SUNTOUR

ACCUSHIFT



SUNTOUR

AccuShift: When Competition Brings Out The Best

Whether it's among racers or design engineers, individuals or corporations, competition brings out the best. The drive to improve performance takes time. Knowledge. Preparation. Concentration. And hard work. But it's the best way to get that one step closer to perfection.

SunTour's AccuShift family of indexed shifting systems is a product of that philosophy. Studied. Thought out. Refined to the last detail. The result: accurate shifting performance that surpasses anything else you can buy.

If you're interested in an indexed shifting system for competition, fitness or recreation—for on or off the road—it pays to have the technical facts before you decide.

Is the system you want flexible enough for your needs? SunTour offers a wide range of choices.

Can it deal with any mid-race emergency wheel change? SunTour's Power AccuShift can.

Does it have interchangeable components? SunTour's family of precision AccuShift components is fully compatible.

How much fine-tuning does it need? Comparison testing shows that SunTour's systems need less fine-tuning, and that they are more durable because of closer tolerances.

Can you afford it? SunTour has an AccuShift system within your budget.

SunTour's AccuShift family features

three shift types: Index Power Control, Index Friction Control, and Index Control. Index Power combines quick, responsive indexing with a power ratchet shift option, and allows a full range of shift preferences. Index Friction combines indexing with a standard friction disc option, and Index Control features indexing without alternate shift options. Whatever your riding style or needs, one of these systems is right for you.

In addition to closer tolerances which mean better performance and longer life, SunTour's AccuShift family is interchangeable and compatible with other SunTour component groups. The chart in this brochure demonstrates the wide ranging flexibility SunTour delivers with its AccuShift systems. You are not limited to one component group or component choice . . . you may mix and match according to your needs.

SunTour also offers the industry's first written index system warranty. We're proud of our components, and we'll warranty them for one full year against defects in materials or workmanship. No other manufacturer currently offers this exclusive protection.

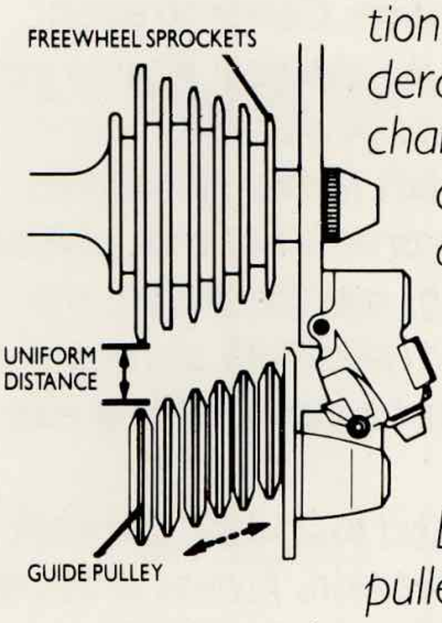
You'll see SunTour AccuShift components specified on many leading manufacturers' models, and on custom frames. Upgrade systems for your own bike are also available.

SunTour's family of AccuShift systems: we accepted the challenge, and brought out the best.

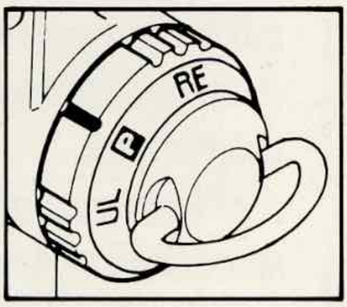
See SunTour's "no fault shift insurance"–AccuShift– at your authorized SunTour dealer.

SPECIAL FEATURES

All SunTour AccuShift rear derailleurs feature the world famous slant trapezoid mechanism. Invented by SunTour engineers over 20 years ago, this innovation revolutionized rear derailleurs. During a gear change, the derailleur cage moves at an angle that approximates the freewheel sprocket's profile. This maintains uniform clearance between the guide pulley and gear sprockets, assuring smooth, predictable shifts. The trapezoid also automatically aligns the pulley cage with the chain feed angle, regardless of whether the chain is on an inner or outer freewheel cog. In addition, AccuShift rear derailleurs feature fixed, not floating, guide pulleys. This helps eliminate speed robbing sideplay and sloppy shifting.

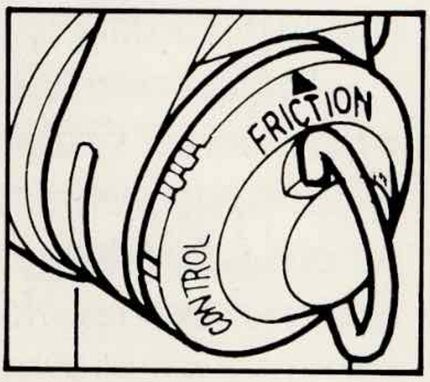


The crown of the guide pulley's teeth is shaped to provide a firm grip on the chain and reduce lateral play. The tension pulley's teeth are pointed to better tolerate chain line variances and reduce chatter.



AccuShift's INDEX POWER CONTROL lever has three shifting options which you can select by simply turning the selector ring on the shift lever. Choose RE: indexed shifting with a standard spaced SunTour freewheel and any SunTour AccuShift rear derailleur. Choose UL: indexed shifting with an Ultra 7-speed (narrow) SunTour freewheel and any SunTour AccuShift rear derailleur. Or, choose P: non-indexed power ratchet shifting with any freewheel, regardless of sprocket spacing, and most rear derailleurs, regardless of brand.

AccuShift's INDEX FRICTION CONTROL lever has two shifting options which you can select by simply turning the selector ring on the shift lever. Choose INDEX: Indexed shifting with a standard spaced SunTour freewheel and any SunTour AccuShift rear derailleur. Choose FRICTION: Non-indexed shifting with any freewheel, regardless of sprocket spacing, and most rear derailleurs, regardless of brand.



AccuShift systems are available on SunTour's complete component lines, including Superbe Pro high performance components and XC 9000 off-road components.

SUNTOUR FAMILY OF INDEXED SHIFT SYSTEMS

Component Group	Shift Levers	Rear Derailleur	Freewheel	Chain
SUPERBE PRO	SL-IP00-B SL-IP00-C	RD-SB00	(U7) LF-7000 WP-7000 (R6) WP-6000	SUPERBE PRO SP-6000
Sprint 9000		RD-SP10	(R5) WP-5000 MICRO LITE WINNER-PRO	SUNTOUR PRO SP-6200
cyclone 7000	SL-CL10-B SL-CL10-C	RD-CL10-SS RD-CL10-GT	WINNER (R5) WT-5000 (R6) WT-6000	CYCLONE SP-6100
α-5000	SL-5000-BS SL-5000-CS SL-5000-CP	RD-5000-SS RD-5000-GT	(R6) α FW-AL00-R6	Z TZ-6000
α-3000	SL-3000-BS SL-3000-CP SL-3000-CS	RD-3000 -SS	PERFECT (R5) PT-5000	
XC 9000	CL-XC10	RD-XC00	WINNER-PRO (R5) WP-5000 (R6) WP-6000	SUPERBE-PRO SP-6000
XC SPORT 7000	CL-XC10	RD-XS00	WINNER (R5)WT-5000 (R6)WT-6000	CYCLONE SP-6100
α-5000	SL-5000-CH	RD-5000-GX	α (R6) FW-AL00-R6	Z TZ-6000
α-3000	SL-3000-CH	RD-3000-GX	PERFECT (R5) PT-5000	Z

