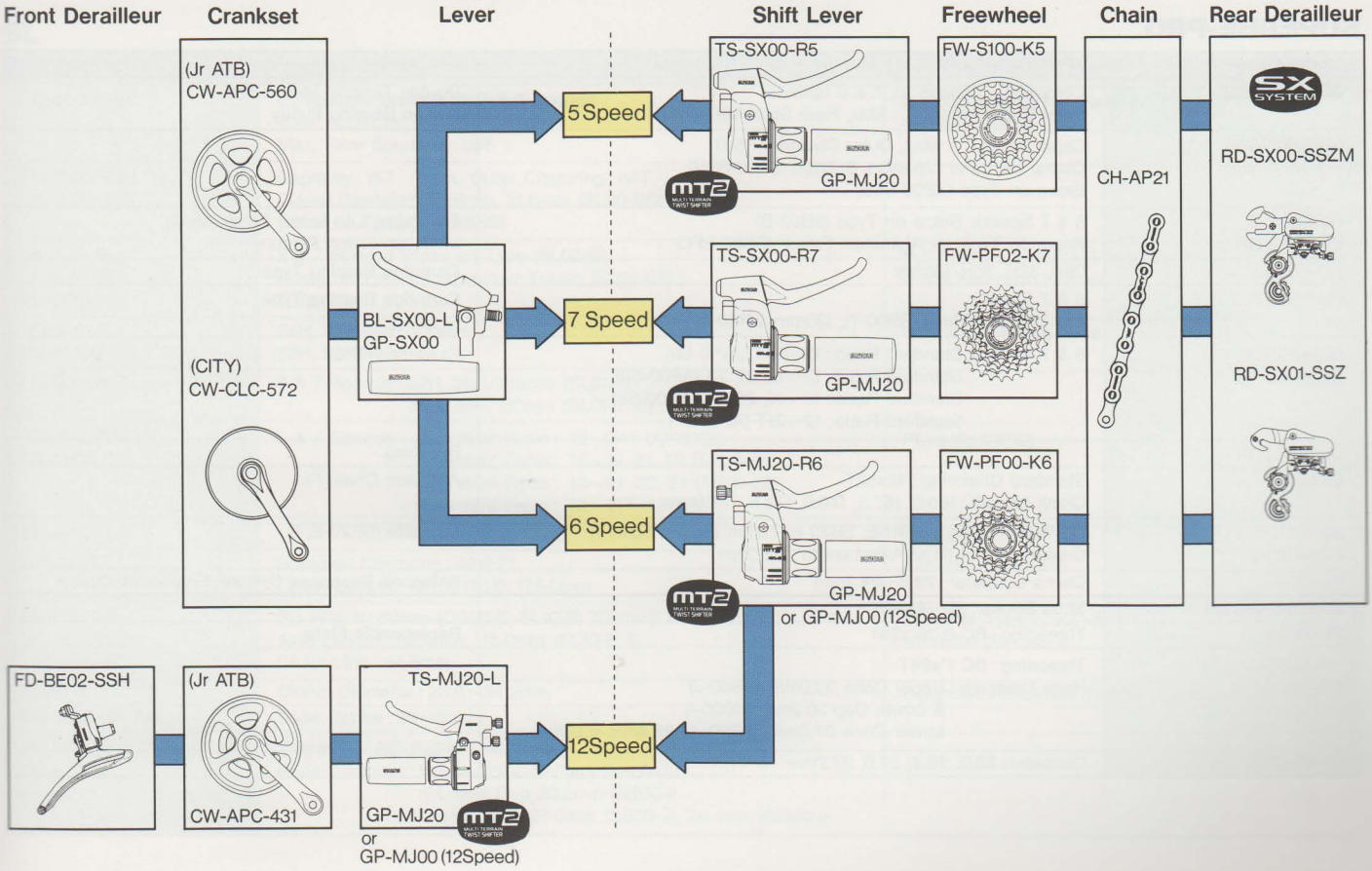


The SX-100 is perfect for around town and city use. Low friction, low maintenance, 5-7 speeds.

Twist shifters offer safer control and the low profile design makes the SX-100 ideal for junior MTB'S.



SX100 System Chart



"Raced around the world"



The Superbe Pro group is the pinnacle of SR Suntour road offerings. The group is made of the best materials, the best care, and the highest techology. Superbe Pro has been tried and tested by some of the best pro racers in Europe. If racing is your goal, Superbe Pro is a group that can be trusted.

SUPERBE-PRO

Model No.	SPECIFICATIONS	FEATURES
RD-SB00-SSB	Compatible Speeds : 8, 7 & 6 Speeds Total Capacity : 26T Max, Rear Sprocket : 28T	Double Tension Mechanism Sealed Bearing Pulley
FD-SB00-SSH FD-SB00-SSB	Capacity : 16T Max, Outer Chainring : 54T Clamp Diameter : 28.6mm, 31.8mm (SB00-SSH) Braze on Type (SB00-SSB)	
SL-SB02-B, SL-SB02-BFL	8 & 7 Speeds Braze on Type (SB02-B) Braze on Type for Aluminum Frame (SB02-BFL)	Full Index, Lite Index, Power Mode Mode Selection Feature
HB-SB00-F	28H, 32H, 36H/100mm	Cartridge Bearing Type
FH-SB00-8, 7	8 & 7 Speeds 28, 32 36H/126mm (SB00-7), 130mm (SR00-7, 8)	Cartridge Bearing Type
CS-AP10-S8, 7 CS-AP00-S8,	8 & 7 Speeds Standard Ratio : 12~24T (AP10-S8) Standard Ratio : 12~19, 21, 23 (AP00-S8) Standard Ratio : 13~21, 23, 24 (AP00-S8) Standard Ratio : 12~21T (AP10-S7)	Powerflo (AP10)
CH-AP02, 01		Bushless
CW-SB10	Standard Chainring : 42x52T Crank Length : 165.0, 167.5, 170.0, 172.5, 175.0mm	Anti-Jam Chain Pin
BB-SB11-E, I BB-SB20-E, I	BB Widch : 68mm (SB11-E, SB20-E) 70mm (SB11-I, SB20-I) Chain Line : 44.5mm Axle Length : 112.0mm	Microlite (SB20-E, I)
BL-SB11	Clamp Diameter : 23.8~24.2mm	Balanced Response System. Ergonomic Design
BA-SB01-SF, SR	Shoe Stroke : 39~44mm	
PL-SB00	Threading : BC 9/16"x20T	Replaceable Plate
HS-SB00-J HS-SB00-I	Threading : BC 1"x24T Race Diameter : Upper Cone 30.0mm (SB00-J) & Lower Cup 30.2mm (SB00-I) Lower Cone 27.0mm (SB00-J), 26.4mm (SB00-I)	
SP-SB00-S, L	Diameter : 25.0, 26.8, 27.0, 27.2mm	

Ultra Light Racing Group



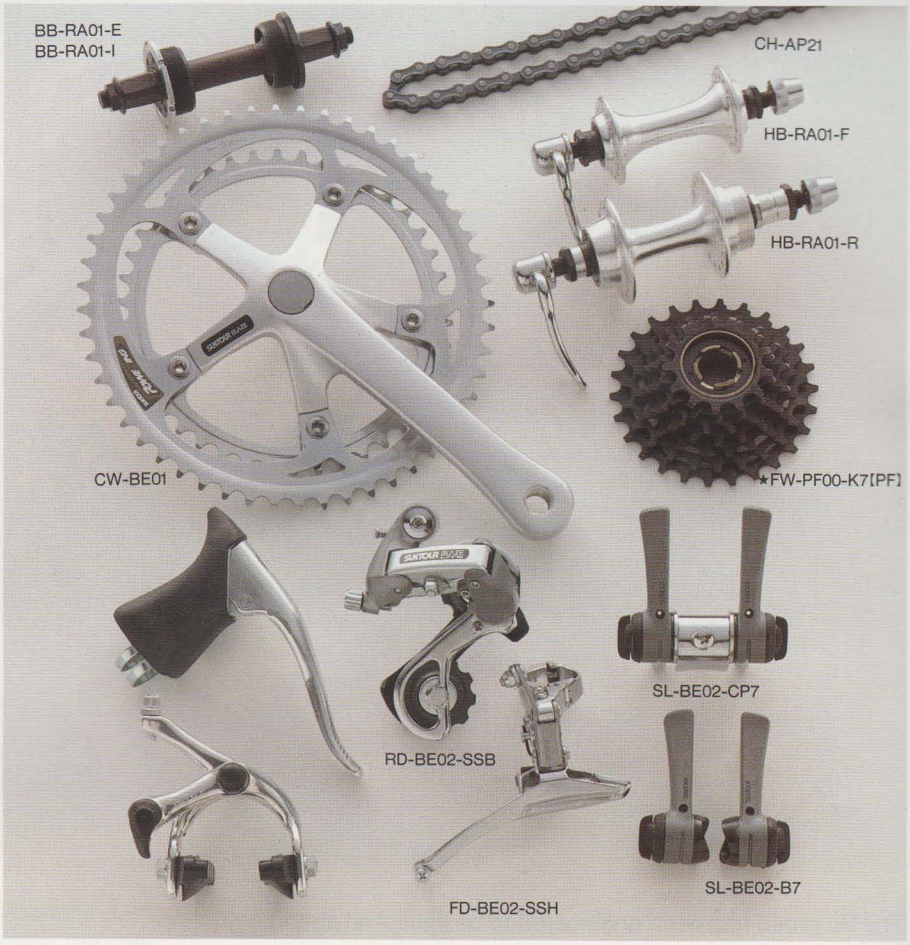
The SL group has been engineered to be light. And strong.
And able to bring out the potential in every racer.

SL

Model No.	SPECIFICATIONS	FEATURES
RD-SL00-SSB	Compatible Speeds : 8, 7 & 6 Speeds Total Capacity : 24T Max, Rear Sprocket : 26T	Double Tension Mechanism Sealed Bearing Pulley
FD-SL00-SSH FD-SL00-SSB	Capacity : 16T Max, Outer Chainring : 54T Clamp Diameter : 28.6mm, 31.8mm (SL00-SSH) Braze on Type (SL00-SSB)	
SL-SL01-B, SL-SL01-BF SL-CD01	8 & 7 Speeds Braze on Type (SL02-B) Braze on Type for Aluminum Frame (SL02-BFL) 8 Speeds	Full Index, Lite Index, Power Mode Mode Selection Feature
HB-SL01-F HB-SL10-F	24H, 28H, 32H/100mm 32H, 36H/100mm	Cartridge Bearing Type
FH-SL01-8, 7	8 & 7 Speeds : 32H, 36H/126mm (SL01-7) 32H, 36H/130mm (SL01-7, 8)	
CS-AP10-S8, 7 CS-AP00-S8,	8 & 7 Speeds Standard Ratio : 12~24T (AP10-S8) Standard Ratio : 12~19, 21, 23 (AP00-S8) Standard Ratio : 13~21, 23, 24 (AP00-S8) Standard Ratio : 12~21T (AP10-S7)	Powerflo (AP10)
CH-AP12, 11		Bushless
CW-SL10	Standard Chainring : 42x52T Crank Length : 165.0, 170.0, 175.0mm	Anti-Jam Chain Pin
BB-CB00-E, I BB-SL10-E, I	BB Widch : 68mm (CB00-E, SL10-E) 70mm (CB00-I, SL10-I) Axle Length : 112.0mm, 115.0mm (SL10-E, I) Chain Line : 44.5mm	Cassette Type (CB00-E, I) Microlite (SL10-E, I)
BL-SL00	Clamp Diameter : 23.8~24.2mm	Balanced Response System. Ergonomic Design
BA-SL00-SF, SR	Shoe Stroke : 39~51mm	
HS-ST00-J HS-ST00-I	Threading : BC 1"x24T Race Diameter : Upper Cone 30.0mm (SB00-J) & Lower Cup 30.2mm (SB00-I) Lower Cone 27.0mm (SB00-J), 26.4mm (SB00-I)	

Multipurpose Road

SUNTOUR BLAZE

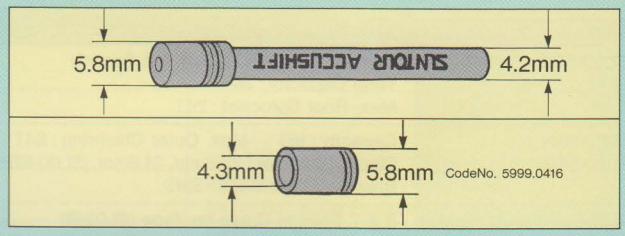


The Blaze group has been designed for the rider that wants to do everything with their road bike. Blaze's light touch shifting makes it ideal for entry level racing, touring, and fitness.

