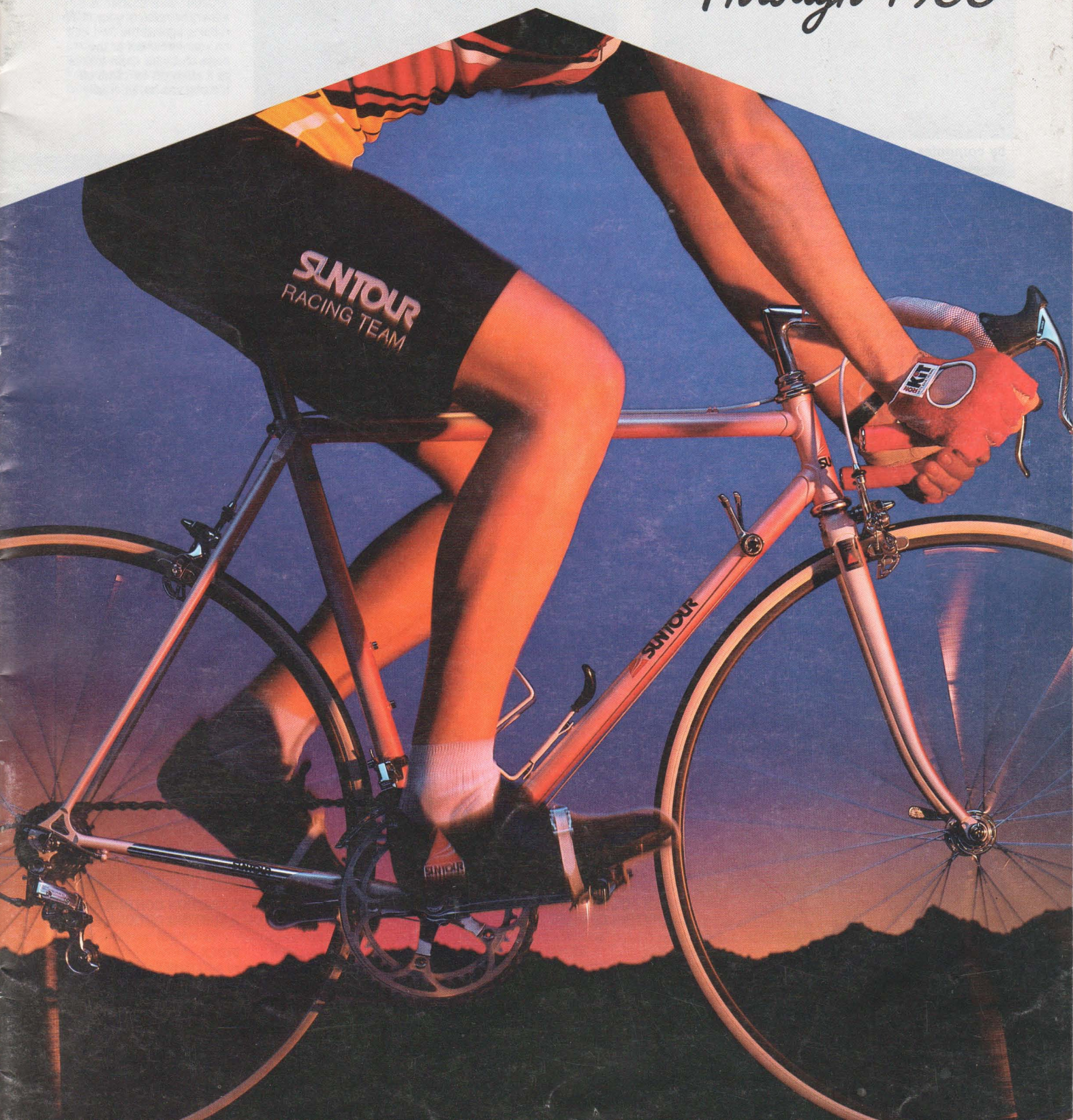


ENGLISH



SUNTOUR

Through 1988



SUNTOUR

1988

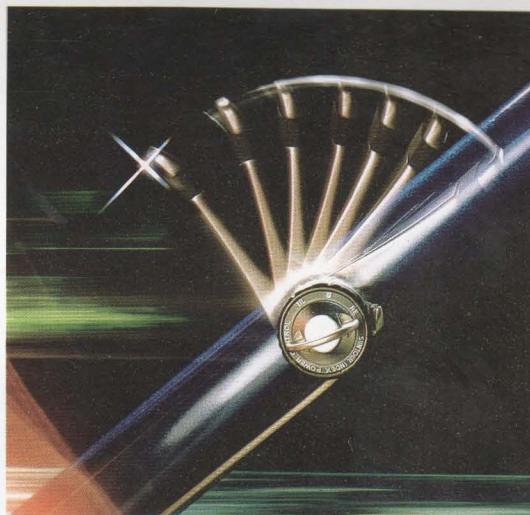
*Die Kunst der
Technologie*

*L'Arte della
Tecnologia*

The Art of Technology

Constant improvement and innovation, helped by computer design techniques (CAD) and sophisticated new production methods, has put SunTour into the forefront of today's bicycle component scene. Our reputation for quality and reliability has made SunTour products the number one choice when the time comes to up-rate and improve your lightweight or all-terrain bicycle.

Years of product development have now ensured that every SunTour component has some special feature to enhance your bicycle or improve your riding performance. To us every development is important, from Allen key clamp bolts with helicoil inserts, sealed bearings, brakes with concealed springs (Superbe Pro) through to complex design technology in the form of derailleur mechanisms with slant parallelogram and trapezoid geometry.



Accurate gear shifting alignment using conventional systems usually involves moving your gear shift lever a fraction too far as you change up or down, then aligning precisely by performing a slight reverse correction.

If your gears aren't precisely engaged, your riding will be accompanied by a constant 'chatter'. This 'chatter' is either the noise of your chain rubbing against the next cog on your freewheel or the noise that your chain makes as it attempts to 'climb off' the cog you have partially

Rear derailleur		Cable
LIGHTWEIGHT Budget ← Mix'n'Match → Top of the range	SUPERBE PRO RD-SB00 Sprint RD-SP10 Cyclone 7000 RD-CL10-SS RD-CL10-GT α-5000 RD-5000-SS α-4050 RD-5000-GX α-3040 RD-4050-SS α-2000 RD-3040-SS RD-2000-SS	Use only special SunTour 'Index' cable, as supplied with the ACCUSHIFT lever sets
	XC 9010 RD-XC10-GX XC 9000 RD-XC00 XC Sport 7000 RD-XS00 XCD 6000 RD-XD00-GX XD 4050 RD-4050-GX α-3040 RD-3040-GX α-2000 RD-2000-GX	
Any rear derailleur		

SUNTOUR ACCUSHIFT LEVER OPTIONS

INDEX POWER CONTROL GIVES YOU 3 SHIFTING OPTIONS



RE

Indexed ACCUSHIFT shifting with an accushift compatible 5 or 6 speed standard spaced SunTour freewheel and any ACCUSHIFT rear derailleur.