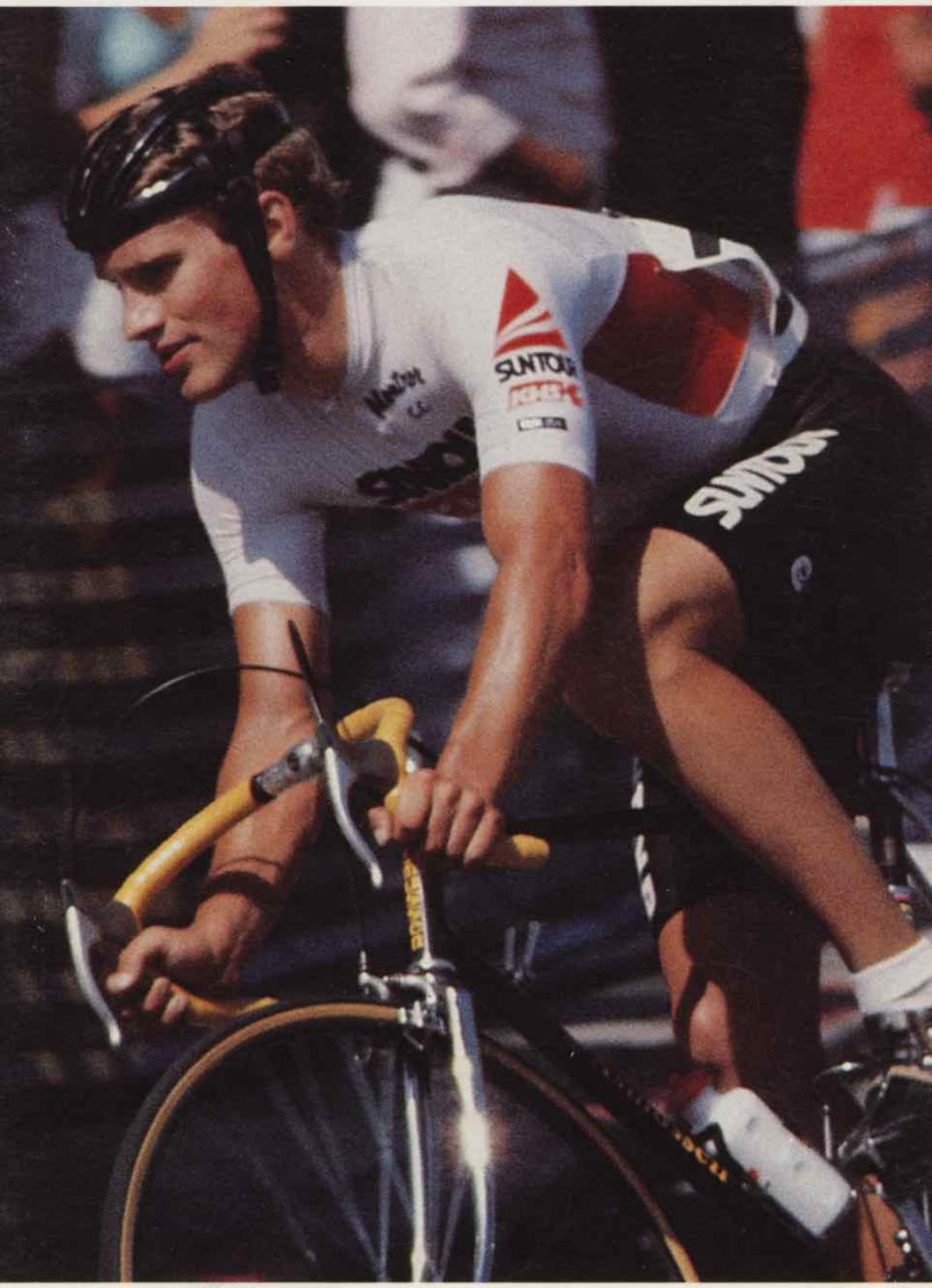


SunTour USA, P. O. Box 1076, Fairfield, NJ 07006

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ACCUSHIFT

SUPERBE PRO



SUNTOUR

SunTour Superbe Pro Components Featuring AccuShift

SunTour's Superbe Pro competition components are the very best bicycle components you can buy. Their simple and elegant styling, outstanding quality in materials and finish, extremely precise design and manufacturing tolerances, and race-proven efficiency assure optimum performance and looks for any custom frame.

Superbe Pro is now available with Power AccuShift, a gear shift innovation that combines the feather-light performance of SunTour's power ratchet mechanism with the precision of an indexed shift system. When in index mode, you can select the right gear with just a simple click of the shift lever. No more gear grinding. No more missed shifts. Just beautifully precise shifting performance . . . every time. In fact, SunTour backs up its AccuShift family of indexed shift systems with the industry's first written warranty. We'll protect your components for one year against any defects in materials or workmanship.

So choose your shift option. Set your pace. And let Superbe Pro deliver precision performance.

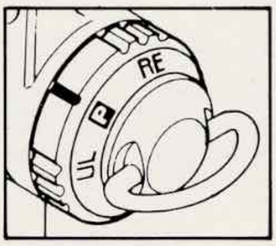
For complete information on this group, and other quality SunTour components, see your authorized SunTour dealer.

SPECIAL FEATURES

The ergonomic shape of SunTour Superbe Pro shift levers makes them an extension of your fingers; their power index mechanism makes them an extension of your mind. The Power AccuShift Control Lever has three shifting options, which you can select simply by turning the selector ring on the shift lever. The options are:

RE: *for indexed shifting with a standard spaced SunTour freewheel*

UL: *for indexed shifting with an Ultra-7 (narrow) spaced SunTour seven-speed freewheel*



P: *non-indexed power shifting with any freewheel, regardless of sprocket spacing*

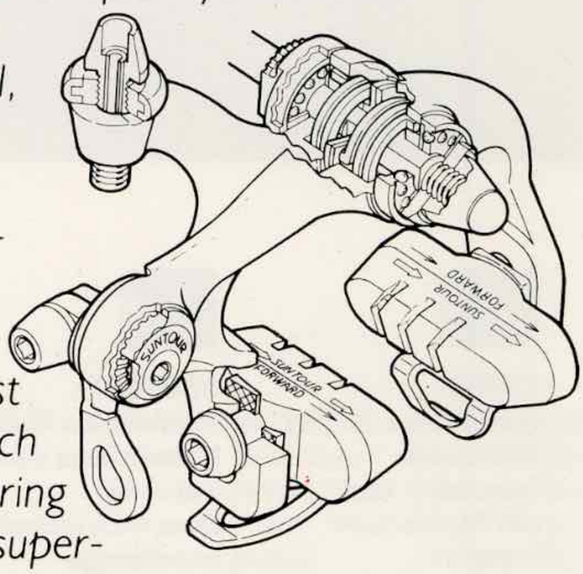
The Superbe Pro rear derailleur's familiar SunTour slant mechanism causes the guide pulley to move in and out at an angle approximating the freewheel profile. The front shifter arm pivots are closer together than the rear pivots, producing a trapezoid, the action of which automatically aligns the pulley cage with the chain feed angle, regardless of whether the chain is on an inner or outer freewheel cog. Now, we've added a second tension spring (at the mounting bolt). This allows the guide pulley to remain at the optimum distance from each freewheel cog, regardless of freewheel tooth differential. The result is shifting precision of such a high order you have to experience it to believe it.



The rear derailleur pulleys run on sealed bearings, because these bearings maintain axial rigidity better and longer than any bushing. That they also have only 25% of the rolling resistance of ceramic or metal pulley bushings is an extra bonus. The crown of the guide pulley's teeth is shaped to provide firm grip on the chain and reduce lateral play. The tension pulley's teeth are pointed, to better tolerate chain line variances and reduce chatter.

A thrust bearing placed between the pulley cage and the main body of the rear derailleur provides two major benefits: it eliminates cage play, and reduces cage rotational friction.

Superbe Pro brake calipers are unique and dramatically superior. Two coil springs are sealed into the pre-lubricated caliper pivot assembly. This completely eliminates spring friction, and provides lighter pull, quicker return and 10 times greater durability than conventional brake springs. Two stainless steel thrust bearings, one at each end of the pivot/spring assembly, provide super-smooth response and absolute rigidity where it is needed most: at the brake pivot. The brake shoe design wipes water more efficiently, and increases contact area gradually as shoes wear. A unique brake shoe angle adjusting feature allows fine-tuning toe-in within a range of plus or minus 3 degrees.