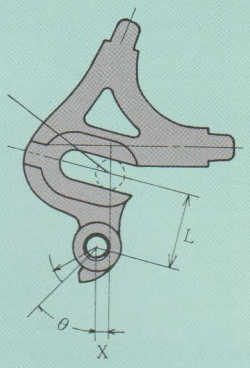
INFORMATION

Outer Casing and Outer Cap

To insure proper shifting performance, be sure to use Suntour sealed outer casing when installing a Suntour shifting system, (see chart at right)
If the gealed outer casing is to be cut, be sure to use a (metal) outer cap as shown at right.



Dimension of the Drop-out

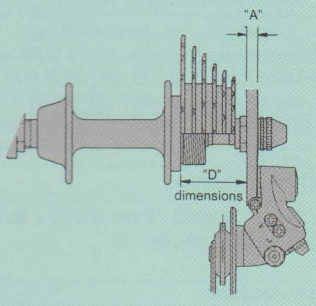


Incorrect dimension or design of the drop-outs may cause the Index system not to perform properly. Please refer the drawing and diagrams below.

L mm	Below 30mm
θ°	30~35°
X mm	5mm~11mm

Hub Dimensions

Following is the critical hub dimension for AccuShiftPlus indexing to work properly.



Freewheel	"D" dimension
7-Speed (narrow spacing)	37~39mm
6-Speed (standard spacing)	37~39mm
5-Speed (standard spacing)	33~34mm

※Assumes drop-out width "A" of 8mm

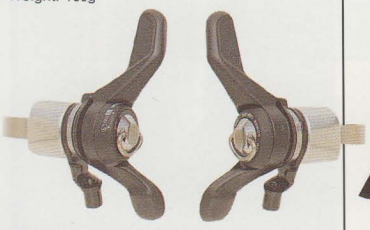
ACCESSORIES



SEAT POST BINDER
Model: SB-XP00
Specifications
- Useful skewer length: 18~38.5mm
- Weight: 50g



BAR END CONTROL (7-SPEED)
Model: SL-BC01-R7
Right/Index
Model: SL-BC01-L
Left/Power
Specifications
- ACCUSHIFT PLUS Compatible
- Clamp dimeter: 18.8~22.2mm
- Weight: 188g



COMMAND SHIFTER (8-SPEED)
Model: SL-CD01-R8
Right/Index
Model: SL-CD01-L
Left/Power pecifications
- ACCUSHIFT PLUS Compatible
- Mounting position: Handlebar
- Weight: 185g



VICE GRIP
Model: OT-GP10



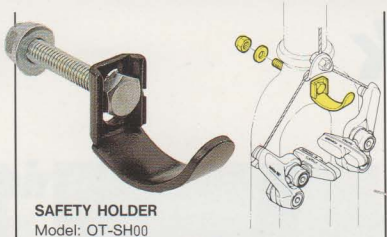
GRIP (FOR TWIST SHIFTER)
Model: GP-S100



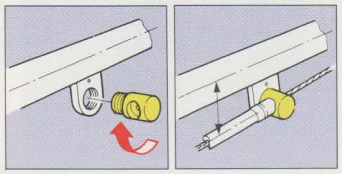
SEALED CARTRIDGE BEARING PULLY SET
Model: BP-100
Specifications
- Material: Darlin
- Use: Rear derailleur



PULLY SET (5 Pairs)
Model: OT-PS00
Specifications
- Material: Delrin
- Use: Rear Derailleur

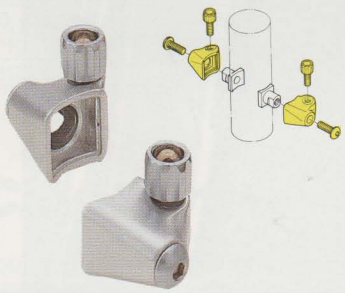


SAFETY HOLDER
Model: OT-SH00
Model: OT-SH01 (for DuoTrack)
Specifications
- Material: Steel
- Use: Prevents the transverse cable from interfering with the wheel





CABLE STOPPER
Model: OS-S100
Specifications
- Mounting position: S-1 braze-on boss
For use of a regular type of rear derailleur



CABLE CASING STOP
Model: OS-410
Specifications
- Material: Aluminum alloy (Body) Steel (Mounting bolt & adjuster)
- Use: Down tube casing stop



WIRE SET
Model: BL-CC00-ATB
Specifications
- Inner Cable Length: R-1280mm, L-680mm
- Outer Cacing Length: R-1160mm, L-560mm



BRAKE SHOE SET
Model: CT-BS01
Specifications
- Material: Steel (Shaft)



DUOTRACK ELASTOMER SETS (4pcs)
#73 Hard Red
#63 Standard Yellow
#53 Soft Blue
(Please specify 8001 or 9001 series)



OPEN END WRENCH
Model: TA-190
Specifications
- Material: Steel (Chromium finish)
- Size: 16mm & 19mm



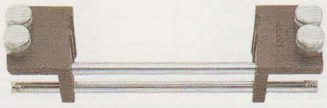
BOX WRENCH
Model: TA-240
Specifications
- Material: Steel (Chromium plated)
- Size: 14mm & 15mm



CABLE CUTTER
Model: TA-110
Specifications
- Material: Steel (Black plated)



CHAIN TOOL
Model: TA-330
Specifications
- Material: Steel (Chromium plated)



FREEWHEEL & HUB VICE
Model: TA-120
Specifications
- Material: Steel (Black & Uni chromium plated)
- Use: Freewheel cog



COG REMOVER
Model: TA-131 For 1/2"×3/32" chain
Model: TA-130 For 1/2"×1/8" chain
Specifications
- Material: Steel
- Use: Freewheel & Cassette cog (Model: TA-131)

Track cog (Model: TA-130)



FREEWHEEL REMOVER
Model: TA-320
Specifications
- Material: Forged steel
- Use: Suntour freewheel



BEARING TOOL
Model: TA-340
Specifications
- Material: Steel
- Use: Sealed bearing hub



S1 Braze on Boss Alignment Jig
Model: TA-S100
Specifications
- Material: Steel



SR DuoTrack 9001
(SF-SPK-100)



SR DuoTrack 8001
(SF-SPK-220)



SR DuoTrack 7001
(SF-SPK-300)



SR DuoTrack 7001 (20″)
(SF-SPK-308)

Suspension Forks

	9001 Series			8001 Series					7001 Series					
Model No.	SF-SPK-100			SF-SPK-220			SF-SPK-222		SF-SPK-300		SF-SPK-302	SF-SPK-304	SF-SPK-306	SF-SPK-308
Steerer Size Code	JS	BS	TS	JS	BS	TS	JS	BS	JS	TS	JS	JS	JS	JS
Fork Rake	38mm			42mm			44mm		43mm		43mm	43mm	43mm	43mm
Blade Travel	40mm			35mm			35mm		40mm		40mm	35mm	30mm	25mm
Steerer Outer Diameter	25.4mm		28.6mm	25.4mm		28.6mm	25.4mm		25.4mm	28.6mm	25.4mm	25.4mm	25.4mm	25.4mm
Steerer Inner Diameter	22.2mm		25.4mm	22.2mm		25.4mm	22.2mm		22.2mm	25.4mm	22.2mm	22.2mm	22.2mm	22.2mm
Crown Race Diameter	27.0mm	26.4mm	30.0mm	27.0mm	26.4mm	30.0mm	27.0mm	26.4mm	27.0mm	30.0mm	27.0mm	27.0mm	27.0mm	27.0mm
Brake Arch Height	347mm			349mm			379mm		347mm		377mm	322mm	297mm	272mm
Hub Width	100mm			100mm			100mm		100mm		100mm	100mm	100mm	100mm
Brake Pivot Width	79mm			79mm			79mm		79mm		79mm	79mm	79mm	79mm
Pivot to Dropout	255mm			255mm			284mm		254mm		284mm	230mm	205mm	180mm
Max Tire Width	2.2"			2.1"			45c		2.1"		45c	2.1"	2.1"	2.1"
Wheel Diameter	26"			26"			700c		26"		700c	24"	22"	20"
Thread Dimensions	1"×24T	1-1/8×26T		1"×24T	1-1/8×26T		1"×24T		1"×24T	1-1/8×26T	1"×24T	1"×24T	1"×24T	1"×24T
Thread Length	55mm			55mm			55mm		55mm		55mm	55mm	55mm	55mm
Standard Steerer Lengths	150, 180, 210			150, 180, 210			150, 180, 210		150, 180, 210		150, 180, 210	150mm	150mm	150mm
Threadless Steerer Length	255mm			255mm			255mm		255mm		255mm	N/A	N/A	N/A
Adjustable Suspension	Yes			No			No		No		No	No	No	No
Replacable Suspension	Yes			Yes			Yes		Yes		Yes	Yes	Yes	Yes
Elastomer/Spring	Elastomer			Elastomer			Elastomer		Spring		Spring	Spring	Spring	Spring
Weight(150mm)	1545g		1520g	1465g		1440g	1515g		2005g	1980g	2075g	1935g	1805g	1695g

Stems

Mountain Series



Duo 10 (COS-300) Duo 10 (COS-350)



MTS-301



MTS-300



MTS-N350



MTS-N405, N407
N455, N457

Model No.	Finish	Weight	Extension	Angle	Height	Diameter	Factory
MTS-301 90deg	AB, BL	352g	80, 100, 120	90deg	150mm	22.2mm	Japan
MTS-300	AB, BL	375g	60, 80, 100	25deg	150mm	22.2mm	Taiwan
MTS-N350	BL	400g	100, 120, 140	25deg	150mm	25.4mm	Japan
MTS-N405 Zetto	BL	393g	100, 120, 140	15deg	150mm	22.2mm	Taiwan
MTS-N407 Zetto	BL	393g	100, 120, 140	25deg	150mm	22.2mm	Taiwan
MTS-N455 Zetto	BL	408g	100, 120, 140	15deg	150mm	25.4mm	Taiwan
MTS-N457 Zetto	BL	408g	100, 120, 140	25deg	150mm	25.4mm	Taiwan
NEW Duo 10 COS-300	AB, BL	228g	90, 110, 130, 150	10deg	N/A	22.2mm	Japan
NEW Duo 10 COS-350	AB, BL	216g	90, 110, 130, 150	10deg	N/A	25.4mm	Japan



CYS-129



CYS-C120

City Series

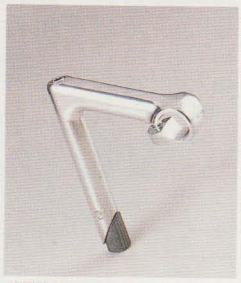
Rounded designs, hidden nuts and bolts, stainless steel shafts, SR SAKAE stems are famous around the world for their style & reliability.