UL

Indexed ACCUSHIFT shifting with an accushift compatible Ultra 7-speed (narrow) SunTour freewheel and any ACCUSHIFT rear derailleur.

P

Non-indexed power ratchet shifting with any freewheel, regardless of sprocket spacing, and most rear derailleurs.

INDEX FRICTION CONTROL GIVES YOU 2 SHIFTING OPTIONS



INDEX

Indexed ACCUSHIFT shifting with an accushift compatible 5 or 6 speed standard spaced SunTour freewheel and any ACCUSHIFT derailleur.



FRICTION

Non-indexed shifting with any freewheel, regardless of sprocket spacing, and most derailleurs.

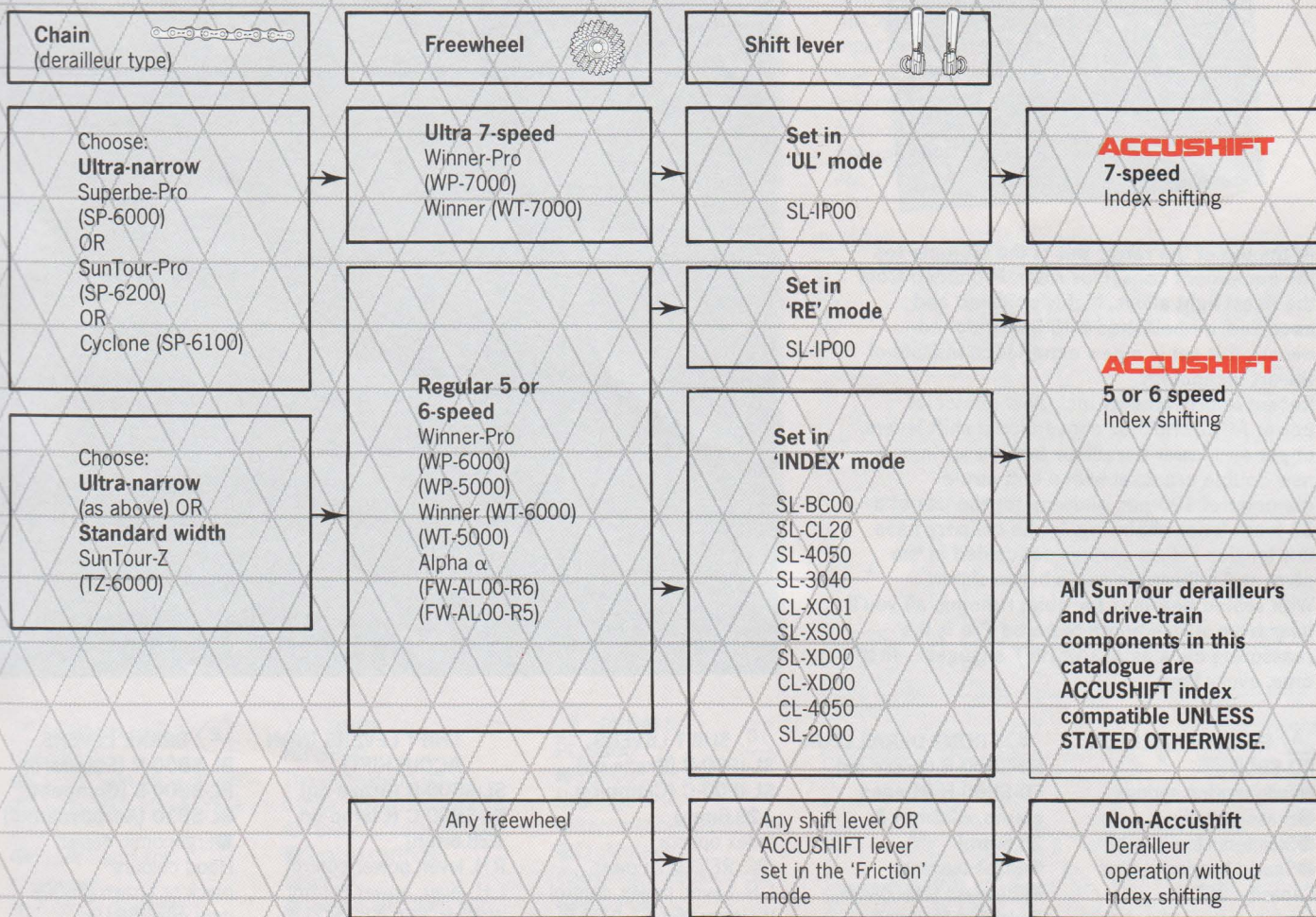
engaged. For most people this corrective action is automatic and any fractional time or irritation factor goes unnoticed. In a competitive situation, however, it might be rather more significant. With ACCUSHIFT SunTour has developed a system which ensures that you achieve absolutely precise engagement in one positive movement – no correctional adjustment is necessary. When you move your gear shift lever one space – one click – you have moved exactly on to the next cog. You won't hear the old familiar 'chatter' any longer –

and you will consequently spend fractionally less time in gear changing. The beauty of SunTour's overall system choice is that it not only offers well developed conventional systems but it also gives you the ability to engage conventional drive when using ACCUSHIFT components. You can choose to use ACCUSHIFT derailleurs and levers in the conventional way when you wish. If you're interested in an indexed shifting system for competition, fitness or recreation – for on or off road – it pays to have the technical facts before you decide. Is the system 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.



THE BASIC REQUIREMENTS FOR ACCUSHIFT OPERATION



ACCUSHIFT – YOUR QUESTIONS ANSWERED

What components do I need as a minimum to have an ACCUSHIFT indexed system?

- ▶ You need ACCUSHIFT gear levers and cables, an ACCUSHIFT rear derailleur and an ACCUSHIFT compatible freewheel and chain. Is it easy to change my ACCUSHIFT lever from the 'Index' to 'Friction' mode?
- ▶ Yes. Simply loosen the 'D' ring bolt one or two turns, and move the selector ring until the indicator

mark is in line with the required shifting mode, then re-tighten the 'D' ring.

- Do I need a special SunTour chain wheel and crank set?
- ▶ Not unless your existing chainset is due for replacement. Other systems might include a chainset, but with ACCUSHIFT you don't need it and you save on initial outlay. Can I mix and match between the SunTour ACCUSHIFT range of

components, e.g. Alpha 4050 levers and Cyclone 7000 rear derailleur?

- ▶ Yes. The whole system is capable of interchange – you can mix the systems. Why does SunTour offer such an array of systems?
- ▶ To give you a meaningful choice. Are the cheaper systems really as good?
- ▶ Yes but personal budgets and requirements vary. Each system's mechanics are sound and it is the weight of materials and

the finish of components which varies. ACCUSHIFT IS ABOVE ALL AFFORDABLE.