REAR DERAILLEUR
Model Number: RD-SB00
Index Compatible: Yes
Capacity: 26T
Largest Rear Sprocket:
26T (24mm dropout)
28T (28mm dropout)

INDEX MODE
Largest Rear Sprocket:
23T (24mm dropout)
25T (28mm dropout)

Chainring Differential:
12T Maximum
Weight: 195g

FRONT DERAILLEUR
Model Number:
FD-SB00-B (Braze-on)
FD-SB00-H (Hinged)
Stroke: 37-54mm
Gear Capacity:
16T (round chainrings)
12T (oval chainrings)
Minimum Gear Differential: 2T
Weight: 92g

SHIFT LEVERS
Model Number:
SL-SB00-B (power ratchet, braze-on)
SL-SB00-C (power ratchet, clamp-on)
SL-IP00-B (indexed/power ratchet, braze-on)
SL-IP00-C (indexed/power ratchet, clamp-on)
Weight:
56g (SL-SB00-B);
85g (SL-IP00-B)

BRAKE CALIPERS
Model Number:
BA-SB00-S (short reach)
BA-SB00-N (standard reach)
Weight: 362G (pair)

BRAKE LEVERS
Model Number:
BL-SB00-N (standard reach)
BL-SB00-S (short reach)
BL-SB10 (aerodynamic)
Ergonomic Design.
Hood Colors:
Black or brown
(BL-SB00-N/S)
Dark gray
(BL-SB10)
Weight:
232g (pair, BL-SB00-N/S);
236g (pair, BL-SB10)

CRANKSET
Model Number: CW-SDB10
Chainrings: Super Duraluminum alloy
Bolt Circle Diameter: 130mm
Gear Range:
38-43T; 48-53T
Crank Lengths:
165mm; 167.5mm; 170mm; 172.5mm; 175mm
Taper Type: Superbe
Weight: 634g
(52x42T, 170mm)

HUB
Model Number: HB-SB00
Mounting: Quick release
Bearings: Sealed cartridge
Flange Type: Small (dished and bevelled)
Spoke Drilling:
20H; 24H; 28H; 32H; 36H
Locknut to Locknut Dimension:
100mm (front)
120mm (31mm freewheel spacing)
126mm (37mm freewheel spacing)
Weight: 537g (pair)

PEDAL
Model Number: PL-SB00
Bearings: Sealed cartridge
Cornering Clearance: 35°
Pedal Plates: Replaceable
Weight: 290g (pair)

CHAIN
Model Number: SP-6000
Width: 7.3mm
Color: Gold or silver
Link Pins: Dai Hard® treated
Link Plates: Cambered
Weight: 345g (114 links)

HEAD SET
Model Number: HS-SB00
Material: Forged aluminum
Seal: O-ring
Races: Micro polished, composite angle
Stack Height: 37 or 41mm
Weight: 119g

SEAT POSTS
Model Number:
SP-SB00-S (200mm)
SP-SB00-L (250mm)
Materials: Forged aluminum alloy (body/clamp). Aluminum (tube)
Finish: Anodized
Clamp Bolt: CroMo steel
Lengths: 200mm, 250mm
Diameters: 25mm, 26.4mm, 26.6mm, 26.8mm, 27mm, 27.2mm
Angle Adjustment Range: 22°
Weight: 238g (200mm)

SUNTOUR
SunTour USA, P. O. Box 1076, Fairfield, NJ 07006

PRINTED IN USA

ACCUSHIFT

Sprint 9000



SUNTOUR

SunTour Sprint Components Featuring AccuShift

SunTour's Sprint components are designed to be fitted to fine competition framesets intended for serious competition or fitness riding. Their quality of materials and finish will enhance the looks of any bicycle; and the outstanding functional efficiency will optimize your performance.

Sprint 9000 is now available with Power AccuShift, a gear shift innovation that combines the feather-light performance of SunTour's power ratchet mechanism with the precision of an indexed shift system. When in index mode, you can select the right gear with just a simple click of the shift lever. No more gear grinding. No more missed shifts. Just beautifully precise shifting performance...every time. In fact, SunTour backs up its AccuShift family of indexed shift systems with the industry's first written warranty. We'll protect your components for one year against any defects in materials or workmanship.

So choose your shift option. Set your pace. And let Sprint 9000 deliver precision performance.

For complete information on this group, and other quality SunTour components, see your authorized SunTour dealer.

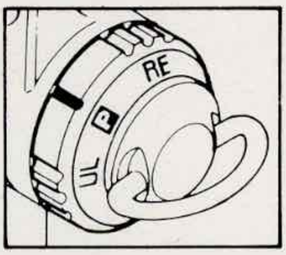
SPECIAL FEATURES

The ergonomic shape of SunTour Power AccuShift shift levers makes them an extension of your fingers; their power index mechanism makes them an extension of your mind. The Power AccuShift Control Lever has three shifting options, which you can select simply by turning the selector ring on the shift lever. The options are:

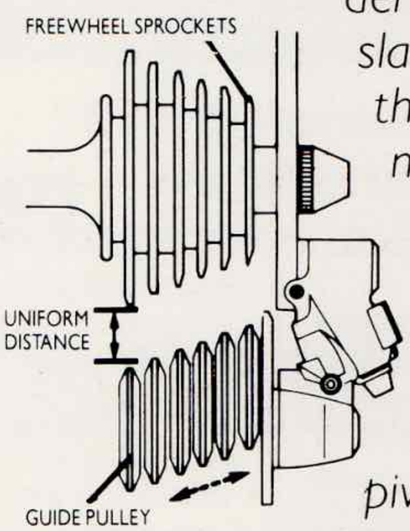
RE: *for indexed shifting with a standard spaced SunTour freewheel*

UL: *for indexed shifting with an Ultra-7 (narrow) spaced SunTour seven-speed freewheel*

P: *non-indexed power shifting with any freewheel, regardless of sprocket spacing*



The Sprint and Sprint 9000 rear derailleur's familiar SunTour slant mechanism causes the guide pulley to move in and out at an angle approximating the freewheel profile. The front shifter arm pivots are closer together than the rear pivots, producing a trapezoid the action of which automatically aligns the pulley cage with the chain feed angle, regardless of whether the chain is on an inner or outer freewheel cog.

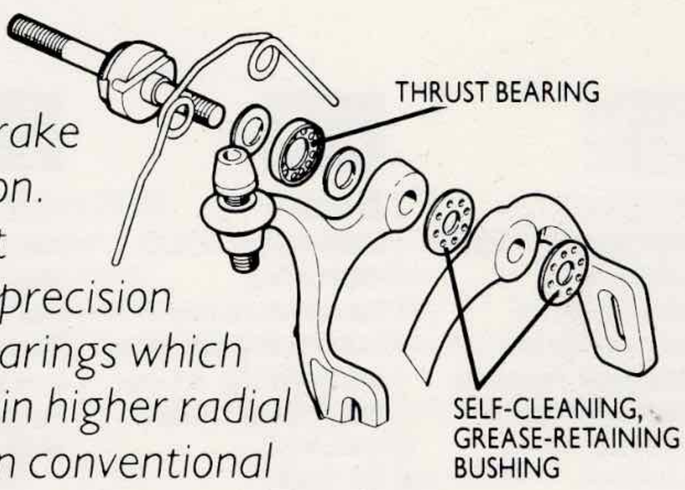


On the Sprint 9000, we've added a second tension spring (at the mounting bolt). This allows the guide pulley to remain at the optimum distance from each freewheel cog, regardless of freewheel tooth differential. The result is shifting precision of such a high order you have to experience it to believe it.

The crown of the guide pulley's teeth is shaped to provide firm grip on the chain and reduce lateral play. The tension pulley's teeth are pointed, to better tolerate chain line variances and reduce chatter.

A nylon bushing placed between the pulley cage and the main body of the rear derailleur provides a seal and reduces cage rotational friction.

Sprint brake calipers have a thrust bearing and drilled, grease retaining bushings that protect internal contact surfaces from dirt and water, and provide smooth, precise brake modulation.



Sprint hubs use precision sealed bearings which can sustain higher radial loads than conventional cup-and-cone designs. The flanges are dished and bevelled, to evenly distribute spoke loads and reduce stress concentrations.