Model No.	Finish	Extension	Angle	Height	Diameter	Factory
CYS-110	BL	40	70deg	220mm	22.2mm	Japan
CYS-130	BLA	46	70deg	110mm	22.2mm	Japan
CYS-C120	AL	40	70deg	190, 210	22.2mm	Japan
CYS-124	BLA	50	70deg	200, 230	22.2mm	Japan
NEW CYS-129	AL,BL	50	70deg	230mm	22.2mm	Japan

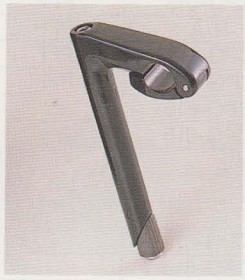
Road Series



FXS-100



CTS-Custum



CKS-60



CTS-320

Model No.	Finish	Weight	Extension	Angle	Height	Diameter	Factory
FXS Road	HF	330g	60, 70, 80, 90, 100, 110, 120, 130	70deg	150mm	22.2mm	Japan
CTS Road	AB, BL	330g	60, 80, 100, 120	70deg	150mm	22.2mm	Taiwan
CKS-60 Hinged	BL	360g	60	70deg	180mm	22.2mm	Japan
CTS-320 Hinged	BL	390g	80, 100, 120	90deg	150mm	22.2mm	Japan

Color Chart: AB Std. Silver Polished, AL Silver, BLA All Black, BL Black, HF High Finish Silver, HG Hard Grey Anodized, C Stainless Shaft, N No Cable hole

Cranksets


CW-XX12


CW-XS12


CW-XS02


CW-XR00


APC-431


CLC-572


CIC-573


CEC-571

Crank

Model No.	SR MODEL	COLOR	CHAINLINE	BCD	CHAIN GUARD	POWERFLOW	RING SIZE	RING MATERIAL	RING FINISH
CW-XP12	FMC-T023		47.5	94/56 MD	CPG-618	PFF	42×32×20	AL-FE-FE	HSS
CW-XX12	CMC-T028	HR	47.5	94/56 MD	CPG-618	PFF	42×32×20	AL-FE-FE	ASS
CW-XS12	CMC-T029	AB	47.5	94/56 MD	N/A	PFF	42×32×20	FE-FE-FE	ST
CW-XS02	SPC-T303	AB	47.5	110/74	CPG-621	PFF	48×38×28	FE-FE-FE	BLS
CW-XR00	CPC-T407	PX	47.5		CPG-620	PFF	48×38×28	FE-FE-FE	BLS
CW-SL00	CSC-204	HP	45.5	130	CPG-616		54×42	AL	AL
CW-BE01	SZC-200	HF	45.5	130	CPG-615		54×42	FE	ST
CW-SEC-503	SEC-503	AB	45.5				44, 46, 48	FE, AL	ST, AL
CW-SEC-570	SEC-570	BL	44.5				39	FE	BLS
CW-SEC-575	SEC-575	AB	44.5				32	FE	MC
CW-CEC-571	CEC-571	AB	45.5		CPG-619		46	FE	BLS
CW-CIC-573	CIC-573	AB	45.5		CPG-619		46	FE	BLS
CW-CLC-572	CLC-572	AB	45.5		CPG-659		36	FE	BLS
CW-CLC-578	CLC-578	AB, BL	44.5		CPG-657		31, 32, 33	FE	MC, BLS
CW-APC-431	APC-431	PX	46.0 44.5		CPA-201		40×30	FE-FE	BLS
CW-APC-560	APC-560	PX	46.0 44.5		CPA-201		40	FE	BLS

Color Chart: AL Silver Alloy, AB Silver polished (Barrel), BL Black Painted, HP Silver High Polish w/buff, HF Silver Polished (High), PX Silver Painted, FE Steel, MC Chrome Plated, ST Chrome Plated, BLS Black Steel, HSS Hard Anodized Outer, Silver Center & Inner, ASS All Silver

● CHAINGUARD-OPTION

Pedals

Lowfat Series


MTP-170


MTP126


MTP-127


MTP-129

Model No.	Finish	Weight	Size (mm)	Body	Cage	Factory
MTP-170	BLA	412g	65×106	Plastic	Steel	Taiwan
MTP-126	BL	396g	66×100	Alloy	Steel	Japan
MTP-127	BL	340g	66×100	Alloy	Alloy	Japan
MTP-129	HG	336g	66×100	Alloy	Alloy	Japan

Road Series


SP-150SE


SXP-102


CTP-170


CTP-400

Model No.	Finish	Weight	Size (mm)	Body	Cage	Factory
SP-150-SE	AL	370g	61×105	Alloy	-	Japan
SXP-102	BL	390g	62×88	Alloy	Steel	Japan
CTP-170	BLA	412g	65×106	Plastic	Steel	Taiwan
CTP-400	AL, BL	320g	66×90	Alloy	Alloy	Japan

City Series


SP-475


SP-529


SP-530


CTP-470


MTP-481

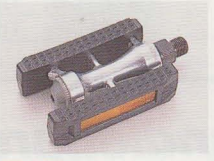

MTP-426

Model No.	Finish	Weight	Size (mm)	Body	Cage	Factory
SP-475	BL, GC	500g	85×100	Alloy	-	Japan
SP-516	FB, FW	350g	74×100	Plastic	-	Japan
SP-529	FB	370g	82×100	Plastic	-	Japan
SP-530	FB	350g	65×100	Plastic	-	Japan
CTP-470	BLA	464g	65×100	Plastic	Steel	Taiwan
MTP-481	FB	336g	74×103	Plastic	-	Taiwan
MTP-426	BL	448g	66×99	Alloy	Steel	Japan

City Series


SP-522


SP-525


SP-550


SP-583


SP-603

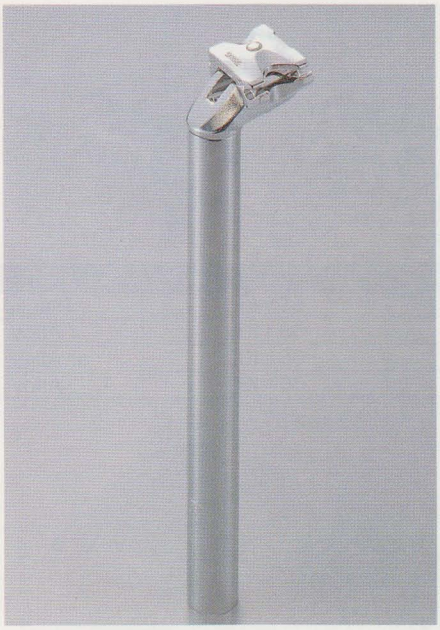
Model No.	Finish	Weight	Size (mm)	Body	Cage	Factory
SP-522	FB, FW	335g	74×100	Plastic	-	Japan
SP-524	FB	300g	73×90	Plastic	-	Japan
SP-525	FB, FW	332g	71×100	Plastic	-	Japan
SP-550	FB, FW	500g	65×100	Alloy	Rubber	Japan
SP-583	FB, FW	400g	76×100	Plastic	-	Japan
SP-603	FB, FW	252g	62×84	Plastic	-	Japan

Color Chart: AB Silver Polished - Standard, AL Silver, BL Black, BLA All Black, FB Blac Plastic, FW White Plastic, GC Grey paint, HF Silver Polished - High Finish, HG Hard Grey Anodized, -B 9/16" Axle, -U 1/2" Axle

Seat Posts



MTE-330, MTE-335



MTE-340, MTE-345



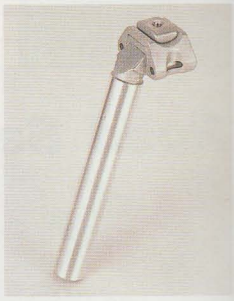
MTE-315



CLE-100



FXE-100



CTE-100

Model No.	Finish	Weight	Length	Diameter	Factory
FXE-100	DM	210g	220mm	25.8, 27.2	Japan
CLE-100	AL	290g	220mm	25.4, 25.8, 26.0, 26.2, 26.4, 27.0, 27.2, 26.6, 26.8	Taiwan
CTE-100	AL, BL	320g	190mm	25.8, 26.6, 26.8, 27.0	Japan
MTE-310	HB2, HG2	290g	300, 350	26.0, 26.4, 26.6, 26.8, 27.0, 27.0, 27.2	Japan
MTE-315	HB2, HG2	310g	300, 350	28.6, 29.4, 29.6, 29.8	Japan
MTE-330	AL, BL	295g	300mm	26.0, 26.4, 26.6, 26.8, 27.0, 27.2	Japan
MTE-335	AL, BL	280g	300mm	28.6, 29.4, 29.6, 29.8	Japan
MTE-340	AL, BL	295g	300mm	26.0, 26.2, 26.4, 26.6, 26.8, 27.0, 27.2	Taiwan
MTE-345	AL, BL	280g	300mm	29.2, 29.4, 29.6, 29.8, 30.2	Taiwan

Handlebars



Powerbulge Titanium MTB-420AS

Alloy Powerbulge MTB-224BL



Stainless ZETTO MTB-528AS



MTB Handlebars

Model No.	Material	Weight	Finish	Width	Bend
MTB-220	Alloy	235g	AL, BL	520mm	6deg
MTB-224	Alloy	320g	AL, BL	580mm	10deg
MTB-228	Alloy	310g	AL, BL	560mm	6deg
MTB-229	Alloy	280g	AL, BL	540mm	6deg
MTB-320	Steel	390g	BL	520mm	6deg
MTB-324	Steel	510g	BL	580mm	10deg
MTB-328	Steel	410g	BL	560mm	6deg
MTB-528	Stainless	330g	Natural	560mm	6deg
MTB-420	Titainium	180g	Natural	520mm	6deg
MTB-428	Titainium	225g	Natural	560mm	6deg



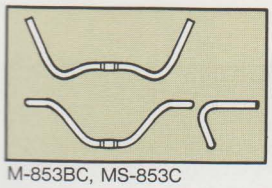
FMB-200DM

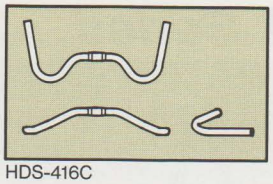
Road Handlebars

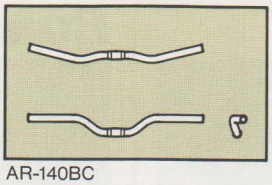
Model No.	Material	Weight	Style	Width	Drop	Reach	Factory
CMB-200	Alloy	290g	Std Anatomic	37, 39, 41, 43	140	80	Taiwan
CMB-201	Alloy	310g	Std Anatomic w/groove	37, 39, 41, 43	140	80	Taiwan
CMB-251	Alloy	320g	Deep Anatomic w/groove	39, 41, 43	156	87	Taiwan
CMB-300	Steel	710g	Std Anatomic	37, 39, 41, 43	140	80	Taiwan
CTB	Alloy	345g	Standard	37, 39, 41, 43	140	95	Japan
FMB-200	Alloy	285g	Std Anatomic	37, 39, 41, 43	140	80	Japan
FMB-220	Alloy	300g	Deep Anatomic	39, 41, 43	160	98	Japan

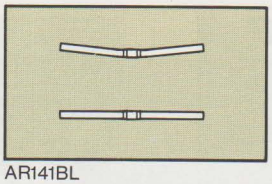
Color Chart: AL Silver, BL Black, HG2 Hard Grey Anodized, HB2 Hard Black Anodized, DM Dark Mettalic Grey Anodized, SG Grey Anodized