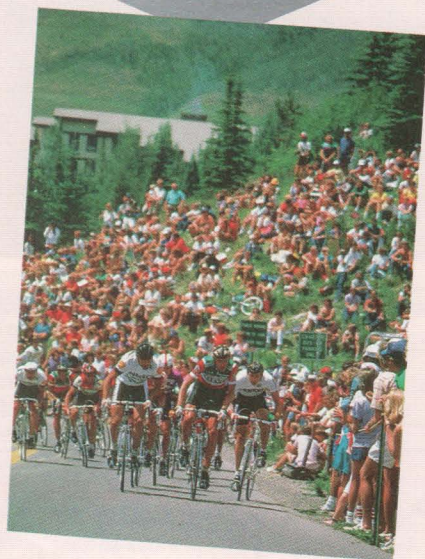
- Can I use an ACCUSHIFT rear derailleur with conventional shift levers?
- ▶ Yes you can, but you will not have the benefit of ACCUSHIFT index control. Will any front derailleur work with ACCUSHIFT?
- ▶ Yes. All SunTour front changers are compatible with ACCUSHIFT. Note: The left hand lever is always non-indexed.

What freewheel choice do I have with my ACCUSHIFT system?

- ▶ Any ACCUSHIFT compatible SunTour freewheel will fit. Which system do I choose?
- ▶ This depends on how much you wish to pay and for what purpose you intend to use the system. They are all technologically sound. The price range starts at the Alpha 2000 and goes up to the Superbe Pro.

SUPERBE PRO

ACCUSHIFT



At the top of the range this is the ultimate for the equipment conscious rider. Produced from the finest light alloys, highly polished and anodized, embellished with finely etched decals, this set is a new experience in state-of-the-art technology.

Recent improvements include a choice of power ACCUSHIFT or conventional shift levers, upper and lower derailleur tension springs, a new double crankset with a bolt circle diameter of 130mm, allowing for the use of a 38 tooth inner chainring, brake calipers have low tension return springs concealed in the pivot and adjustable angle brake shoes.

With sealed bearings for quiet running, all you'll hear from silky smooth Superbe Pro is the reassuring click as ACCUSHIFT engages – first time, every time.

A REAR DERAILLEUR RD-SB00

- Twin tension springs
- Brass bushings
- Stainless steel pivots
- Sealed bearing pulleys
- Capacity: 26T
- Maximum rear sprocket: 23T* (24mm dropout)
- 25T* (28mm dropout)
- *May be increased by 3T when used in non-index mode
- Chainring difference: 12T max
- Weight: 195g

B FRONT DERAILLEUR FD-SB00-B (Braze-on) FD-SB00-H (Hinged clamp, $\phi 28\text{mm}$ & 28.6mm)

- Brass bushings
- Stainless steel pivots
- Heat treated cage
- Chainring difference: 16T max
- Weight: 92g (clamp type)

C SHIFT LEVERS SL-IP00-B (Braze-on) SL-IP00-C (Clamp-on, $\phi 28.6\text{mm}$)

- Index option:
- IPC 'RE'/'UL'/'Power'
- L.H. Lever: power control
- Weights: 85g (SL-IP00-B)
- 104g (SL-IP00-C)
- N.B. SL-IP00-B is supplied with alternative back plates for use on the bosses of aluminium and carbon-fibre frames.
- SL-IP00-C levers must not be removed from their clamp.

SHIFT LEVERS (NON ACCUSHIFT) SL-SB00-B (Braze-on) SL-SB00-C (Clamp-on, $\phi 28.6\text{mm}$)

- R.H. lever: power control
- L.H. lever: power control
- Weights: 56g (SL-SB00-B)
- 81g (SL-SB00-C)

D BRAKES BA-SB00-S (Short reach, 39–49mm) BA-SB00-N (Normal reach, 47–57mm)

- All new design featuring thrust bearings and internal coil springs for improved efficiency and neater appearance.
- Weight: 362g (pair)

E BRAKE LEVERS BL-SB00-N (Standard) BL-SB00-S (Compact) BL-SB10 (Aerodynamic)

- Ergonomic design
- Hood colours: black or brown (SB00), dark grey (SB10)
- Weight (pair): 232g (SB00), 236g (SB10)

F FREEWHEEL See page 14

G CHAIN See page 14

HEADSET See page 13



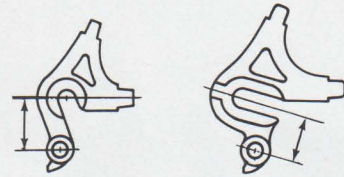
SUNTOUR DERAILLEURS

Key to specifications

Each type of front or rear derailleur is designed to operate efficiently over a permitted range of gear ratios. Exceeding these limits may cause unsatisfactory shifting and may even damage the derailleur mechanism.

Capacity: The difference between the largest and smallest chainring added to the difference between the largest and smallest sprockets on the freewheel.

Maximum rear sprocket: The maximum number of teeth permitted on the largest freewheel sprocket. This can vary according to the frame dropout dimension:



Chainring difference: The number of teeth after subtracting the smallest chainring from the largest. This figure limits both front and rear derailleur capacity.

N.B. The limits are calculated for normal component specification. Figures may vary according to chainring size, type, and differential, hub position, freewheel space, dropout type, chainstay length, etc.



H CRANK SET CW-SB10

- Forged light alloy cranks
- Low profile, offset crank arm
- Super Duralumin chainrings
- Bolt circle diameter: 130mm
- Chainring sizes: 38 to 43T, 48 to 53T
- Crank lengths: 165mm: 167.5mm: **170mm**: 172.5mm: 175mm
- Weight: 634g (52×42T, 170mm)
- For bottom bracket set see page 13