REAR DERAILLEUR
Model Number:
RD-SP10 (index compatible)
RD-7000 (non-indexed)
Capacity:
26T (RD-SP10/RD-7000)
Largest Rear Sprocket:
26T (RD-SP10)
(24mm dropout)
28T (RD-SP10)
(28mm dropout)
24T (RD-7000)
(24mm dropout)
26T (RD-7000)
(28mm dropout)

INDEX MODE (RD-SP10)
Largest Rear Sprocket:
23T (24mm dropout)
25T (28mm dropout)
Chainring Differential:
12T Maximum
Weight: 204g (RD-SP10),
183g (RD-7000)

FRONT DERAILLEUR
Model Number:
FD-SP00-B (Braze-on)
FD-3900-H (Hinged)
Stroke: 37-54mm
Gear Capacity:
18T (round chainrings)
14T (oval chainrings)
Minimum Gear Differential:
2T
Weight: 97g

SHIFT LEVERS
Model Number:
LD-4850 (power ratchet, braze-on)
LD-4800 (power ratchet, clamp-on)
SL-IP00-B (indexed/power ratchet, braze-on)
SL-IP00-C (indexed/power ratchet, clamp-on)
Weight: 56g (LD-4850);
85g (SL-IP00-B)

BRAKE CALIPERS
Model Number:
CB-7600 (short reach)
CB-8600 (standard reach)
Weight: 306g (pair, CB-7600)

BRAKE LEVERS
Model Number:
CB-7700 (aerodynamic)
Ergonomic Design.
Hood Color: Black
Weight: 236g (pair)

CRANKSET
Model Number: CW-7500
Chainrings: Super Duraluminum alloy
Bolt Circle Diameter:
130mm
Gear Range: 38-43T; 48-53T
Crank Lengths:
165mm; 167.5mm; 170mm;
172.5mm; 175mm
Taper Type: Superbe
Weight: 680g
(52x42T, 170mm)

HUB
Model Number: HB-SF00
Mounting: Quick release
Bearings: Sealed cartridge
Flange Type:
Small (dished and beveled)
Spoke Drilling:
28H; 32H; 36H
Locknut-Locknut:
100mm (front)
120mm (31mm freewheel spacing)
126mm (57mm freewheel spacing)
Weight: 557g (pair)

PEDAL
Model Number: PL-5600
Bearings:
Sealed cup and cone
Cornering Clearance: 32°
Pedal Plates: Replaceable
Weight: 344g (pair)

CHAIN
Model Number: SP-6200
Width: 7.3mm
Color: Black and silver
Link Pins: Dai Hard® treated
Link Plates: High arch inner
Weight: 326g (114 links)

HEAD SET
Model Number: HS-SA00
Material: Forged aluminum
Seal: O-ring
Races: Micro polished, composite angle
Stack Height: 37 or 41mm
Weight: 125g

SUNTOUR
SunTour USA, P. O. Box 1076, Fairfield, NJ 07006

PRINTED IN USA

ACCUSHIFT

cyclone 7000



SUNTOUR

SUNTOUR CYCLONE COMPONENTS FEATURING ACCUSHIFT

SunTour Cyclone components are the right choice when budgetary limitations require that a fine competition or recreation bicycle frame be equipped with affordable components. Cyclone components have the same fundamental geometry and performance features as SunTour's top-of-the-line Superbe Pro components; but they take advantage of less costly manufacturing techniques.

Cyclone 7000 is now available with SunTour's AccuShift indexed shift system. When in index mode, you can select the right gear with just a simple click of the shift lever. No more gear grinding. No more missed shifts. Just beautifully precise shifting performance . . . every time. In fact, SunTour backs up its AccuShift family of indexed shift systems with the industry's first written warranty. We'll protect your components for one year against any defects in materials or workmanship.

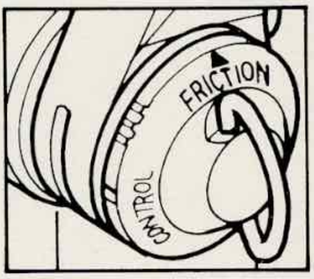
So choose your shift option. Set your pace. And let Cyclone 7000 deliver precision performance.

For complete information on this group, and other quality SunTour components, see your authorized SunTour dealer.

SPECIAL FEATURES

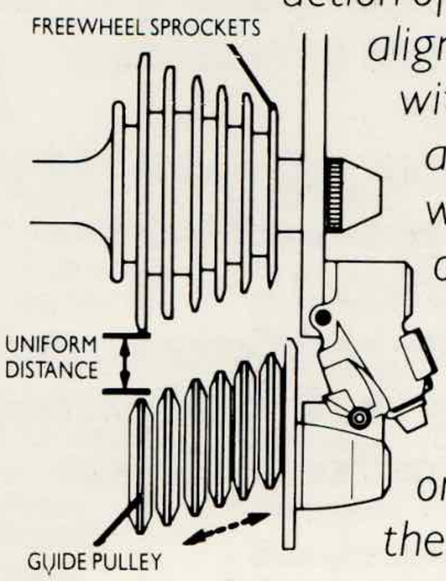
The Cyclone AccuShift Index Friction Control lever has two shifting options, which you can select simply by turning the selector ring on the shift lever. The options are:

INDEX: *indexed shifting with a standard spaced SunTour freewheel*

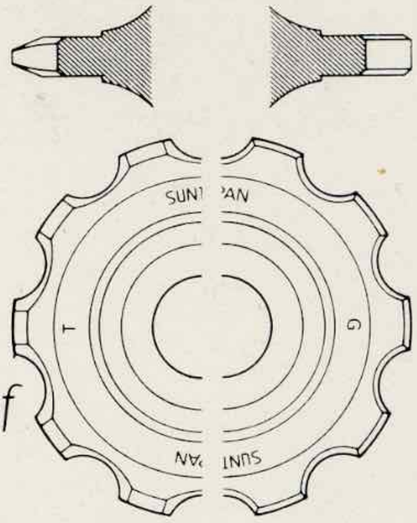


FRICTION: *non-indexed shifting with any freewheel, regardless of sprocket spacing*

The Cyclone 7000 rear derailleur's familiar SunTour slant mechanism causes the guide pulley to move in and out at an angle approximating the freewheel profile. The front shifter arm pivots are closer together than the rear pivots, producing a trapezoid, the action of which automatically aligns the pulley cage with the chain feed angle, regardless of whether the chain is on an inner or outer freewheel cog. As on the Superbe Pro, we've added a second tension spring (at the mounting bolt) to the

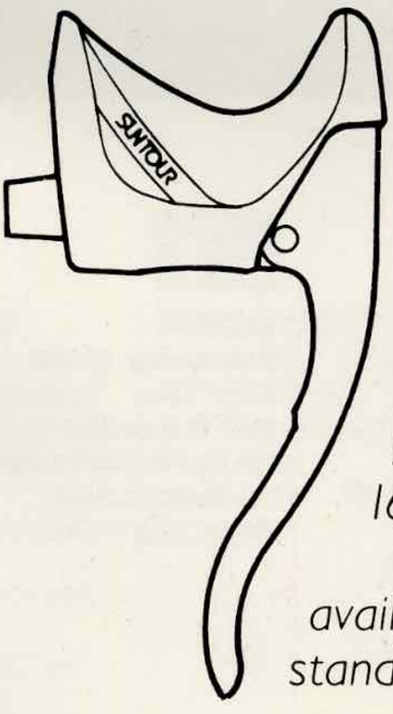


rear derailleur. This allows the guide pulley to remain at the optimum distance from each freewheel cog, regardless of freewheel tooth differential. The result is performance which you'd expect of a derailleur costing two or three times as much.