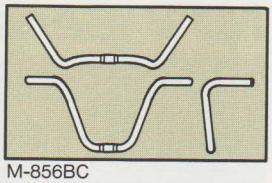
Handlebars

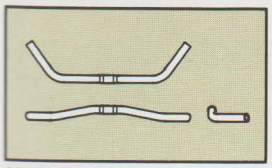

M-853BC, MS-853C

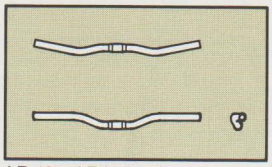

HDS-416C

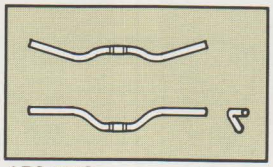

AR-140BC

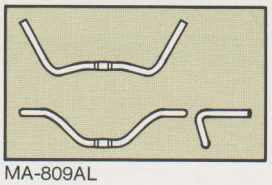

AR141BL

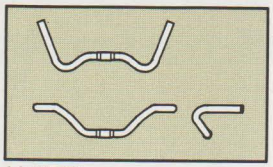

M-856BC

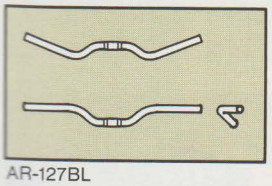

NA-348

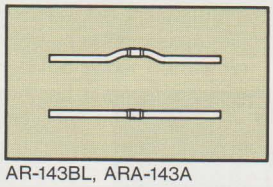

AR-131, ARA-131AL

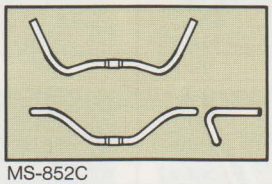

ARS-144C

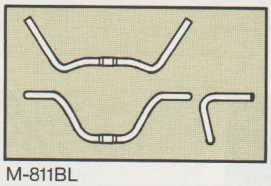

MA-809AL

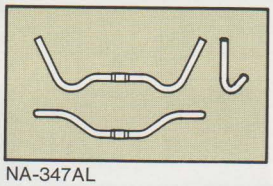

M-805BL

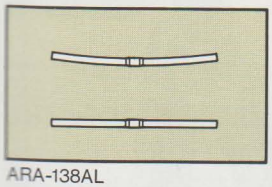

AR-127BL

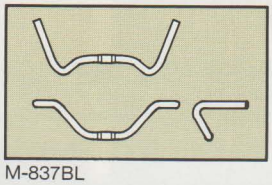

AR-143BL, ARA-143A

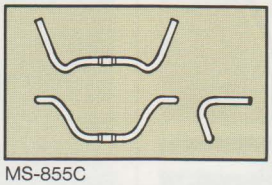

MS-852C

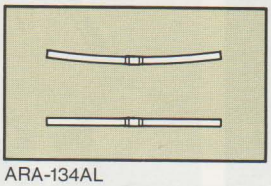

M-811BL

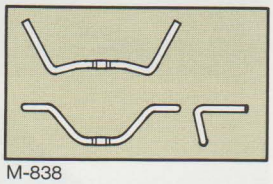

NA-347AL

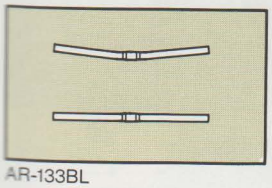

ARA-138AL

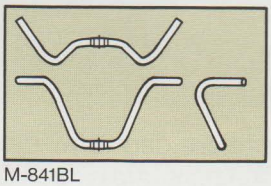

M-837BL

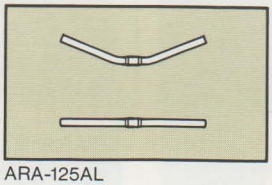

MS-855C

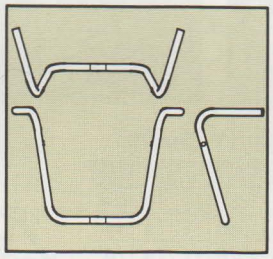

ARA-134AL


M-838


AR-133BL


M-841BL


ARA-125AL


M-854BL

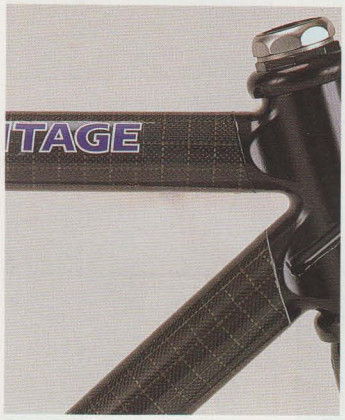
City Handlebars

Model No.	Material	Weight	Finish	Width	Rise	Reach	Return
AR-127	Steel	443	BL	555	45	40	56
AR-131	Steel	428	BL	520	27	14	28
AR-133	Steel	428	BL	480	0	0	21
AR-140	Steel	465	BC	545	45	13	38
AR-141	Steel	320	BL	450	0	0	19
AR-143	Steel	390	BL	540	0	20	0
ARA-125	Alloy	215	AL	450	0	0	70
ARA-131	Alloy	215	AL	520	27	14	28
ARA-138	Alloy	215	AL	520	0	0	16
ARA-143	Alloy	260	AL	540	0	20	0
ARS-144	Stainless	500	Natural	555	50	25	45
HDS-416	Stainless	670	Natural	440	-60	70	180
NA-347	Alloy	340	AL	520	63	35	155
NA-348	Alloy	205	AL	500	-23	0	110
M-805	Steel	480	BL	410	80	36	145
M-811	Steel	570	BL	510	135	22	155
M-837	Steel	520	BL	440	100	40	160
M-838	Steel	535	BL	480	105	20	155
M-841	Steel	635	BL	505	200	75	145
M-853	Steel	580	BC	515	125	30	180
M-854	Steel	1140	BL	520	342	83	201
M-856	Steel	700	BC	510	210	18	150
MA-809	Alloy	320	AL, BL	510	95	20	160
MS-852C	Stainless	640	Natural	510	92	23	160
MS-853C	Stainless	700	Natural	515	125	30	175
MS-855C	Stainless	620	Natural	430	120	20	152

LITAGE

MTB Series

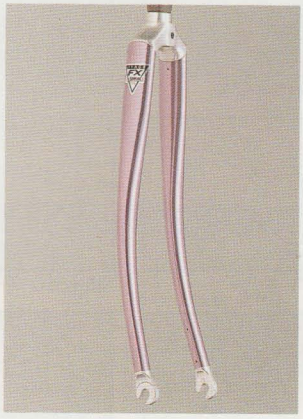






Road Series

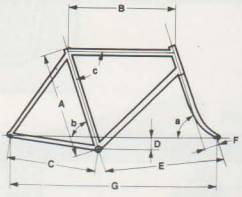






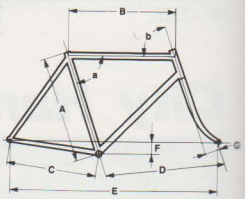
LITAGE ATB FRAME GEOMERTY CHART

SIZE	A	B	C	D	E	F	G	a	b	c
410mm	410	555	432	35	620	45	1050	70°	74°	81°46'
460mm	460	565	432	35	626	45	1056	71°	74°	76°50'
510mm	510	585	432	35	648	45	1078	71°	74°	74°
560mm	560	605	432	35	671	45	1101	71°	74°	74°



LITAGE ROAD FRAME GEOMETRY CHART

SIZE	A	B	C	D	E	F	G	a	b
490mm	490	515	405	575	971	70	50	74°30'	71°30'
510mm	510	525	405	585	981	70	50	74°30'	71°30'
530mm	530	540	405	591	988	64	50	73°40'	72°
550mm	550	550	405	587	984	64	45	73°40'	73°
570mm	570	560	405	597	994	64	45	73°40'	73°
590mm	590	570	405	598	995	64	45	73°40'	74°
610mm	610	570	405	598	995	64	45	73°40'	74°



Size	Alloy ATB	Carbon ATB	Alloy Road	Carbon Road
Seatpillar Dia	28.6mm	28.6mm	25.8mm	25.8mm
Head set size	1"×24T 30.2×26.4	1"×24T 30.2×26.4	1"×24T 30.2×26.4	1"×24T 30.2×26.4
Top tube dia	31.8mm	32.0mm	28.6mm	28.6mm
Down tube dia	34.9mm	35.5mm	31.8mm	31.8mm
Seat tube dia	31.8mm	32.0mm	28.6mm	28.6mm
Seatstay dia	19.0mm	19.0mm	16mm	16mm
Chainstay dia	29.2mm×18mm	29.2mm×18mm	27.4mm×16mm	27.4mm×16mm
Fork blade dia	33.5mm×23.2mm	33.5mm×23.2mm	32.5mm×18.2mm	32.5mm×18.2mm
Overlocknut Front	100mm	100mm	100mm	100mm
Overlocknut Rear	130mm / 135mm	130mm / 135mm	126mm	126mm
Weight (with Fork)	2.965g	2.625g	2.250g	2.000g
Lug Materials	AC4C Accurad Forged Alloy Lugs	AC4C Accurad Forged Alloy Lugs	AC4C Accurad Forged Alloy Lugs	AC4C Accurad Forged Alloy Lugs
Tube Materials	Alloy 5056-T6 heat treated tubes	Carbon Titanium hybrid main tubes / alloy stay	Alloy 5056-T6 heat treated tubes	Carbon main tubes / alloy stay
Size	Alloy ATB Fork		Alloy ATB Fork	
Rake	45mm		45 & 50mm	
Overlock nut dimension	100mm		100mm	
Crown race	26.4mm		26.4mm	
Steertube threading	BS BC 1"×24T×45mm		BS BC 1"×24T×45mm	
Steertube Length	150mm, 170mm, 190mm, 210mm		130mm, 150mm, 170mm, 190mm, 210mm, 230mm	
Weight	804g		542g	

Ready to paint Hybrid, ATB and Road Frames are also available

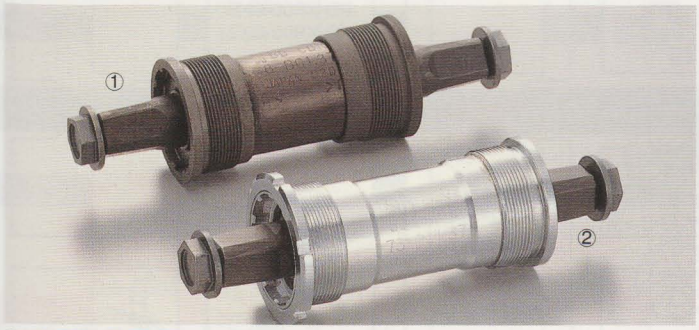
Chainrings



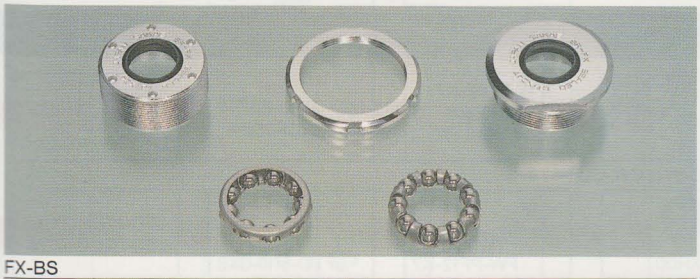
PLATINUM | Ninja | ROUNDTECH | MICRO DRIVE | PLATINUM | Ninja | ROUNDTECH