J HUBS HB-SB00

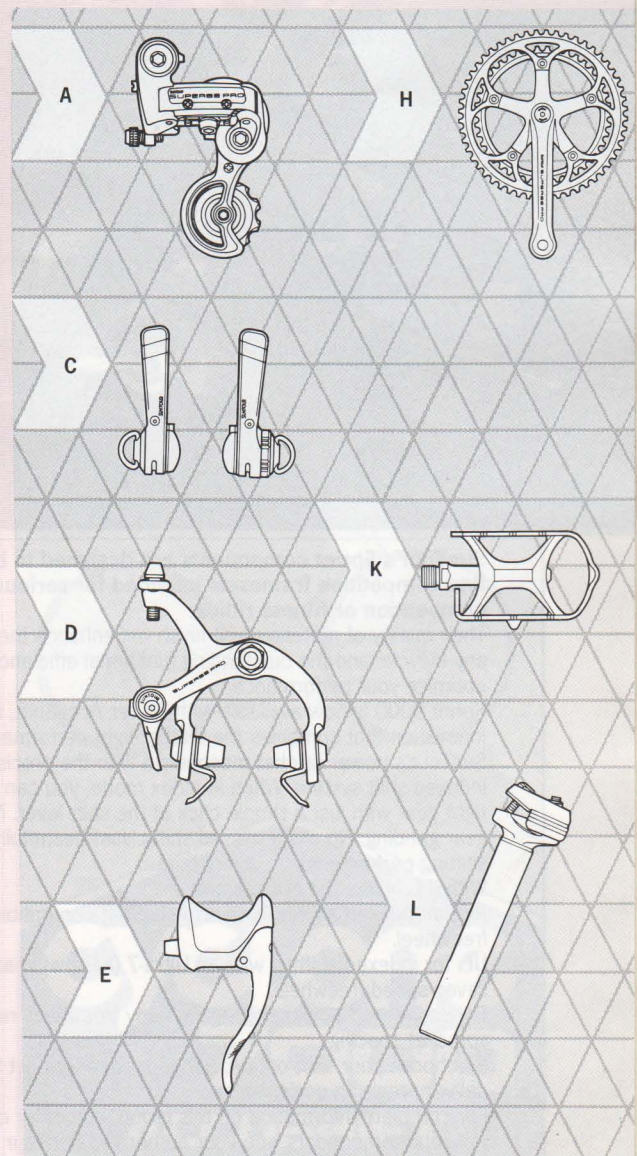
- The ultimate in small flange, quick release hubs for those special wheels.
- Sealed cartridge bearings
- Dished and slant cut flanges
- Spoke drillings: 20, 24, 28, 32 or 36 holes
- Over locknut dimensions: front: 100mm rear: 120mm or 126mm
- Weight (pair): 537g

K PEDALS PL-SB00

- Sealed cartridge bearings
- Replaceable plates
- CroMo axle
- Cornering clearance: 32°
- Axle thread: (JIS) $\frac{9}{16}$ "×20T
- Weight (pair): 290g

L SEAT POST SP-SB00-S (200mm) SP-SB00-L (250mm)

- Anodized aluminium alloy
- Forged body and clamp
- Diameters: 25.0. 26.4, 26.6, 26.8. 27.0 and 27.2mm
- Weight (nominal): 238g (200mm)



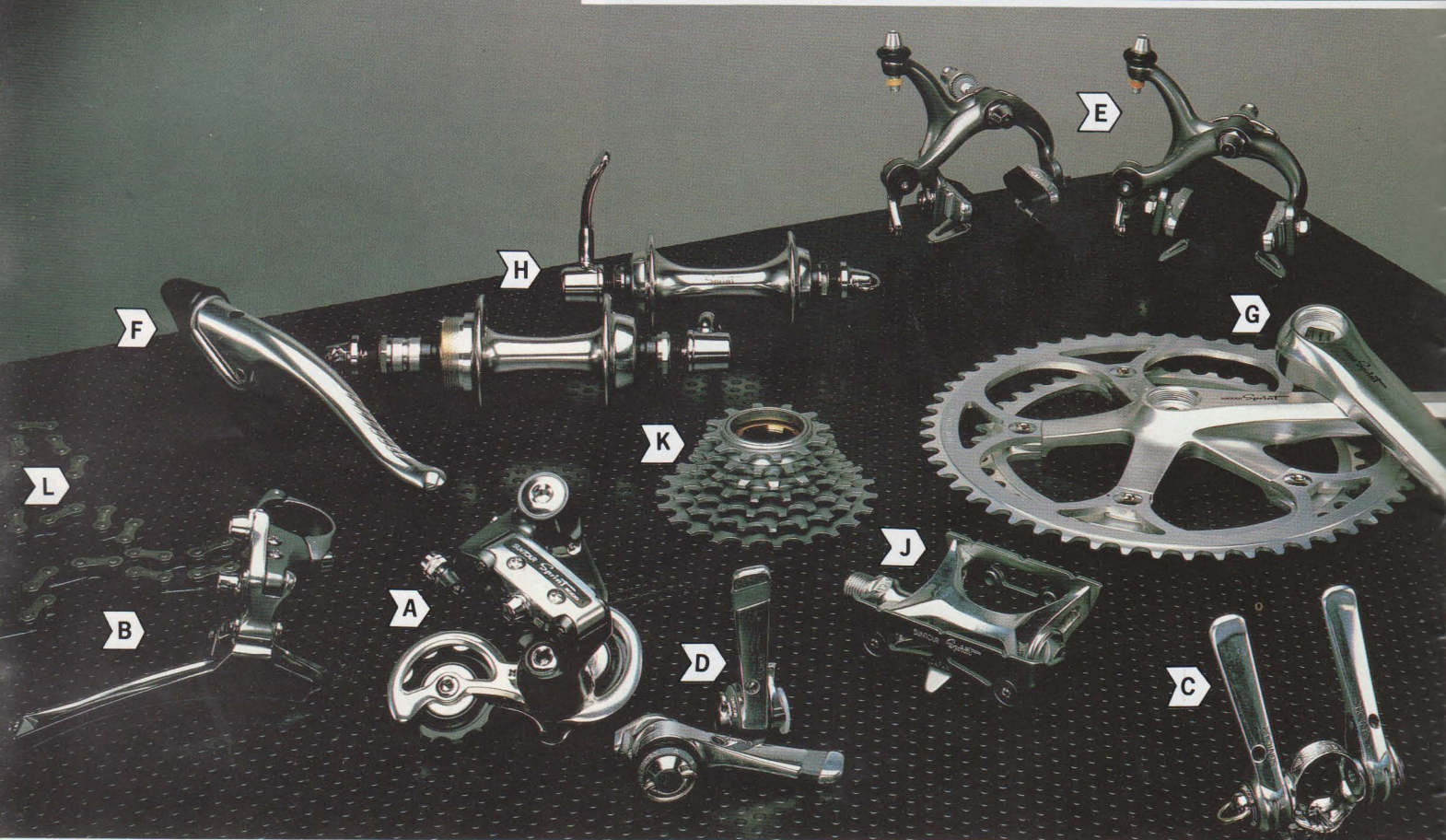
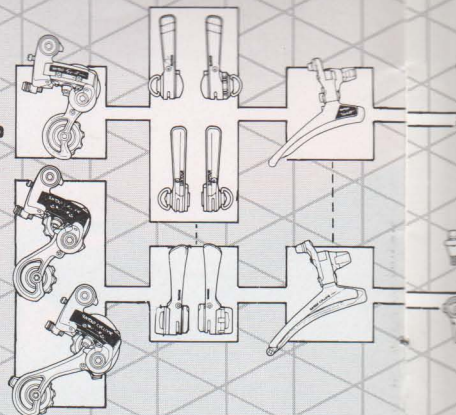
Sprint 9000

ACCUSHIFT



Sprint 9000

cyclone 7000



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.

With IPC levers the options are:

RE: for indexed shifting with an AccuShift compatible 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.

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.