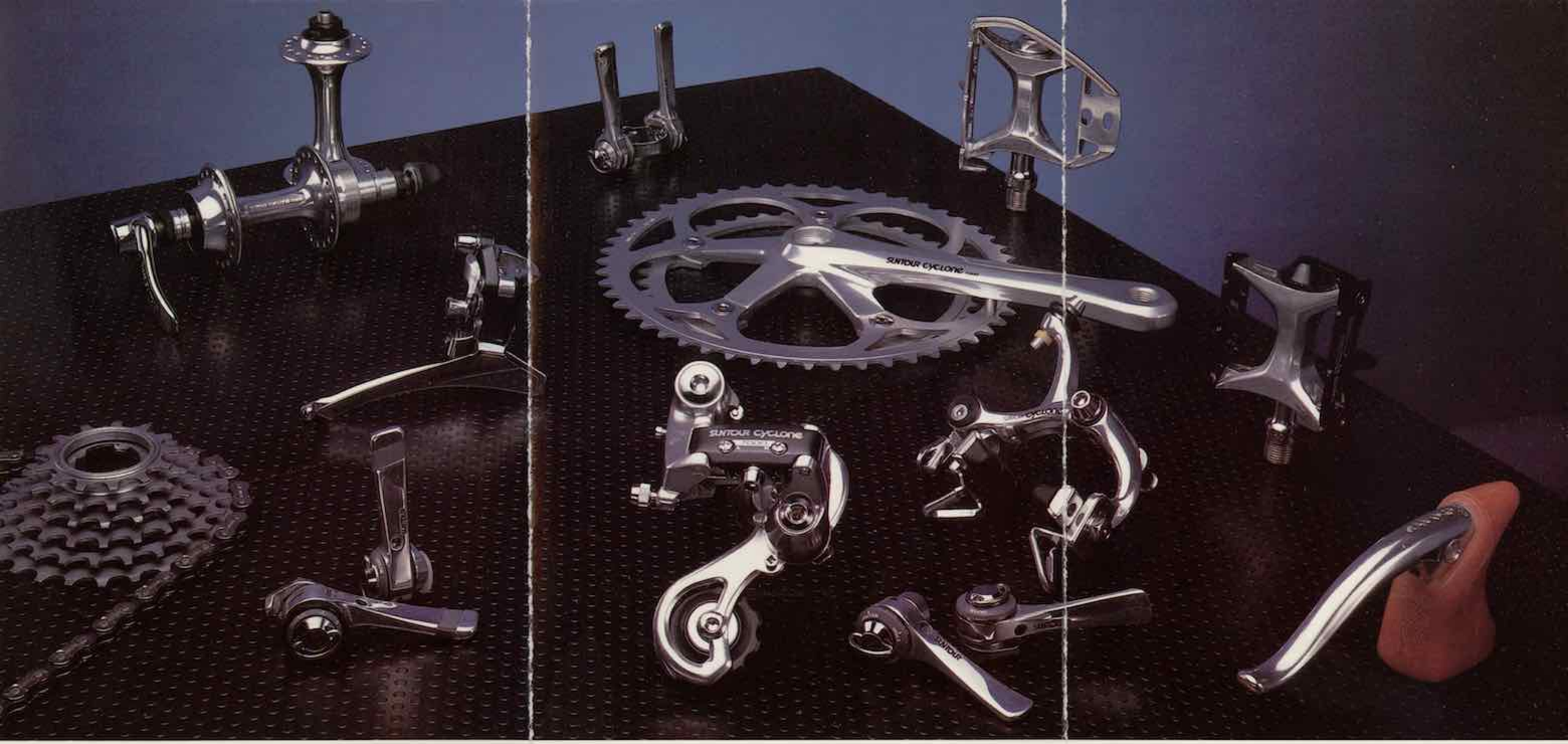
The crown of the guide pulley's teeth is shaped to provide firm grip on the chain and reduce lateral play. The tension pulley's teeth are pointed, to better tolerate chain line variances and reduce chatter.

A nylon bushing placed between the pulley cage and the main body of the rear derailleur provides a seal and reduces cage rotational friction.



Cyclone cranksets are available with a gear range of 38 to 54 teeth, and in lengths from 160mm to 175mm.

Cyclone brakes are available with a choice of standard or Aero levers.



REAR DERAILLEUR
Model Number:
RD-CL10-SS (standard cage)
RD-CL10-GT (long cage)
Index Compatible: Yes
Capacity:
28T (RD-CL10-SS)
34T (RD-CL10-GT)
Largest Rear Sprocket:
26T (RD-CL10-SS)
(24mm dropout)
28T (RD-CL10-SS)
(28mm dropout)
32T (RD-CL10-GT)
(24mm dropout)
34T (RD-CL10-GT)
(28mm dropout)

INDEX MODE
Largest Rear Sprockets:
26T (RD-CL10-SS)
(24mm dropout)
28T (RD-CL10-SS)
(28mm dropout)
30T (RD-CL10-GT)
(24mm dropout)
32T (RD-CL10-GT)
(28mm dropout)

Chaining Differential:
12T Maximum (RD-CL10-SS)
18T Maximum (RD-CL10-GT)
Weight: 221g (RD-CL10-SS);
283g (RD-CL10-GT)

FRONT DERAILLEUR
Model Number:
FD-CL10-B (Braze-on)
FD-CL10-H (Hinged)
Stroke: 37-54mm
Gear Capacity:
18T (round chainrings)
14T (oval chainrings)
Minimum Gear Differential:
2T
Weight: 107g

SHIFT LEVERS
Model Number:
LD-3700 (friction, clamp-on)
LD-3750 (friction, braze-on)
SL-CL10-B (indexed/friction, braze-on)
SL-CL10-C (indexed/friction, clamp-on)
SL-IP00-B (indexed/power ratchet, braze-on)
SL-IP00-C (indexed/power ratchet, clamp-on)
Weight: 41g (LD-3750);
80g (SL-CL10-B);
85g (SL-IP00-B)

BRAKE CALIPERS
Model Number:
CB-7100 (short reach)
CB-8100 (standard reach)
Weight: 325g
(pair, CB-7100)

BRAKE LEVERS
Model Number:
CB-7200 (standard)
BL-CL10 (aerodynamic)
Ergonomic Design.
Hood Colors:
Black or brown (CB-7200)
Black (BL-CL10)
Weight:
223g (pair, CB-7200);
236g (pair, BL-CL10)

CRANKSET
Model Number: CW-CL10
Bolt Circle Diameter:
130mm
Gear Range: 38-54T
Crank Lengths:
160mm; 165mm; 167.5mm;
170mm; 172.5mm; 175mm
Taper Type: VX
Weight: 712g
(52x42T, 170mm)

HUB
Model Number: HB-CL10
HB-CL00
Mounting: Quick release
Bearings:
Sealed cup and cone
(HB-CL10)
Sealed cartridge (HB-CL00)
Flange Type:
Small (dished and bevelled)
Spoke Drilling:
28H; 32H; 36H
Locknut-Locknut:
100mm (front)
120mm (31mm freewheel spacing)
126mm (37mm freewheel spacing)
Weight:
550g (pair, HB-CL10);
555g (pair, HB-CL00)

PEDALS
Model Number: PL-CL10
PL-5300
Bearings:
Sealed cup and cone
Cornering Clearance: 32°
Pedal Plates:
Replaceable (PL-5300)
Weight:
360g (pair, PL-CL10);
398g (pair, PL-5300)

CHAIN
Model Number: SP-6100
Width: 7.3mm
Color: Black and Silver
Link Pins: Dai Hard® treated
Link Plates: Cambered
Weight: 345g (114 links)

SUNTOUR
SunTour USA, P. O. Box 1076, Fairfield, NJ 07006

ACCUSHIFT

XC 9000



SUNTOUR

SUNTOUR XC 9000 COMPONENTS FEATURING ACCUSHIFT

SunTour's XC 9000 components are designed to be fitted to fine bicycle framesets intended for serious competition, recreational off-road riding, or for long distance touring. Their quality of materials and finish will enhance the looks of any bicycle, and their outstanding functional efficiency will optimize your performance.

XC 9000 is now available with SunTour's AccuShift indexed shift system. When in index mode, you can select the right gear with just a simple click of the shift lever. No more gear grinding. No more missed shifts. Just beautifully precise shifting performance... every time. In fact, SunTour backs up its AccuShift family of indexed shift systems with the industry's first written warranty. We'll protect your components for one year against any defects in materials or workmanship.

So choose your shift option. Set your pace. And let XC 9000 deliver precision performance.

For complete information on this group, and other quality SunTour components, see your authorized SunTour dealer.