Series	Material	Model No.		Bolt circle dia	Specifications
Platinum	Platinum coated super duralumin	300T	Inner	74mm	24T, 26T, 28T
Platinum	Platinum coated super duralumin	300C	Center	110mm	34T, 36T, 38T
Platinum	Platinum coated super duralumin	310	Outer	110mm	46T, 48T, 50T, 52T, 53T
Platinum	Platinum coated super duralumin	200	Outer & Inner	130mm	39T, 40T, 42T, 52T, 53T, 54T
Ninja	Sand blasted stainless steel	300T	Inner	74mm	24T, 26T, 28T
Round Tech	Silver anodized super duralumin	300T	Inner	74mm	24T, 26T, 28T
Round Tech	Silver anodized super duralumin	300C	Center	110mm	34T, 36T, 38T, 40T, 42T
Round Tech	Silver anodized super duralumin	310	Outer	110mm	46T, 48T, 50T, 52T, 53T
Round Tech	Silver anodized super duralumin	200	Outer & Inner	130mm	39T, 40T, 42T, 50T, 52T, 53T, 54T
Micro Drive	Hard gray anodized	023T	Inner	56mm	20T
Micro Drive	Hard gray anodized	023C	Center	94mm	32T
Micro Drive	Hard gray anodized	023	Outer	94mm	42T, 44T

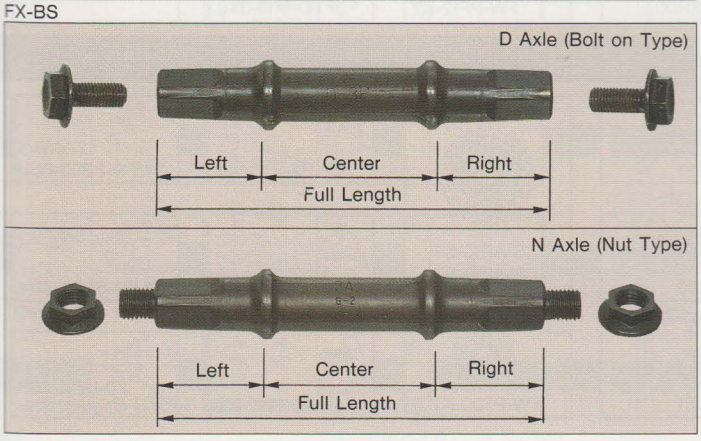
B.B Parts & Accessories



①BB-CB10 ②BB-CB00



FX-BS



D Axle (Bolt on Type)

		Size (mm)			
B. B Width	Axles	Left	Center	Right	Full Length
68mm	D-3L	32.0	52.0	32.0	116.0
68mm	D-3TS	37.5	52.0	39.0	128.5
68mm	D-3T	35.0	52.0	39.0	126.0
70mm	D-5H	30.5	55.0	30.5	116.0
70mm	D-5SP	35.0	55.0	37.5	127.5

Made of Boron Steel / Square Slope: 2 Degrees / Weight: 206g

N Axle (Nut Type)

		Size (mm)			
B. B Width	Axles	Left	Center	Right	Full Length
68mm	3H	30.5	52.0	30.5	113.0
68mm	3A	32.0	52.0	33.5	117.5
68mm	3T	35.0	52.0	39.0	126.0
70mm	5H	30.5	55.0	30.5	116.0
70mm	5L	32.0	55.0	32.0	119.0
70mm	5S	35.0	55.0	37.5	127.5

Made of Boron Steel / Square Slope: 2 Degrees / Weight: 216g

Oversized Axle (Bolt on type)

73mm	D-7TL	35.0	57.0	39.0	131.0
73mm	D-7H	30.5	57.0	30.5	118.0

Made of Boron Steel / Square Slope: 2 Degrees / Weight: 226g

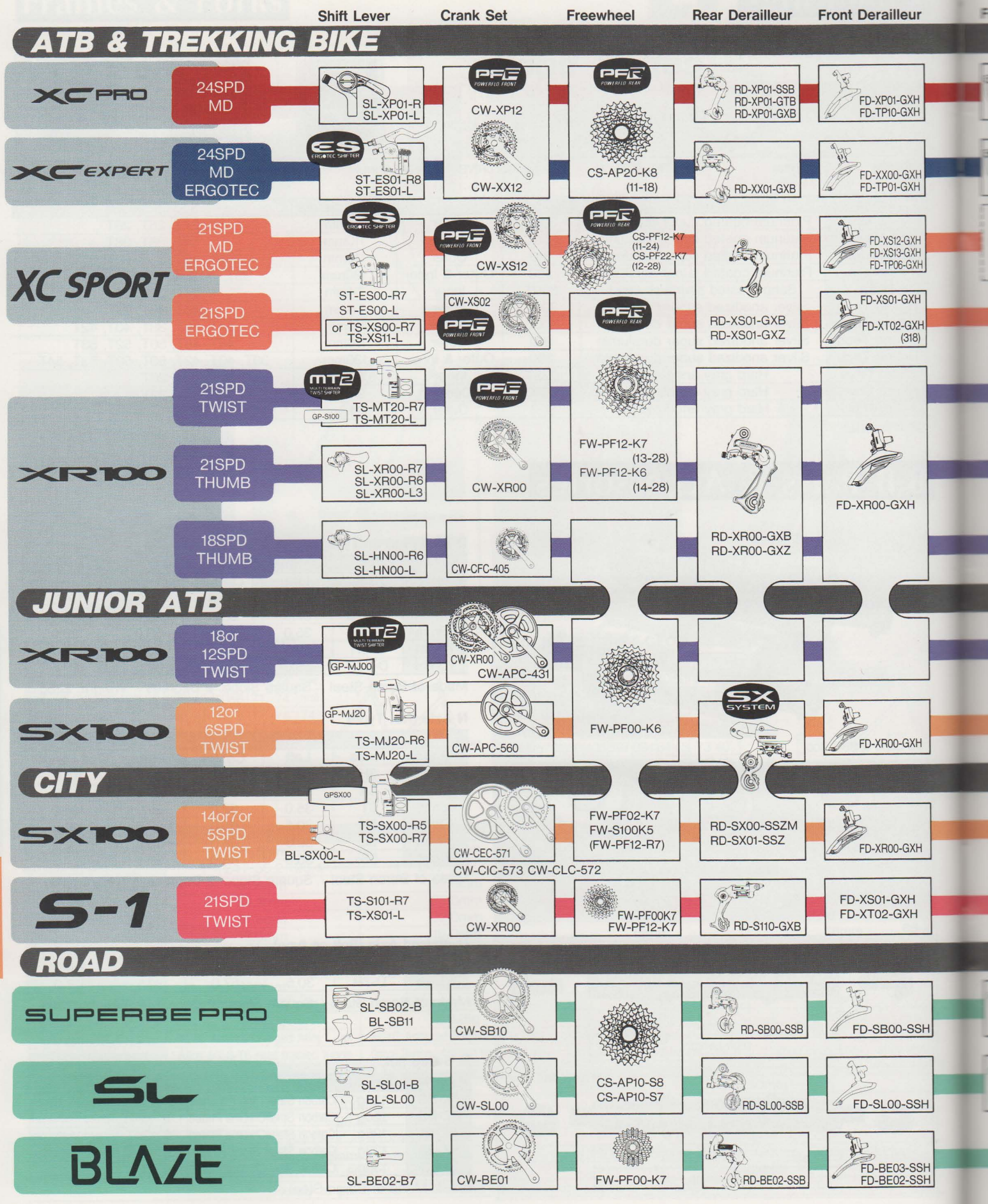
B. B Cup Set

Model No.	Weight	Material	Finish	Cup Thread	
FX-BS	125g	Carbon Steel	High Polished	1.37"×24T	Sealed Mechanism
SZ-BS	125g	Carbon Steel	Chrome Plated	1.37"×24T	Sealed Mechanism
SZ-IS	125g	Carbon Steel	Chrome Plated	36×24T	Sealed Mechanism
SX-BS	123g	Carbon Steel	Black Finish	1.37"×24T	Sealed Mechanism
SI-BS	130g	Carbon Steel	Chrome Plated	1.37"×24T	

Axles: Made of Boron Steel

● Tightening torque for BB axle : 500-550kgf-cm for AX Axles (Nut type)/300-350kgf-cm for D Axles (Bolt Type) ● Chainline tolerance is ± 1.5mm. ● No Grease on BB axle tapers.

1994 SR SUNTOUR PRODUCT LINE-UP



Free Hub	Hub	Bottom Bracket	Chain	Cantilever Brake	Suspension Fork	Stem	Handlebar	Seat Post	Pedal
FH-XP20-8 FH-XP20-7	HB-XP01-F (HB-SU00-F)	BB-SL10-E BB-SL10-73 BB-SL10-I	CH-AP02	CT-XP01	DuoTrack 9001	Duo 10 HP-COS-350	BR-MTB-420 BR-MTB-227 BR-MTB-528	SP-XP00	PL-XP02
(MD) FH-XX00-8&7	HB-XL00-F	BB-CB00-E BB-CB00-73 BB-CB00-I	CH-AP12	CT-XX00					PL-MTP-129 PL-MTP-127 PL-MTP-126
See Page 16					DuoTrack 8001 DuoCross 8001	HP-CTS-320 HP-MTS-301	BR-MTB-328		PL-MTP-170
	<FRONT> HB-CE60-F <REAR> HB-CE60-R	(N-3H) (SM=LP30)	CH-AP21 CH-AP51	CT-XS00	DuoTrack 7001 DuoCross 7001	HP-MTS-300 MTS-350		SP-MTE-335 SP-MTE-330 SP-MTE340 SP-MTE345	PL-MTP-481 PL-SP-530
		BB-CB10 -E122 (N-3N) (SM=CS21) (SM=CS11)							
		BB-CB10-E (N-3T)							
	<FRONT> HB-CE60-F <REAR> HB-CE60-R	(N-3N) (SM=CS21)	CH-AP21 CH-AP51	CT-XS00	DuoTrack 24" 22" 20"	HP-MTS-300 HP-CYS-129	See Page 31	See Page 30	PL-SP-530
		(431=N-3R) (560=N-3T) BB-CB10-E							
	<FRONT> HB-CE60-F <REAR> HB-CE60-R	(N-3N) (SM=CS21)	CH-AP21 CH-AP51	CT-XS00	DuoCross				PL-SP-550 PL-SP-583 PL-CTP-470
	HB-CE60-F HB-CE60-R	(N-3N)	CH-AP51	CT-XS00			BR-MTB-328	SP-MTE340	
FH-SB00-8 FH-SB00-7	HB-SB00-F	BB-SB11-E BB-SB11-I BB-SB20-E BB-SB20-I	CH-AP02	BA-SB01-S		HS-SB00-J HS-SB00-I		SP-SB00-S SP-SB00-L	PL-SB00
FH-SL01-8 FH-SL01-7 FH-SL10-7	HB-SL01-F HB-SL10-F	BB-CB00-E BB-CB00-I BB-SL10-E BB-SL10-I	CH-AP12	BA-SL00-S		Head Set HS-ST00-J HS-ST00-I			
	HB-RA01-F	(N-3A) (SM=XL-118)	CH-AP21						