D

New



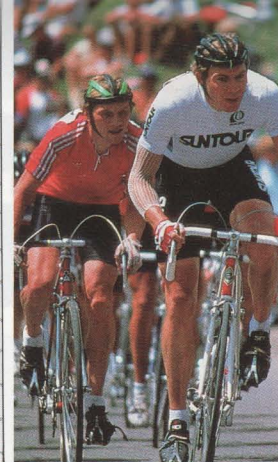
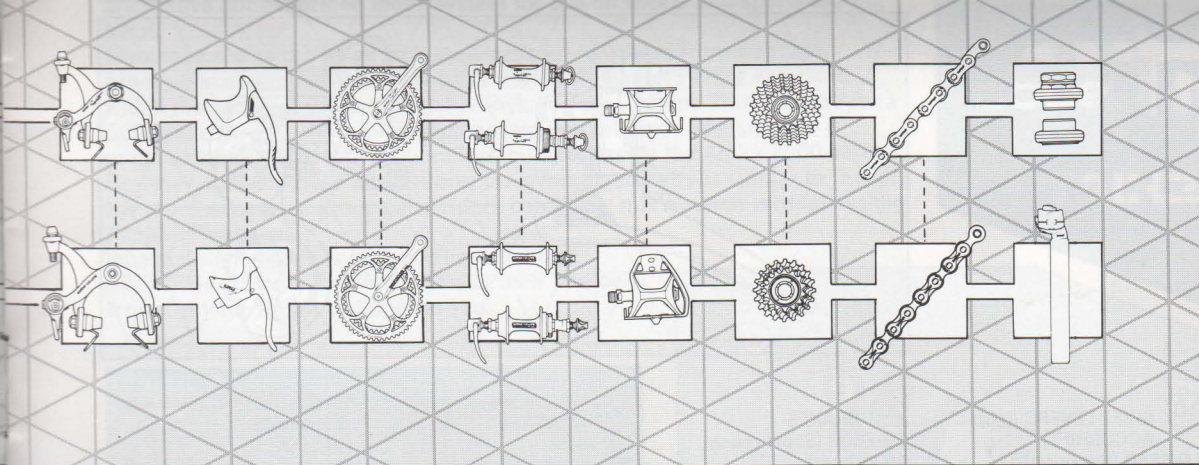
SL-BC00

W

New



SL-CL20



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

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 AccuShift compatible freewheel.
FRICION: non-indexed shifting with any freewheel, regardless of sprocket spacing.



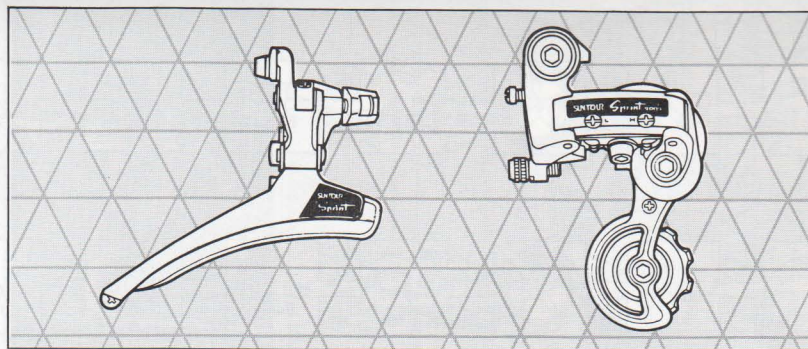
New



cyclone
7000
ACCUSHIFT

Sprint 9000

ACCUSHIFT



A REAR DERAILLEUR RD-SP10

- Twin tension springs
- Brass bushings
- Stainless steel pivots

Capacity: 26T
Maximum rear sprocket:
23T* (24mm dropout)
25T* (28mm dropout)
*May be increased by 3T
when used in non-index mode.
Chaining difference: 12T max.
Weight: 204g

B FRONT DERAILLEUR FD-SP00-B (Braze-on) FD-SP00-H (Hinged clamp)

- Stainless steel pivots
- Heat treated cage

Chaining difference: 18T max
Weight: 97g (clamp-on)

C SHIFT LEVERS (NON-ACCUSHIFT)

LD-4850 (Braze-on)
LD-4800 (Clamp-on,
φ28.6mm)
R.H. lever: power control
L.H. lever: power control
Weight: 56g (braze-on)

D SHIFT LEVERS (ACCUSHIFT)

For index accushift with
Sprint 9000 choose either
SL-IP00 or SL-CL20 shift
levers, or

SL-BC00 (Handlebar
end mount) *New*
R.H. lever: IFC, index/friction
L.H. lever: power control
Expander diameter:
20mm–22mm
Weight (pair): 188g

E BRAKES

CB-7600 (Short reach,
40–50mm)
CB-8600 (Normal reach,
47–57mm)
●Grey satin anodized
●Thrust bearing
Weight (pair): 306g (CB-7600)

F BRAKE LEVERS

CB-7700 (Aerodynamic)
●Ergonomic design
Hood colour: black
Clamp diameter: 23.8/24mm
Weight (pair): 236g

K FREEWHEEL

See page 14

L CHAIN

See page 14

G CRANKSET

CW-7500
●Forged light alloy cranks
●Low profile, offset arms
●Super Duralumin chainrings
Bolt circle diameter: 130mm
Chaining sizes: 38 to 43T, 48
to 53T
Crank lengths: 165mm,
167.5mm, 170mm,
172.5mm, 175mm
Weight: 680g (52×42T,
170mm)

For bottom bracket set, see
page 13

HEADSET

See page 13

H HUBS

HB-SP00
●Sealed cartridge bearings
●Quick release
●Dished and slant cut flanges
Spoke drillings: 28, 32 or 36H
Over locknut dimension: front
– 100mm
Rear – 120mm or 126mm
Weight (pair): 550g

J PEDALS

PL-5600
●Sealed cup-and-cone
bearings
●Replaceable pedal plates
●CroMo axle
Cornering clearance: 32°
Axle thread: (JIS) 1/16"×20T
Weight (pair): 344g

See page 5

M REAR DERAILLEUR

RD-CL10-SS
(Standard cage)
Capacity: 28T
Maximum rear sprocket:
26T* (24mm dropout)
28T* (28mm dropout)
*Index or non-index mode
Chaining difference: 12T max
Weight: 221g

REAR DERAILLEUR

RD-CL10-GT
(Long cage)
Capacity: 34T
Maximum rear sprocket:
30T* (24mm dropout)
32T* (28mm dropout)
*May be increased by 2T if
used in non-index mode
Chaining difference: 18T max
Weight: 283g

N FRONT DERAILLEUR

FD-CL10-SS-B (Braze-on)
FD-CL10-SS-H (Hinged
clamp, φ28.6mm)
●Brass bushings
●Stainless steel pivot bolts
●Heat treated cage
Chaining difference: 18T
Weight: 107g

W SHIFT LEVERS

SL-CL20-B (Braze-on)
SL-CL20-C (Clamp-on,
φ28.6mm) *New*
R.H. lever: IFC, index/friction
L.H. lever: friction control

P CRANKSET

CW-CL10
●Forged light alloy cranks
●Low profile, offset arms
●Aluminium alloy chainrings
Bolt circle diameter: 130mm
Chaining sizes: 38 to 54T
Crank length: 160mm,
165mm, 167.5mm, 170mm,
172.5mm, 175mm
Weight: 712g (52×42T,
170mm)