SPECIAL FEATURES

The XC 9000 AccuShift Index Friction Control thumbshifter has two shifting options, which you can select simply by turning the selector ring on the shift lever. The options are:

INDEX: *indexed shifting with a standard spaced SunTour freewheel*

FRICTION: *non-indexed shifting with any freewheel regardless of sprocket spacing*

The XC 9000 rear derailleur's familiar SunTour slant mechanism causes the guide pulley to move in and out at an angle approximating the freewheel profile. The front shifter arm pivots are closer together than the rear pivots, producing a trapezoid, the action of which automatically aligns the pulley cage with the chain feed angle, regardless of whether the chain is on an inner or outer freewheel cog.

We've added a second tension spring (at the mounting bolt). This allows the guide pulley to remain at the optimum distance from each freewheel cog, regardless of freewheel tooth differential. The result is greater shifting precision, even on the difficult wide range freewheels used for mountain biking.



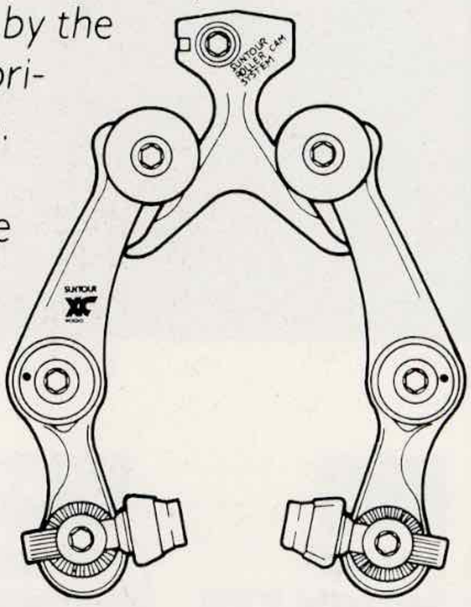
The crown of the guide pulley's teeth is shaped to provide firm grip on the chain and reduce lateral play. The tension pulley's teeth are pointed, to better tolerate chain line variances and reduce chatter.

A nylon bushing placed between

the pulley cage and the main body of the rear derailleur provides a seal and reduces cage rotational friction. The cage pivot axle's entire length is supported by a bushing cast integrally with the cage pivot support, for optimum strength and rigidity.

The XC 9000 front derailleur's outer cage plate is radiused to the outer chainring; the inner plate to the inner chainring. The complex cage surfaces were designed with the aid of a computer. Their contours provide total rigidity and move the chain with absolute precision and authority.

XC 9000 Power Cam brake arms are forged castings, for superior strength and rigidity. The sealed coil springs and pivot bushings are unaffected by the elements, and can be lubricated through an oil hole. Wide shoe adjustment range means you can use any wheel/tire combination; and adjustable roller position allows optimum adjustment whether mounted on the seat or chain stays.



XC 9000 hubs use precision sealed bearings which can sustain higher radial loads than conventional cup-and-cone designs. A threaded sleeve between the axle and bearing cartridge dissipates axle loads. The flanges are dished and bevelled, to evenly distribute spoke loads and reduce stress concentrations.

XC 9000 Compe pedals are super strong, double sealed, and can be used with cleated shoes.



REAR DERAILLEUR
Model Number: RD-XC00
Index Compatible: Yes
Capacity: 39T
Largest Rear Sprocket:
32T (24mm dropout)
34T (28mm dropout)

INDEX MODE
Largest Rear Sprocket:
30T (24mm dropout)
32T (28mm dropout)

Chainring Differential:
20T Maximum
Weight: 255g

FRONT DERAILLEUR
Model Number: FD-XC00
Stroke: 36-55mm
Gear Capacity:
24T (round chainrings)
20T (oval chainrings)
Minimum Gear Differential:
6T
Weight: 110g

SHIFT LEVERS
Model Number:
LD-3600 (power ratchet, thumb shifter)
CL-XC00 (power ratchet w/ brake lever)
CL-XC10 (indexed/friction w/ brake lever)
Weight: 186g (LD-3600);
478g (CL-XC00);
486g (CL-XC10)

ROLLER CAM BRAKE
Model Number: BA-XC00
Weight: 570g (pair)

BRAKE LEVER
Model Number: CB-6200
Ergonomic Design.
Note: Combination shift/ brake levers available
Weight: 306g (pair)

HUB
Model Number:
HB-XC00 (quick release)
HB-XC10 (bolt on)
Bearings: Sealed cartridge
Flange Type:
Small (dished and bevelled)
Spoke Drilling: 36H
Locknut-Locknut:
100mm (front)
126mm (37mm freewheel spacing)
130mm (37mm freewheel spacing)
Weight:
557g (pair, HB-XC00);
515g (pair, HB-XC10)

PEDALS
Model Number:
PL-5700 (XC-Compe)
PL-5100 (XC-9000)
Bearings:
Sealed cartridge (PL-5700)
Sealed cup and cone (PL-5100)
Pedal Plates: Replaceable
Axles: CroMo Steel
Weight:
335g (pair, PL-5700);
438g (pair, PL-5100)

CHAIN
Model Number: SP-6000
Width: 7.3mm
Color: Silver or gold
Link Pins: Dai Hard® treated
Link Plates: Cambered
Weight: 345g (114 links)

SEAT POST
Model Number: SP-XC00
Materials: Forged aluminum alloy (body/clamp)
Aluminum (tube)
Finish: Anodized
Clamp Bolt: CroMo steel
Length: 300mm
Diameters: 26.4mm; 26.6mm; 26.8mm; 27.0mm; 27.2mm
Angle Adjustment Range:
22°
Weight: 283g

SEAT POST BINDER
Model Number: SB-XC00
Weight: 66g

HANDLEBAR STEM
Model Number: MS-1400
Materials:
Forged aluminum alloy (body)
CroMo steel (shank)
Reach: 75mm; 110mm
Weight: 403g (75mm)

HEAD BINDER
Model Number: HL-3000
Material: Aluminum alloy
Weight: 40g
(including locknut)

SUNTOUR
SunTour USA, P. O. Box 1076, Fairfield, NJ 07006

PRINTED IN USA

ACCUSHIFT

XC SPORT 7000



SUNTOUR

SunTour XC Sport Components Featuring AccuShift

SunTour's XC Sport components are the right choice when budgetary limitations require that a fine all-terrain bicycle frame be equipped with affordable components. XC Sport components have the same fundamental geometry and performance features as SunTour's top-of-the-line XC 9000 all-terrain components, but they take advantage of less costly manufacturing techniques.

XC Sport 7000 is now available with SunTour's AccuShift, indexed shift system. When in index mode, you can select the right gear with just a simple click of the shift lever. No more gear grinding. No more missed shifts. Just beautifully precise shifting performance... every time. In fact, SunTour backs up its AccuShift family of indexed shift systems with the industry's first written warranty. We'll protect your components for one year against any defects in materials or workmanship.

So choose your shift option. Set your pace. And let XC Sport 7000 deliver precision performance.

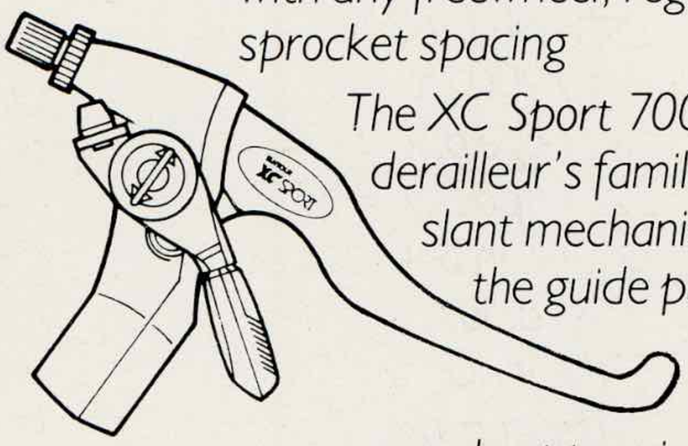
For complete information on this group, and other quality SunTour components, see your authorized SunTour dealer.