Shift Lever Compatibility Chart

Left Hand Levers Model Number		Front Derailleurs														1993 Models				Cranksets									
		FD-XP01	FD-XX00	FD-XS01	FD-XT02	FD-XS12	FD-XS13	FD-XR00	FD-HN00	FD-TP00	FD-TP05	FD-TP10	FD-TP01	FD-TP06	FD-BE02	FD-BE03	FD-XC01	FD-XL00	FD-X100	FD-XE01	CW-XP10	CW-XP12	CW-XC11	CW-XX00	CW-XX12	CW-XS12	CW-XS02	CW-XS00	CW-XS01	CW-XR00	CFC-405	CW-HN00	APC-431
ERGOTEC	ST-ES01-L	–	A	○	○	○	○	○	○	–	○	A	–	○	–	–	–	–	–	–	–	A	–	–	A	○	○	–	–	○	–	–	–
	ST-ES00-L	–	–	A	A	A	A	○	○	–	○	–	–	A	–	–	–	–	–	–	–	–	–	–	–	A	A	–	–	○	–	–	–
	ST-ES20-L	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	○	○	–	–	○	–	–	–
Twist	TS-XS00-L	–	A	A	A	A	A	○	○	–	A	–	A	○	–	–	–	–	A	A	○	○	○	A	○	○	A	A	A	○	○	○	–
	TS-MT20-L	–	–	–	○	○	○	A	–	–	○	–	–	○	–	–	–	–	–	–	–	○	–	–	○	○	○	–	–	A	–	–	–
	TS-MJ00-L	–	○	○	○	○	○	○	○	–	○	–	–	–	A	A	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	A
	TS-MJ20-L	–	–	–	○	○	○	A	–	–	○	–	–	○	○	○	–	–	–	–	–	○	–	–	○	○	○	–	–	○	–	–	A
	TS-S101-L	–	○	A	A	○	○	○	○	–	○	–	–	○	–	–	–	–	–	–	○	○	○	○	○	○	○	○	○	○	○	○	–
Thumb	SL-XP01-L	A	○	○	○	○	○	○	○	○	○	○	○	○	○	○	A	○	○	○	A	○	A	○	○	○	○	○	○	○	○	○	○
	SL-XX00-L	○	A	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	A	○	○	○	○	○	○	○	○	○
	SL-XR00-L	–	–	○	○	○	○	A	○	–	○	–	–	○	–	–	–	–	–	–	–	–	–	–	–	○	○	–	–	A	–	–	–
	SL-HN00-L	○	○	○	○	○	○	○	A	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	A	○
	SL-HN01-L	○	○	○	○	○	○	○	A	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	A	○
Express	SL-XP10-L	A	○	○	○	○	○	○	○	○	○	○	○	○	–	–	A	○	○	○	A	○	A	○	○	○	○	○	○	○	○	○	–
	SL-HN10-L	○	○	○	○	○	○	○	A	○	○	○	○	○	–	–	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	A	–

Right Hand Levers Model Number		Rear Derailleurs									1993 Models								Freewheels & Cassettes											
		RD-XP01	RD-XX00	RD-XS01	RD-XR00	RD-SX00	RD-SX01	RD-SR21	RD-S110	RD-S120	RD-XC01	RD-XL00	RD-X101	RD-FE00	RD-XE01	RD-XM02	RD-HN00		CS-AP20-8	CS-AP20-7	CS-AP10-7	CS-PF12-7	CS-PF22-7	FW-PF00-7	FW-PF01-7	FW-PF02-7	FW-PF12-7	FW-PF00-6	FW-PF01-6	FW-PF12-6	FW-S100-5
ERGOTEC	ST-ES01-R8	–	A	–	–	–	–	–	–	–	–	–	–	○	–	–	–		A	○	–	○	○	–	–	–	○	–	–	–	–
	ST-ES00-R7	–	○	A	○	–	–	○	–	–	–	–	–	○	–	○	–		–	–	○	A	A	○	○	○	A	–	–	–	–
	ST-ES20-R7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		–	–	–	A	A	–	–	○	A	–	–	–	–
Twist	TS-XX00-R8	○	A	–	–	–	–	–	–	–	○	○	○	○	○	–	–		A	A	–	○	○	–	–	–	○	–	–	–	–
	TS-XS00-R7	○	○	A	○	–	–	○	–	–	○	○	○	○	○	○	○		–	–	○	○	A	○	○	A	A	–	–	–	–
	TS-MT20-R7	–	–	○	A	–	–	○	–	–	–	–	–	○	–	○	○		–	–	○	○	○	–	○	○	A	–	–	–	–
	TS-S110-R7	–	–	–	–	–	–	–	A	–	–	–	–	–	–	–	–		–	–	○	○	○	A	○	–	○	–	–	–	–
	TS-SX00-R7	–	–	–	–	A	A	–	–	–	–	–	–	–	–	–	–		–	–	○	○	○	–	○	A	A	–	–	–	–
	TS-MT20-R6	–	–	○	A	○	○	○	–	–	–	–	–	○	–	○	○		–	–	–	–	–	–	–	–	–	A	○	A	–
	TS-MJ00-R6	–	–	A	○	○	○	○	–	–	–	–	–	○	–	○	○		–	–	–	–	–	–	–	–	–	A	○	○	–
	TS-MJ20-R6	–	–	○	A	A	A	○	–	–	–	–	–	○	–	○	–		–	–	–	–	–	–	–	–	–	A	○	A	–
	TS-SX00-R5	–	–	–	–	A	A	–	–	–	–	–	–	–	–	–	–		–	–	–	–	–	–	–	–	–	–	–	–	A
Thumb	SL-XP01-R8	A	○	–	–	–	–	–	–	–	○	○	○	○	○	–	–		A	A	○	○	○	○	○	○	○	–	–	–	–
	SL-XX00-R8	○	A	–	–	–	–	–	–	–	○	○	○	○	○	–	–		A	A	○	○	○	○	○	○	○	–	–	–	–
	SL-XR00-R7	–	–	○	A	–	–	○	–	–	–	–	–	–	–	○	○		–	–	○	○	○	○	A	○	A	–	–	–	–
	SL-HN01-R7	–	–	○	A	–	–	○	–	–	–	–	–	○	–	○	○		–	–	○	○	○	○	A	○	A	–	–	–	–
	SL-XR00-R6	–	–	○	A	○	○	○	–	–	–	–	–	○	–	○	○		–	–	–	–	–	–	–	–	–	A	A	A	–
	SL-HN00-R6	–	–	○	A	○	○	○	–	–	–	–	–	○	–	○	○		–	–	–	–	–	–	–	–	–	A	A	A	–
Express	SL-XP10-R7	A	○	○	○	○	○	○	–	–	○	○	○	○	○	○	○		–	–	A	○	○	○	○	○	○	–	–	–	–
	SL-HN10-R7	○	○	○	○	○	○	○	–	–	○	○	○	○	○	○	○		–	–	○	○	○	○	A	○	○	–	–	–	–
	SL-S100-R5	–	–	–	–	–	–	–	–	A	–	–	–	–	–	–	–		–	–	–	–	–	–	–	–	–	–	–	–	A

A = Best Choice ○ = Usable – = Not Compatible

patibility Chart

Crank & BB Compatibility Chart

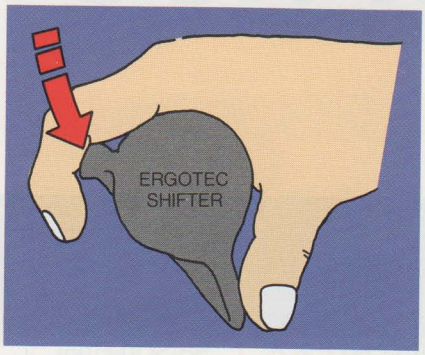
Bottom Bracket & Crankset Compatability Chart CW-XP12	SR MODEL	COLOR	STD CASSETTE BB	STD BB NO.	SHIMANO BB	CHAIN-GUARD	BCD	POWER-FLOW
CW-XP12	FMC-T023		BB-CB00(116.2)	BB-SL10-E(115)	D-H(115)	CPG-618	94/56MD	PFF
CW-XX12	CMC-T028	HP	BB-CB00(116.2)	N-3L(116.0)	D-H(115)	CPG-618	94/56MD	PFF
CW-XS12	CMC-T029	AB	BB-CB00(116.2)	N-3L(116.0)	D-H(115)	N/A	94/56MD	PFF
CW-XS02	SPC-T303	AB		N-3H(113.0)	LL113(113)	CPG-621	110/74	PFF
CW-XR00	CPC-T407	PX	BB-CB10(122.5)	N-3N(120.0)	D-NL(122.5)	CPG-620		PFF
CW-SL00	CSC-204	HP	BB-CB00(116.2)	N-3L(115)	D-H(115)	CPG-616	130	
CW-BE01	SZC-200	HF		N-3A(117.5)	XL-118	CPG-615	130	
CW-SEC-503	SEC-503	AB	BB-CB10(126.0)	N-3T(126.0)				
CW-SEC-570	SEC-570	BL		N-3U(127.5)				
CW-SEC-575	SEC-575	AB		N-3U(127.5)				
CW-CEC-571	CEC-571	AB	BB-CB10(126.0)	N-3T(126.0)		CPG-619		
CW-CIC-573	CIC-573	AB		N-3A(117.5)	XL-118	CPG-619		
CW-CLC-572	CLC-572	AB	BB-CB10(126.0)	N-3T(126.0)		CPG-659		
CW-CLC-578	CLC-578	AB,BL		N-3U(127.5)		CPG-657		
CW-APC-431	APC-431	PX		N-3R(129.0) N-3U(127.5)		CPA-201		
CW-APC-560	APC-560	PX	BB-CB10(126.0)	N-3T(126.0) N-3S(124.5)		CPA-201		
CW-SEC-626	SEC-626	BL		N-3U(124.5)		STD		
CW-CBC-631	CBC-631	BL2		N-3M(130.5)		Double		
CW-SEC-631	SEC-631	BL		N-3M(130.5)		Double		
CW-XP10	FMC-T023	AL	BB-CB00(116.2)	BB-SL10-E(115)	D-H(115)	CPG-618	94/56MD	
CW-XC01	CSC-T305	HP	BB-CB10(126.0)	N-3T(126.0)		CPG-616	110/74	
CW-XC11	CMC-T023	HP	BB-CB00(116.2)	N-3L(116.0)	D-H(115)	CPG-618	94/56MD	
CW-XL00	CSC-T304	HF	BB-CB10(126.0)	N-3T(126.0)		CPG-616	110/74	
CW-XX00	CMC-T023	HP	BB-CB00(116.2)	N-3L(116.0)	D-H(115)	CPG-618	94/56MD	
CW-X101	CSC-T304	BL	BB-CB10(126.0)	N-3T(126.0)		CPG-616	110/74	
CW-XE01	SZC-T304	AB	BB-CB10(126.0)	N-3T(126.0)		CPG-615	110/74	
CW-XM01	SZC-T304	XM	BB-CB10(126.0)	N-3T(126.0)		CPG-615	110/74	
CW-XS00	SZC-T344	AB	BB-CB10(126.0)	N-3T(126.0)		CPG-615	110/74	
CW-XS01	CIC-T405	AB	BB-CB10(126.0)	N-3T(126.0)		CPG-617		
CW-HN00	CFC-T405	BL	BB-CB10(126.0)	N-3T(126.0)		CPG-716		
CW-FSE	SZC-T204	HF	BB-CB00(116.2)	N-3T(126.0)		CPG-616	130/74	
CW-FSE	SZC-T304	HF	BB-CB00(116.2)	N-3T(126.0)		CPG-615	110/74	
CW-CFC-404	CFC-404	AB		N-3A(117.5)	XL-118			

Color Chart: AL Silver Alloy, AB Silver Polished (Barrel), BL Black Painted, HP Silver High Polish w/buff, HF Silver Polish (High), PX Silver Painted, AL Alloy, FE Stell, MC Chrome Plated, ST Chrome Plated, BLS Black Steel, HSS Hard Anodized Outer, Silver Center & Inner, ASS All Silver

ERGOTEC Shifter/MT2 Twist Shifter

NOTE

When shifting the ERGOTEC controls, you will have better control of the shifter and a lighter feeling if you shift with the inside of the first joint of your first finger, and not with the tip of your finger.