For bottom bracket set, see
page 13

Q HUBS

HB-CL10
●Sealed cup and cone
bearings
●Quick release
●Small flange (dished and
bevelled)
Spoke drillings: 28, 32, 36
hole
Over locknut dimension: front
100mm; rear 120mm or
126mm
Weight (pair): 550g

R PEDALS

PL-CL10
●Sealed cup and cone
bearings
●CroMo axle
●32° cornering clearance
Weight (pair): 360g

S BRAKES

CB-7100 (short reach,
40–50mm)
CB-8100 (normal reach,
47–57mm)
Finish: polished alloy, clear
anodized
Weight (pair): 325g (CB-7100)

BRAKE LEVERS

CB-7200 (Standard)
BL-CL10 (Aerodynamic)
●Ergonomic design
Hood colour: black or brown
(CB-7200), black (BL-CL10)
Clamp diameter: 23.8/24mm
Weight (pair): 223g (CB-7200),
236g (BL-CL10)

T SEAT POST

SP-SU00-S *New*
●Aluminium alloy
●Micro-bolt adjustment
Length: 200mm
Diameters: 25.0mm, 26.6mm,
26.8mm, 27.0mm, 27.2mm
Weight: 280g

U FREEWHEEL

See page 14

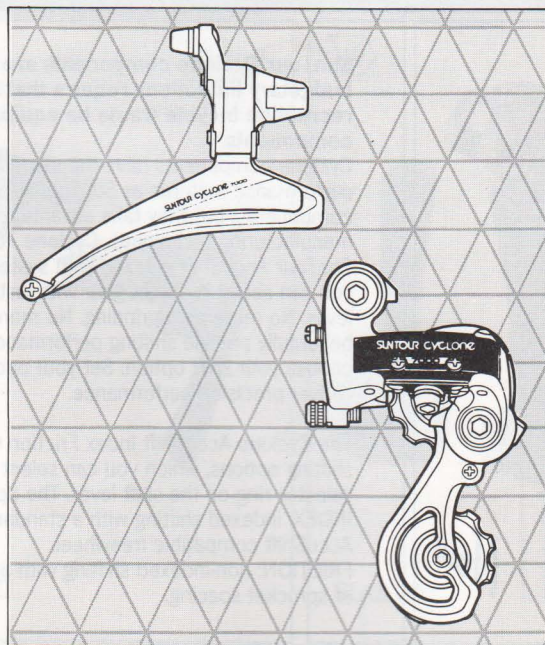
V CHAIN

See page 14

cyclone

7000

ACCUSHIFT



See page 6

The Alpha series of drive train components from SunTour provides an alternative budget-priced index system for use on sports and sports-touring bikes.

Manufactured to the usual high standards you'd expect from SunTour, production economies have none-the-less been made to bring AccuShift within the reach of *every* cyclist. For instance the Cyclone 7000 based Alpha 5000 rear derailleur has plain bushes and you will find extensive use is made of steel, resins and carbon fibre composites on the Alpha 2000 series. However, despite these adaptations, the overall geometry is similar to that of the more expensive groups and riders can easily mix'n'match throughout the AccuShift range.

Where weight-saving is of major importance, discerning riders will obviously make their choice from Cyclone, Sprint or Superbe Pro.

SUNTOUR α

ACCUSHIFT

8



α -5000

REAR DERAILLEURS

RD-5000-SS

Short cage
Capacities: as Cyclone 7000 (mod. RD-CL10-SS)
Weight: 278g

RD-5000-GX

Long cage
Capacities: as XC-Sport-7000
Weight: 301g

FRONT DERAILLEUR

FD-5000-SS

Capacities: as Cyclone 7000
Weight: 100g

α -4050 *New*

REAR DERAILLEUR

RD-4050-SS

●Twin tension springs
●Floating slant Trapezoid Geometry
Capacities: as Cyclone 7000 (mod. RD-CL10-SS)
Weight: 258g

FRONT DERAILLEUR

FD-4050-SSB (Braze-on) FD-4050-SS (Hinged clamp, $\phi 28.6\text{mm}$)

Capacities: as Cyclone 7000

SHIFT LEVERS

SL-4050-BS (Braze-on) SL-4050-CS (Clamp-on, $\phi 28.6\text{mm}$)

R.H.: IFC, index/friction
L.H.: Power control
Weight: 84g (braze-on)

α -3040 *New*

REAR DERAILLEUR

RD-3040-SS

●Twin tension springs
●Floating slant Trapezoid Geometry
●Pre-select mechanism
Capacities: as Cyclone 7000 (mod. RD-CL10-SS)

FRONT DERAILLEUR

FD-3040-SSB (Braze-on) FD-3040-SS (Hinged clamp, $\phi 28.6\text{mm}$)

Capacities: as Cyclone 7000
Weight: 110g

SHIFT LEVERS

(Down tube) SL-3040-BS (Braze-on) SL-3040-CS (Clamp-on, $\phi 28.6\text{mm}$)

R.H.: IFC, index/friction
L.H.: friction control
Weight: 80g

SHIFT LEVERS

(Stem mount) SL-3040-CP (Double) SL-3041-CP (Single)