SPECIAL FEATURES

The XC Sport 7000 AccuShift Index Friction Control thumbshifter has two shifting options, which you can select simply by turning the selector ring on the shift lever. The options are:

INDEX: *indexed shifting with a standard spaced SunTour freewheel*

FRICTION: *non-indexed shifting with any freewheel, regardless of sprocket spacing*



The XC Sport 7000 rear derailleur's familiar SunTour slant mechanism causes the guide pulley to move in and out at an angle approximating the freewheel profile. The front shifter arm pivots are closer together than the rear pivots, producing a trapezoid, the action of which automatically aligns the pulley cage with the chain feed angle, regardless of whether the chain is on an inner or outer freewheel cog.

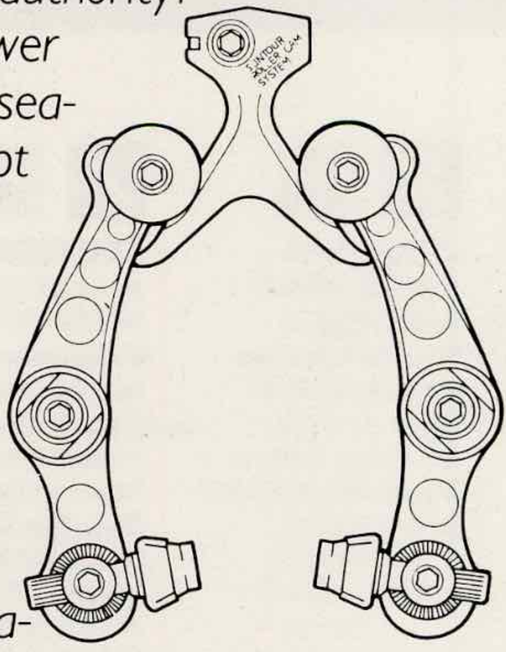
We've added a second tension spring (at the mounting bolt). This allows the guide pulley to remain at the optimum distance from each freewheel cog, regardless of freewheel tooth differential. The result is greater shifting precision, even on the difficult wide range freewheels used for mountain biking.

The crown of the guide pulley's teeth is shaped to provide firm grip on

the chain and reduce lateral play. The tension pulley's teeth are pointed, to better tolerate chain line variances and reduce chatter.

A nylon bushing placed between the pulley cage and the main body of the rear derailleur provides a seal and reduces cage rotational friction. The cage pivot axle's entire length is supported by a bushing, cast integrally with the cage pivot support, for optimum strength and rigidity.

The XC Sport 7000 front derailleur has two cage options: in GT form, it has a 22T capacity and in GX form a 24T capacity. In both cases, the outer cage plate is radiused to the outer chainring; the inner plate to the inner chainring. The complex cage surfaces were designed with the aid of a computer, to move the chain with absolute precision and authority.



XC Sport 7000 Power Cam brake arms have sealed coil springs and pivot bushings which are unaffected by the elements, and can be lubricated through an oil hole. Wide shoe adjustment range means you can use any wheel/tire combination; and adjustable roller position allows optimum adjustment whether mounted on the seat or chain stays.



REAR DERAILLEUR
Model Number: RD-XS00
Index Compatible: Yes
Capacity: 39T
Largest Rear Sprocket:
32T (24mm dropout)
34T (28mm dropout)

INDEX MODE
Largest Rear Sprocket:
30T (24mm dropout)
32T (28mm dropout)
Chainring Differential:
20T
Weight: 292g

FRONT DERAILLEUR
Model Nos.:
FD-XS00-GT (standard)
FD-XS00-GX (wide range)
Stroke: 36-55mm
Gear Capacity:
22T (round chainrings, FD-XS00-GT)
18T (oval chainrings, FD-XS00-GT)
24T (round chainrings, FD-XS00-GX)
20T (oval chainrings, FD-XS00-GX)
Minimum Gear Differential: 4T (FD-XS00-GT)
6T (FD-XS00-GX)
Weight: 119g (FD-XS00-GT); 126g (FD-XS00-GX)

SHIFT LEVERS
Model Nos.:
LD-4700 (power ratchet thumb shifter)
CL-XS00 (power ratchet w/ brake lever)
CL-XS10 (indexed/friction w/ brake lever)
Weight:
164g (LD-4700); 416g (CL-XS00);
424g (CL-XS10)

ROLLER CAM BRAKE
Model No.:
CB-6600
Weight: 492g

BRAKE LEVER
Model No.:
CB-6700
Ergonomic Design.
Note:
Combination shift/brake levers available
Weight:
276g (pair)

HUBS
Model Nos.:
RH-5000 (small flange)
RH-4800 (large flange)
Mounting: Bolt on
Bearings: Sealed cup and cone
Spoke Drilling: 36H
Locknut-Locknut:
100mm (front)
126mm (37mm freewheel spacing)
130mm (37mm freewheel spacing)
Weight:
527g (RH-5000); 595g (RH-4800)

CHAIN
Model No.: SP-6100
Width: 7.3mm
Color: Black and silver
Link Pins: Dai Hard® treated
Link Plates: Cambered
Weight: 345g (114 links)

SEAT POST
Model No.:
SP-XS00
Materials: Forged aluminum alloy (body)
Steel (upper clamp)
Aluminum (tube)
Finish: Anodized
Clamp Bolt: CroMo steel
Length: 300mm
Diameters: 25.0mm; 26.4mm; 26.6mm; 26.8mm; 27.0mm; 27.2mm
Angle Adjustment Reach: 22°
Weight: 352g

SUNTOUR

SunTour USA, P. O. Box 1076, Fairfield, NJ 07006

PRINTED IN USA

ACCUSHIFT

THE WINNER FREEWHEEL SYSTEM



SUNTOUR

FREEWHEEL LUBRICATION

The freewheel is often the most abused and neglected part of a bicycle. Frequently, it is only serviced or replaced when it fails to function. A clean and correctly lubricated freewheel will wear longer and induce less drag.

It should never be necessary to disassemble the freewheel body to clean or overhaul it. Disassembly is only called for when checking for internal damage. Consult your dealer for advice. Keep in mind that labor charges for rebuilding a freewheel can approach or exceed the cost of a new freewheel. Ultimately, disassembly is rarely justified from either a cost or a service standpoint.



The special TA-320 4-Key Removal Tool is required to service Winner System Freewheels.

To clean the freewheel, place it in solvent to clean the cogs and interior body of old oil and dirt. Dry the body as thoroughly as possible.

To lubricate the bearings and pawls, SunTour recommends using a lightweight oil such as a 30 weight motor oil, chainsaw oil or Phil Tenacious oil. DO NOT USE GREASE. Under certain conditions, grease can become gummy, causing the pawls to stick in an open position, or preventing them from fully seating in the ratchet. In either case, the consequences can range from the annoyance of a damaged freewheel to personal injuries. Therefore, the use of grease in our freewheels is strictly at the user's own risk, and voids any manufacturer warranty.

Oil can be inserted into the freewheel by means of an oil hole on the inside of the Winner and Winner-Pro freewheel. On the Winner-Pro, this oil also activates the sealed system.