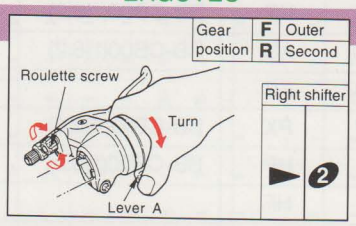


When installing the ERGOTEC controls, slide them on to the handle bars, just until they stop. Don't force them too far on to the bar. The bulge in the handle bars can press on the inside of the control and inhibit the Auto-Return feature.

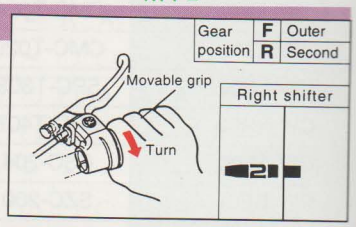
1. Adjusting right shifter

(while rotating the crank in a forward direction)
Press lever A foward you and engage second gear. Then turn the rear derailleur roulette screw until just before it clinks against third gear.
Chech other gears in the same way.

ERGOTEC



MT2



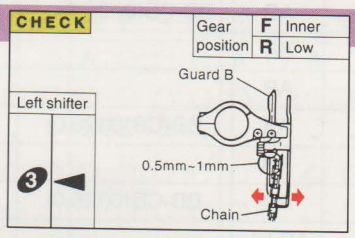
2. Adjusting left shifter

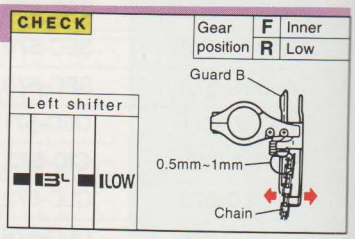
(while rotating the crank in a forward direction)

■Inner gear

CHECK

Is the clearance shown in the figure on the right the smallest possible without the chain touching (0.5-1mm)?

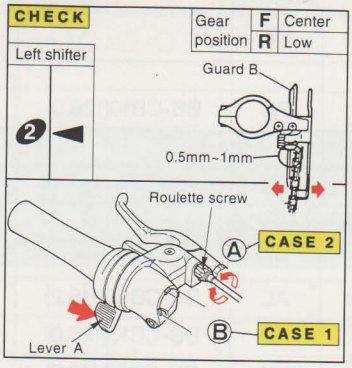


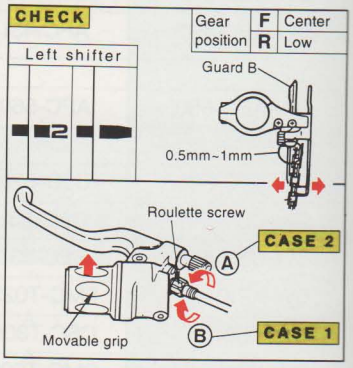


■Center gear

CHECK

Move lever A to position 2 and engage the center gear. Is the clearance shown in the figure on the right the smallest possible without the chain touching (0.5mm-1mm)?





CASE 1

If chain touches: Turn roulette screw in directon Ⓑ.

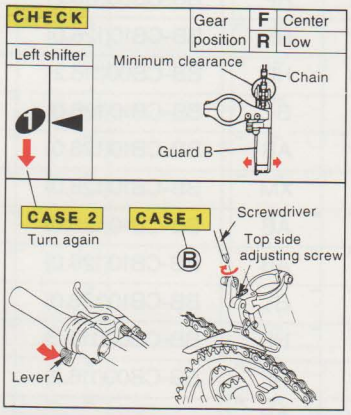
CASE 2

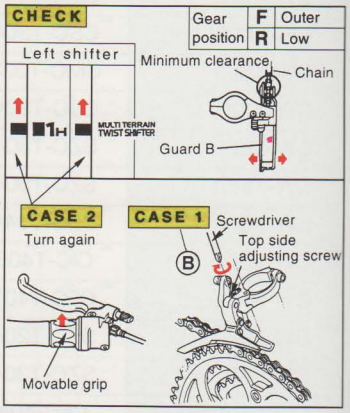
If gap is too wide or gear does not change: Turn roulette screw in direction Ⓐ.

■Outer gear

CHECK

Move lever A to position 1 and enage outer gear. Is the clearance shown in the figure on the right the smallest possible without the chain touching? If so, adjust top so that chain does not come off.





CASE 1

If chain touches: Turn adjusting screw on top side in direction Ⓑ.

CASE 2

If gap is too wide or gear does not change: There are several clicks on the outer wheel, so turn until gear chages again and return to CHECK.

After adjustments are finished, move lever B on right shifter to engage top gear and check that the chain does not touch the chain guard.

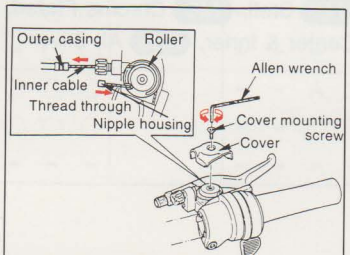
3. Final check of shifting mechanism

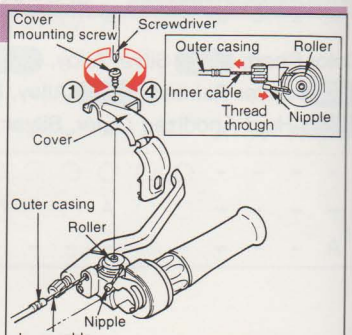
CHECK

Move lever several times to check that it is fitted and working properly.

4.Replacing inner cable

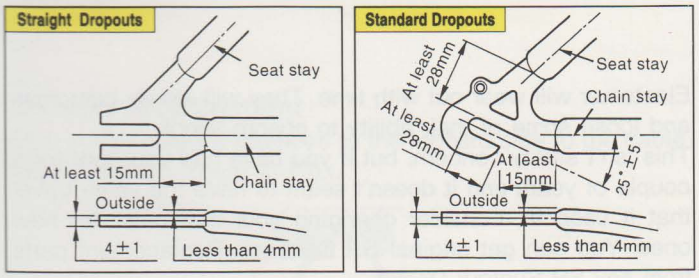
①Remove cover. ②Remove old cable. ③With reulette secrew tightened, install new inner cable. ＊Check that nipple is fully in place. ④Replace cover. ⑤Move lever to check that inner cable is working smothly.





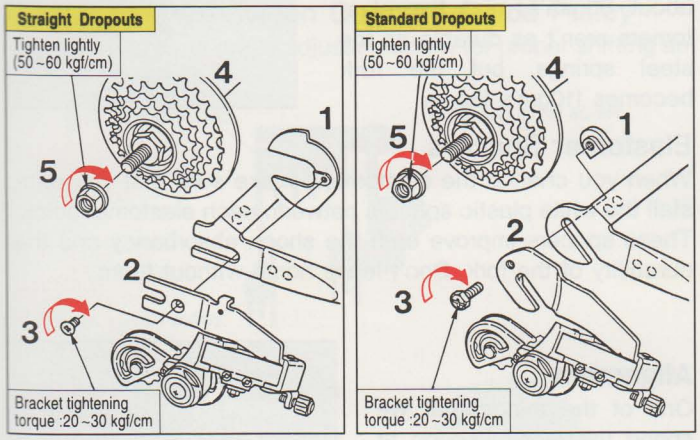
SX-100 Rear Derailleur

NOTE Tighten all screws to the proper torque.

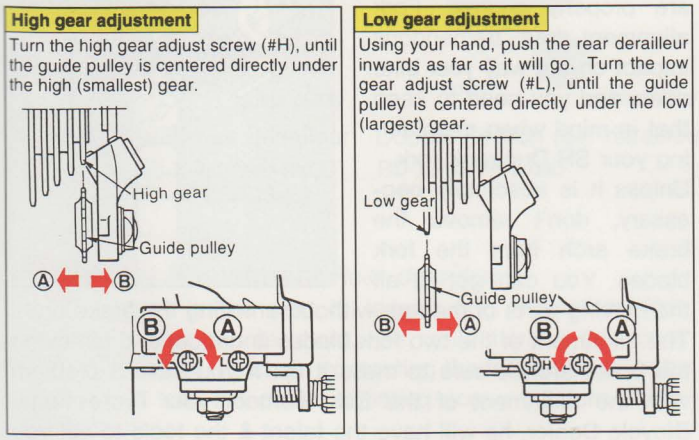


1. Attaching the Rear Derailleur

①Attach the rear derailleur.
②Install rear wheel. Tighten lightly (50-60kgf/cm)
＊Install the rear wheel fully into dropout.
＊If no kickstand or mudguards are to be attached, fully tighten the axle nut to (80-100kgf/cm)/



2. Rear Derailleur Rough Adjustment



3. Gear Cable Installation

Point 1

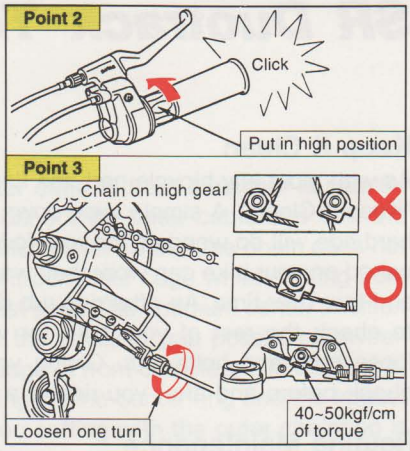
Rotate the crank and check that the chain is centered over the high gear and that it does not rattle.
If the chain rattles, adjust screw (#H) as in step 2 to center the guide pulley under the high gear.

Point 2

Set the shifter in the highest gear (rotate the Twist shifter clock-wise).

Point 3

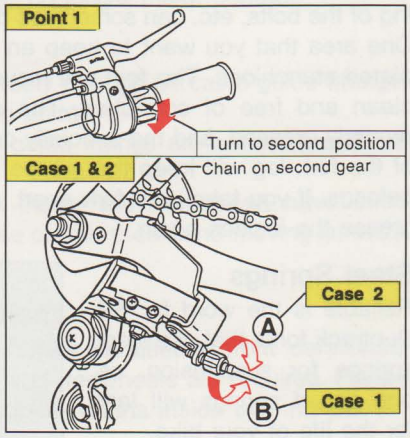
Set the cable adjusting barrel on the rear derailleur by tightening it fully, and then loosening it up one full turn.
●Install the inner cable, fixing it properly under the cable washer with 40-50kgf/cm of torque.



4. Adjust Index Setting

Point 1

Rotate crank slowly forward and twist shifter counter clock-wise (toward you) to shift into the second position (you will hear an audible CLICK). The indexing is properly adjusted when the chain moves from the high to the second gear smoothly with no catching or rattling.



Case 1

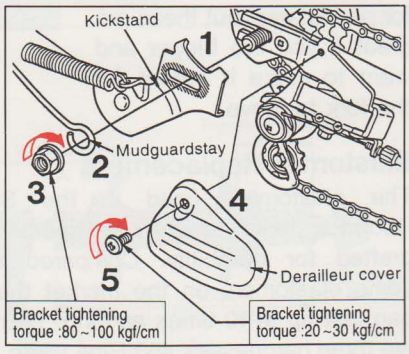
If the chain does not shift onto the second gear, rotate the cable adjusting barrel 1/2 to 1 full turn counter clock-wise Ⓑ and re-try the shift.

Case 2

If the chain shifts too far, coming in contact with the third gear and rattling rotate the cable adjusting barrel 1/4 to 1/2 turn clock-wise Ⓐ and re-try shift.
●Repeat above procedures untill the chain moves from the high to the second gear smoothly with no chaching or ratting.