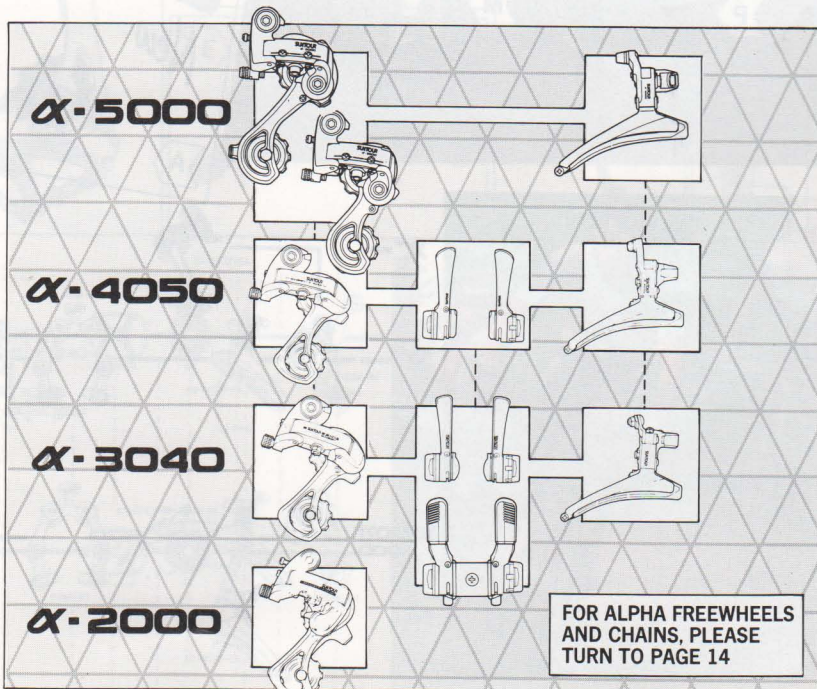
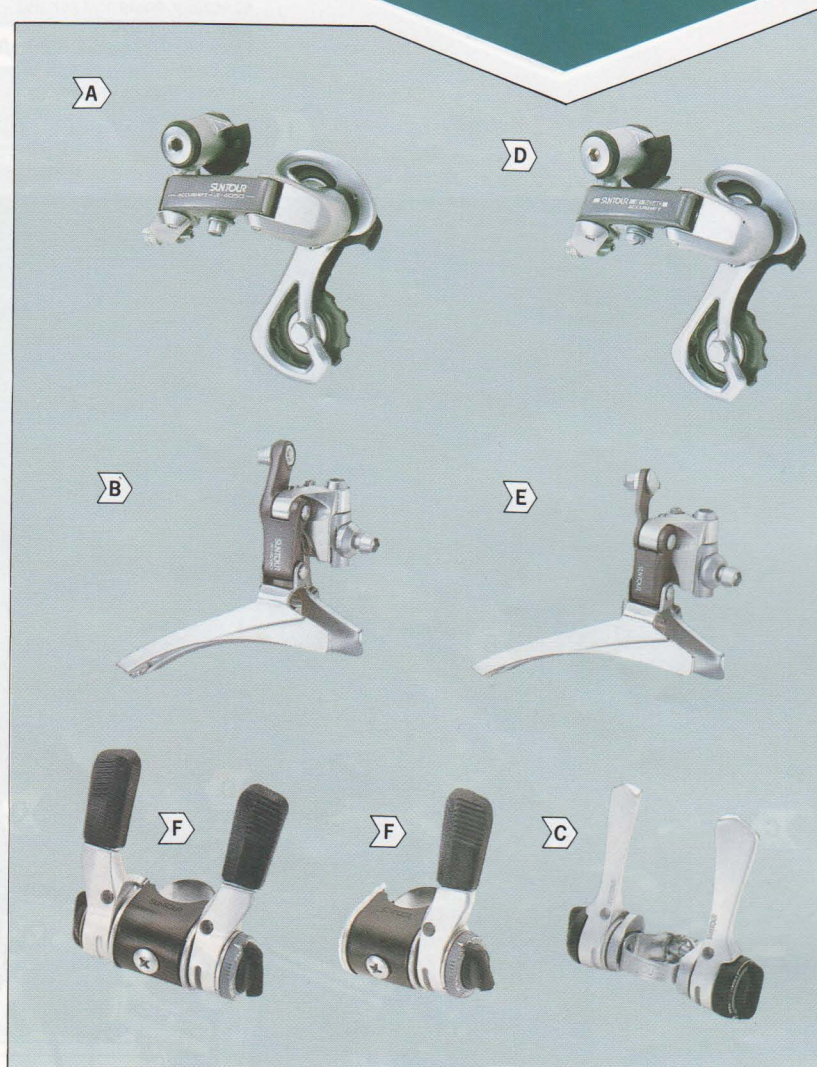
R.H.: IFC, index/friction
L.H.: friction control
Diameter: 22.2mm
Weight (pair): 80g

α -2000 *New*

REAR DERAILLEUR

RD-2000-SS

●Pre-select mechanism
Capacities: as Cyclone 7000 (mod. RD-CL10-SS)
Weight: 263g



XC 9000

ACCUSHIFT

SUNTOUR XC COMPONENTS

Mountain bikes or ATB's, as their name implies, are designed to go just about anywhere and withstand the punishment inflicted on them by rough and muddy terrain. A mountain bike must be light, strong and above all reliable. Its component parts must be specially designed for the job.

From the very outset, SunTour has been in the forefront of off-road bicycle technology.

Development of the earlier 'DIRT' component sets and 'TECH' derailleurs has led to a new concept in componentry called 'XC'.

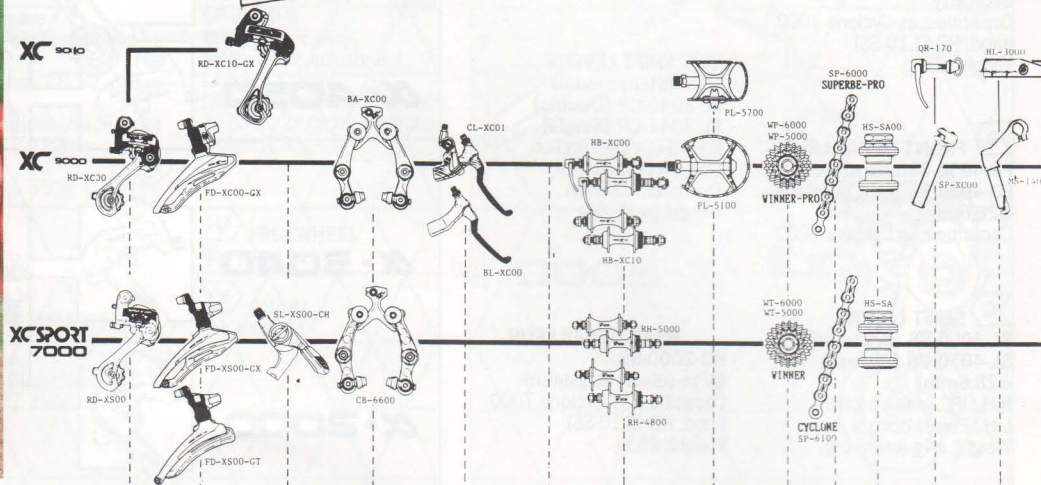
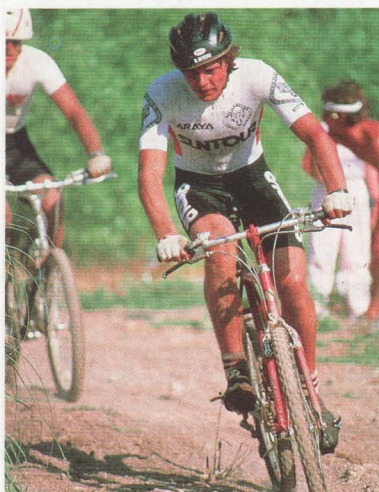
'XC' swept the discerning off-road bicycle market with its 'second-to-none' quality and exotic styling. Without a doubt XC-9010, with AccuShift indexed-shift operation, is the ultimate choice in off-road componentry.