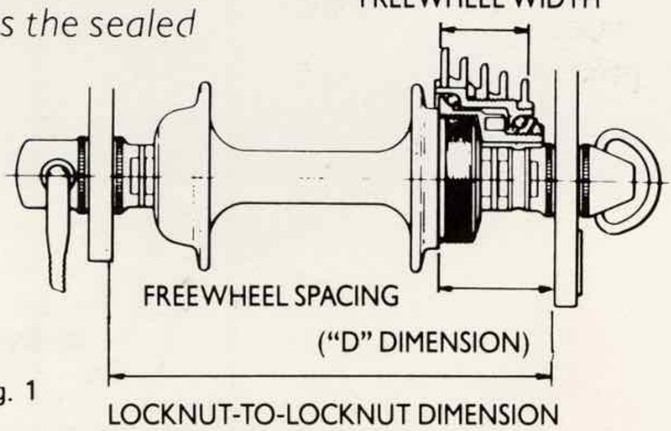


Fig. 1

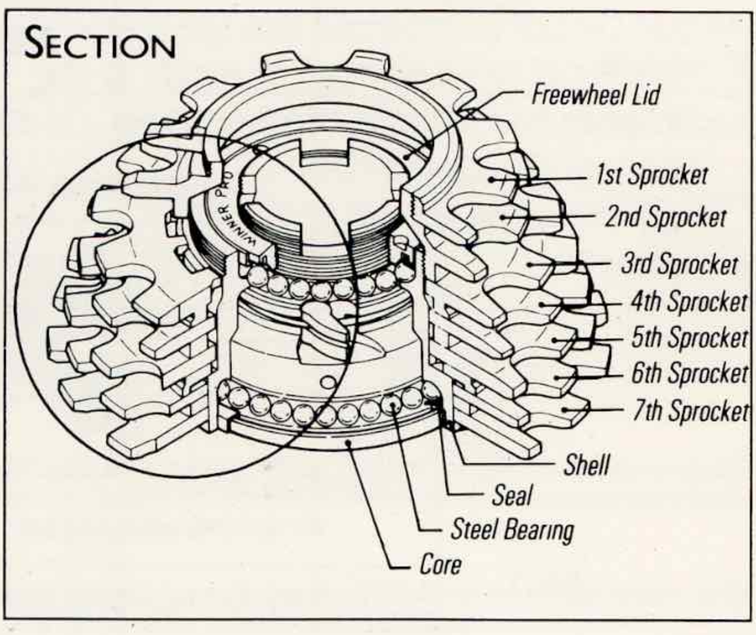
SPECIAL FEATURES

HIGH PRECISION LABYRINTH SEAL. *The inboard and outboard bearings on the Winner-Pro are protected by high precision labyrinth seals. These consist of a system of channels which interlock closely without actually touching each other. When oil is added, capillary action draws it into the channels and holds it there with great force. The result is a fluid seal, which approaches the effectiveness of a full contact mechanical seal without inducing drag. To activate the seal, simply fill the freewheel body with medium weight oil through its unique oil hole. Gravity and capillary action do the rest.*

ONE FREEWHEEL BODY MEETS ALL GEARING NEEDS. *With the SunTour Winner Freewheel system, you use the same body to build ultra 7-speed, ultra 6-speed, regular 6-speed, and regular 5-speed freewheels close ratio to wide ratio.*

PRECISION GROUND BALL RACES. *The precision ground ball races are ground after machining and heat-treating to correct for any possible distortion and assure smooth rotation for perfect performance.*

SERVICEABLE SPLINED SPROCKETS. *All except the outermost small sprockets (1st and 2nd on the ultra-7) are splined for easy assembly and disassembly. The freewheel body is both splined and threaded, so you*



can use either New Winner or Winner system sprockets.

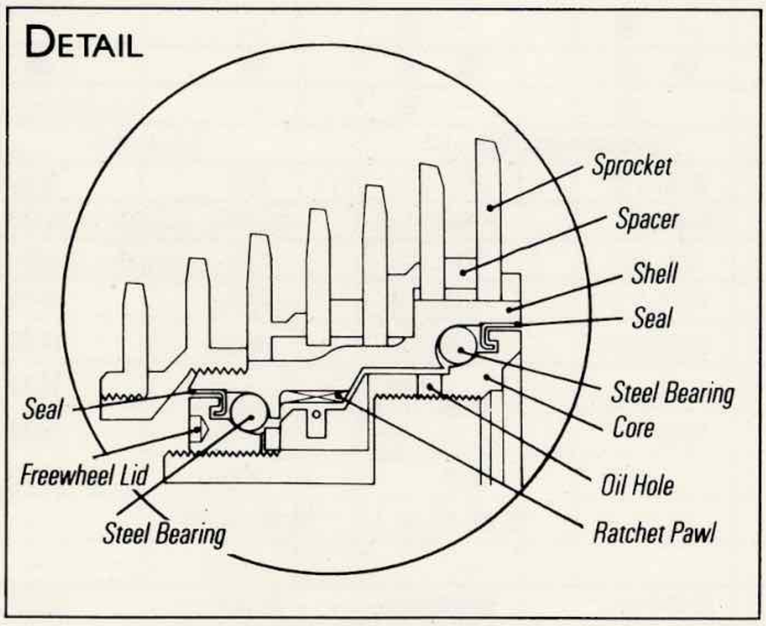
OIL HOLE. *The oil hole in the body is for easy cleaning and maintenance of bearings and pawls.*

UPGRADE WITHOUT CHANGING HUBS OR AXLE SPACING. *The regular 6-speed freewheel is designed for 126mm hub locknut-to-locknut dimensions. You can substitute an ultra 7-speed freewheel without changing the hub or spacing. Also, you can upgrade from a regular 5-speed freewheel (120mm hub locknut-to-locknut) to an ultra 6-speed without changing the hub or spacing.*

SUNTOUR'S ORIGINAL SLANT CUT TOOTH DESIGN. *The sprockets' teeth have a unique "chisel" shape, which has proven to be the most effective tooth profile for receiving a heavily loaded chain during shifts.*

"ZIGZAG" TOOTH PROFILES. *For more efficient shifting on a wide ratio freewheel, the teeth are tipped rather sharply and literally "zigzaged" like saw blades to reach out, hook the outer chain link plate, and lead the chain onto the sprocket.*

INTERCHANGEABLE WITH MICRO-LITE FREEWHEEL SPROCKETS. *You can use super duraluminum Micro-Lite sprockets on the Winner system bodies.*





Relationship Between freewheel, chain & hub.

Freewheel Size	Hub Locknut-to-Locknut Dimension	Hub "D" Dimension	Chain
7 speed Ultra Size 6 speed Regular Size	126mm	More than 36mm	Ultra (Narrow) Size Ultra (Narrow) Size or Regular Size
6 speed Ultra Size 5 speed Regular Size	120mm	More than 30mm	Ultra (Narrow) Size Ultra (Narrow) Size or Regular Size

Note:

1. *Freewheel width varies according to the width of freewheel, the size of the largest rear sprocket, chain dropout and seat stay. Numbers are calculated for average frame and component specifications. If chain touches the frame, replace with larger size.*

2. *Locknut-to-locknut sizes are given as the hub size. Slight discrepancy in these numbers can be tolerated provided that the correct freewheel size is maintained.*

ITEM		WINNER PRO				WINNER			
Model Number		WP-7000	WP-6500	WP-6000	WP-5000	WT-7000	WT-6500	WT-6000	WT-5000
Size	Ultra	●	●	–	–	●	●	–	–
	Standard	–	–	●	●	–	–	●	●
Speeds	7	●	–	–	–	●	–	–	–
	6	–	●	●	–	–	●	●	–
	5	–	–	–	●	–	–	–	●
Sealed		●	●	●	●	–	–	–	–
Oil hole		●	●	●	●	●	●	●	●
Precision Ground Races		●	●	●	●	–	–	–	–
Chain Size		7.3 mm MAX (Ultra Size)		8.5mm MAX		7.3mm MAX (Ultra Size)		8.5mm MAX	
Width Plate 1		31.4	26.2	29.5	24.0	31.4	26.2	29.5	24.0
Freewheel Space "D" dimension (see Fig. 1)		36 MIN	31 MIN	35 MIN	30 MIN	36 MIN	31 MIN	35 MIN	30 MIN
Locknut-to-locknut dimension (see Fig. 1)		126	120	126	120	126	120	126	120
Gear Ranges Available	1st	12-14	13-15	11-15	13-15	12-14	13-15	11-15	13-15
	2nd	13-16	14-22	14-16	14-22	13-16	14-22	14-16	14-22
	3rd	14-22	15-23	15-23	15-23	14-22	15-23	15-23	15-23
	4th	15-23			16-26	15-23			16-26
	5th		17-26	17-26	28, 30, 32, 34		17-26	17-26	28, 30, 32, 34
	6th	17-34	28, 30, 32, 34	28, 30, 32, 34	–	17-34	28, 30, 32, 34	28, 30, 32, 34	–
	7th		–	–			–	–	–
Color	Sprocket	SILVER	SILVER	SILVER	SILVER	SILVER	SILVER	SILVER	SILVER
	Cap	GOLD	GOLD	GOLD	GOLD	SILVER	SILVER	SILVER	SILVER
Weight (g)		325g (12-18T)	297g (13-18T)	317g (13-18T)	268g (13-17T)	321g (12-18T)	293g (13-18T)	313g (13-18T)	264g (13-17T)

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