5. Installing Mudguards, Kickstand, etc.

①After the SX-100 system has been installed and adjusted, you may install mudguards, racks, kickstands, etc. Loosen and remove the lightly tightened hub nut and attach accessories. Re-attach hub nut and tighten hub nut to the proper 80-100kgf/cm torque.



②Install derailleur cover with screw and tighten to 20~30kgf/cm.
③Give the bike a final check, shifting through the gears, making sure that the nuts and bolts are properly tightened, making sure that any excess gear cable has been trimmed away and that the bike is ready to ride.

SR Duotrack Technical Tips

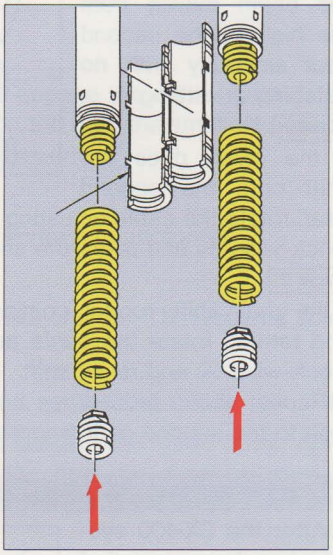
Keep it Clean

As with most any bicycle part, the first rule of maintenance is "Keep it Clean". A simple wipe down with a damp rag after a hard ride will do wonders for your fork. Dirt and Grime that sit caked on your bike can work their way inside and cause wear and tear over time. An after ride rub down is also a great time to check the rest of your bike for worn or damaged parts, loose nuts and bolts, etc. Giving your bike a quick safety check before and after you ride is a great habit to get into.

Routine Maintenance

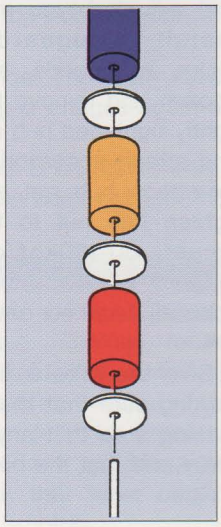
As a general rule, the SR Duotrack forks are maintenance free. Don't take the fork apart if there isn't need to. It's simple repair the forks when they are damaged, but frequent loosening of the bolts, etc. can sometimes do more harm than good. One area that you want to keep an eye on are the chrome plated stanchions. The fork will move more freely if they are clean and free of scratches. The stanchions need to be properly greased, and the specially designed seals at the top of the fork leg will keep the grease inside the fork where it belongs. If you take your fork apart, make sure you properly grease the insides again.

Steel Springs



Reliable is the word for SR Duotrack forks that use steel springs for suspension, as one set of springs will last for the life of your bike.
(That's right !)
If you are a bigger rider, and or you are doing more off road riding, you may want to install stiffer springs in your fork. Kits with 25% stiffer springs are available from SR Suntour, and they may improve your ride. For riders of average size, these spring will make the fork too stiff for normal use, but these are great if you are bigger and want to make it harder for the fork to move.

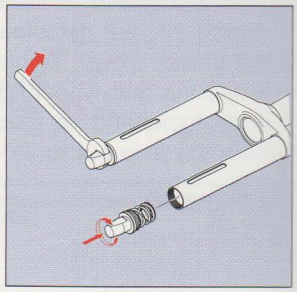
Elastomer Replacement



The elastomers used in the SR Duotrack forks have been specially crafted for durability. Compared to some elastomers on the market they can last up to 10 times as long. There are three hardnesses #53 Blue (Soft), # 63 Yellow (standard) and #73 Red (hard). These can be mixed and matched in any combination to fit your weight and riding style.

Elastomer will wear out with time. They will slowly compress and loose some of their ability to absorb shock.
This isn't safety concern, but if you have had your fork for a couple of years and it doesn't seem to have the same travel that it used to, consider changing your elastomer for new ones. You can get original SR Duotrack Replacement parts from any SR Suntour Dealer.

SPK-200 Elastomer Kit

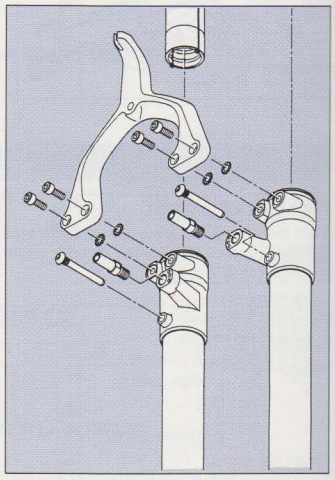


If you want to convert an SPK-200 Duotrack fork from Steel Spring suspension to Elastomer suspension, there is a special kit available. The travel of the fork is reduced from 35mm's to about 30mm's, and the elastomers aren't as durable as the steel springs, but the fork becomes 110gm's lighter.

Elastomer Spacers

When you change the elastomers, make sure that you reinstall the while plastic spacers between each elastomer bolck. These spacers improve both the shock absorbancy and the durability of the fork. Don't leave home without them.

Alignment



One of the things that we spend the most time on at the factory is making sure that the SR Duotrack forks are properly aligned. Fork alignment has tremendous impact on the way your bike rides, and you need to keep that in mind when maintaining your SR Duotrack fork.
Unless it is absolutely necessary, don't remove the brake arch from the fork blades. You can get at all the moving parts of the fork without removing the brake arch. The alignment of the two fork blades is critical and removing the brake arch is sure to mess it up. If you have a problem with the alignment of the fork, contact your Professional Bicycle Dealer, he will have the talent & the tools to set you straight.

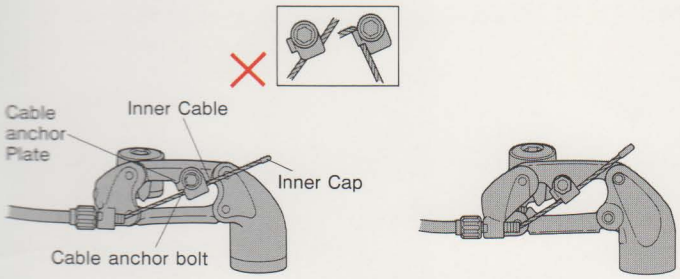
Threads can Strip

Many of the steel bolts on the SR Duotrack forks thread into alloy pieces. Take care when you take the fork apart or put it back together so as not to strip the threads. Don't force bolts, or start tightening them before you are sure that they are seated properly.

SUNTOUR Derailleur Installation

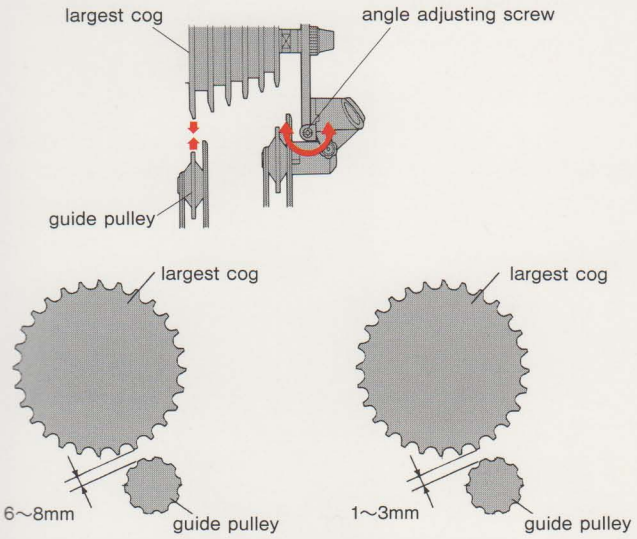
1. Cable Attachement

Be sure the cable is clamped to the inboard side fo the cable anchor bolt as shown in Fig.1.



2. Clearance Between Cog and Guide Pulley

Turn the derailleur angle adjusting screw for proper shifting as shown in Fig.2.

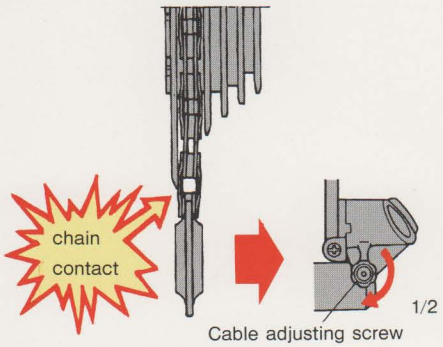


Single tension rear derailleur
RD-XR01, RD-XR00, RD-SX00
RD-SR21, RD-S110, RDS120

Double tension rear derailleur
RD-XP01, RDXX00

3. Shifting Adjustment *Rear derailleur:*

Set the chain in the next to largest cog. Turn the cable adjusting screw counter-clockwise while turning the crank until the sound of the chain contacting the largest cog can be heard. Then turn the cable adjusting screw 1/2 turn clockwise.



Front derailleur:

After checking if the outer cage of front derailleur is parallel to the outer chainring, connect the inner cable and turn the adjusting barrel of the twist shifter so that the chain does not touch to the inside of front derailleur cage while shifting from smallest gear to the largest gear. The optimum center position setting is where there is the smallest gap possible between the chain and the inner cage of front derailleur without touching while the chain running on the center ring and the largest cog. The optimum position setting with the outer chainring is where there is the smallest gap possible between the chain and inner cage of front derailleur without touching. If the guard touches the chain, tighten the top adjustment screw as shouwn in Fig.4 until they no longer make contact.

4.Cable Installation

The cable should slide freely through all cable guide fittings. Please note the following points.

* Be sure that all cable guide fittings are not worn and are clean.
* Gear cables that run inside the frame can have extra friction. Please keep these cables clean and moving smoothly.

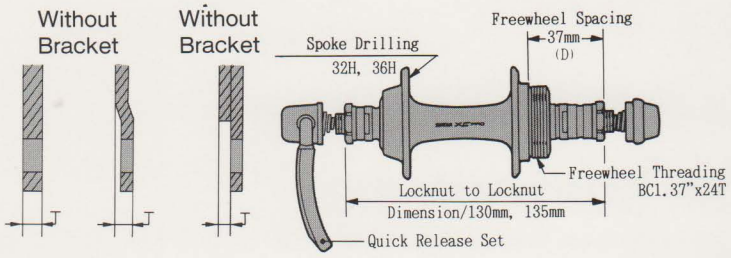
5.Product Combinations

Proper combinations with rear derailleurs, front derailleurs, shiftlevers, chainwheels and freewheels are required. Please refer the enclosed cmpatibility charts inside this manual.

6.Hub Dimensions

The following is the critical hub dimensions for indexing to work properly.

	Thickness of the dropout (T)	Hub shell offset (D)	Compatible FW
Without Bracket	5~7mm 8mm	37~38mm 38~39mm	FW-PF00-K7 FW-PF02-K7 FW-PF12-K7 FW-PF00-K6 FW-PF12-K6
Without Bracket	4mm 5mm	37~38mm 36~38mm	





SR SUNTOUR INC.

555-1 Kanaoka-cho, Sakai-shi, Osaka, Japan 591 TEL.(0722)-50-0015 FAX.(0722)-50-0054

SR SUNTOUR USA INC.

18650 72nd Ave. S. Kent, WA. 98032, U.S.A. TEL.206-251-8785 FAX.206-251-9101

SR SUNTOUR TAIWAN.

No.7, Hsing Yeh Road, Fu Hsing Industrial Zone, Chang Hua, Taiwan. R.O.C. TEL.04-769-7881 FAX.04-769-4028

SR SUNTOUR EUROPE INC.

2-4, RUE DE PRAETERE, P.O.BOX 57, 1050, BRUXELLES BELGIQUE TEL.02-640-6718 FAX.02-640-7158

Specifications subject to change without notice. © SR SUNTOUR/Printed in U.S.A. Sep '93