But, off-road riding is here to stay and to meet the demand for lower priced ATB's SunTour has drawn on long

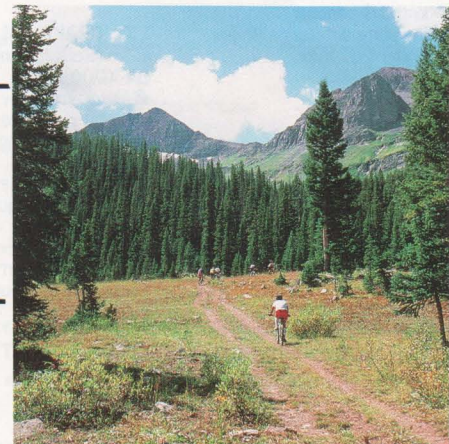
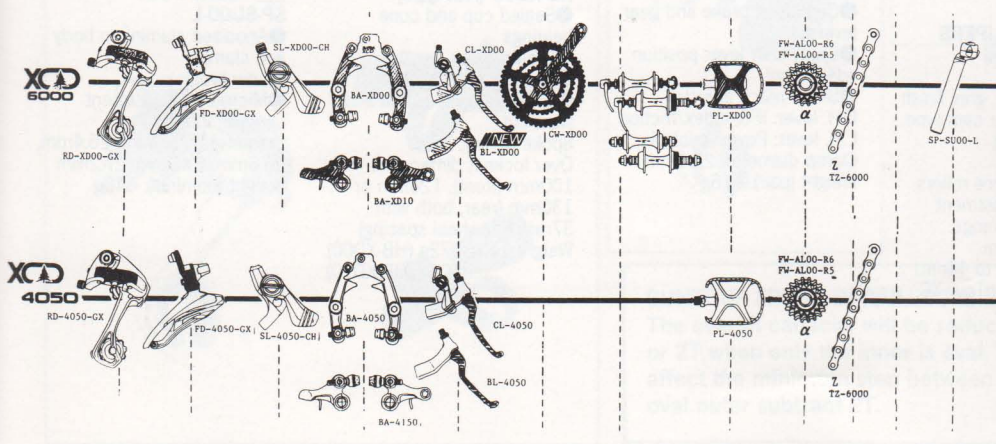
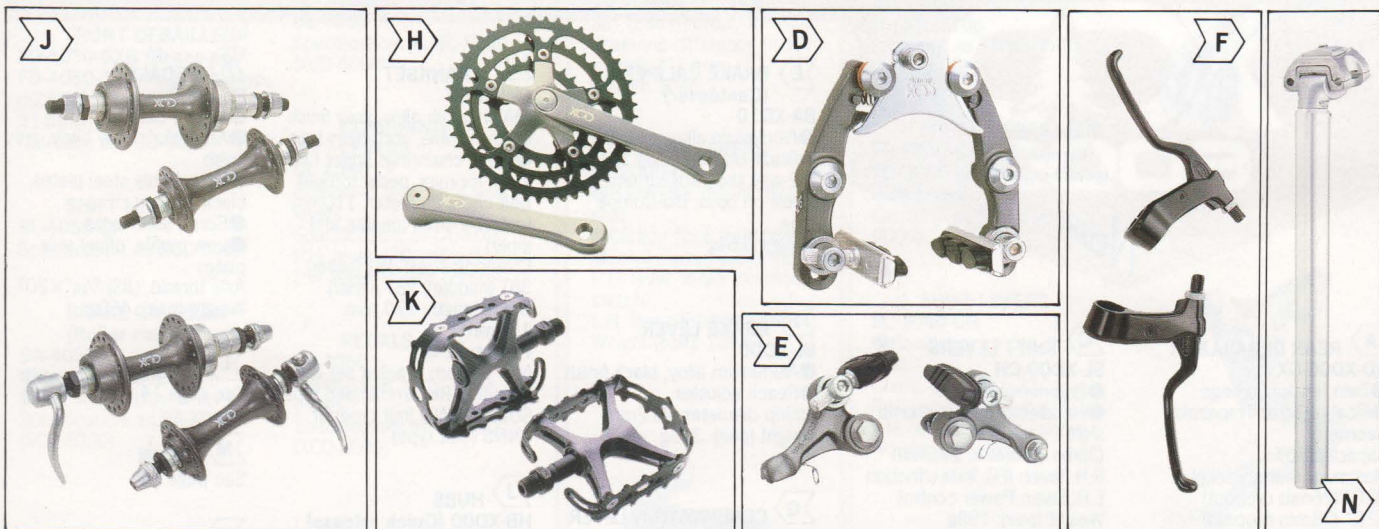
experience to introduce an entirely new range of budget priced XCD and Alpha components.

For 1988 there's XC-9010, XC-SPORT-7000, XCD-6000, XCD-4050 groups and α3040, α2000 derailleurs, all with AccuShift. The choice is yours.

FOR FURTHER DETAILS OF THESE AND OTHER OFF-ROAD AND TOURING COMPONENTS PLEASE TURN TO PAGES 11 AND 12.



XCD 6000 ACCUSHIFT



XC 9000

New

A REAR DERAILLEUR (XC-9010) RD-XC10-GX

- Floating slant Trapezoid Geometry
- Brass bushings
- Stainless steel pivot pins
- Capacity: 39T
- Maximum rear sprocket: 30T * (24mm dropout) 32T * (28mm dropout)
- * May be increased by 2 teeth when in non-index mode
- Chainring difference (index mode): 20T max.
- Weight: 255g

B REAR DERAILLEUR (XC-9000) RD-XC00

- Capacities as RD-XC10-GX
- Weight: 255g

C FRONT DERAILLEUR FD-XC00-GX

- Brass bushings
- Stainless steel pivot pins
- Heat treated steel cage
- Hinged clamp, $\phi 28.6$ (normal) or 28mm
- Chainring difference: 24T max. (6T minimum between rings)
- Weight: 110g

D BRAKE CALIPERS BA-XC00

- Braze-on, roller cam type
- Internal coil spring
- 3-way shoe adjustment
- Shoe adjustment range: 35.5–42.5mm
- Rim width: 18–44mm
- Tyre width: 2.125 max.
- Braze-on boss: Suntour 'XC' type

New

BRAKE LEVERS

- BL-XC00**
- Ergonomic design
- Cable adjuster
- Reach adjuster
- Clamp diameter: 22.2mm
- Weight (pair): 358g

New

CL-XC01 (Combination type)

- Incorporates AccuShift Index compatible shift levers
- 6-way shift lever position adjustment
- Ergonomic design
- Cable adjuster
- Reach adjuster
- Clamp diameter: 22.2mm
- R.H. lever: IFC, index/friction
- L.H. lever: Power control
- Weight (pair): 542g

G HUBS HB-XC00 (Quick release) HB-XC10 (Nut type)

- Sealed cartridge bearings
- CroMo axles
- Aluminium alloy shell
- Small flanges, dished and slant cut
- Spoke drilling: 36H
- Over locknut dimension: 100mm (front) 126mm or 130mm (rear, both with 37mm freewheel spacing)
- Weight (pair): 557g (HB-XC00) 515g (HB-XC10)

H PEDALS PL-5100

- Sealed cup and cone bearings
- CroMo axles
- Replaceable plates
- Axle thread: (JIS) $\frac{1}{16}$ " \times 20T
- Weight (pair): 438g

J PL-5700

- Sealed cartridge bearings
- CroMo axles
- Replaceable plates
- Axle thread: (JIS) $\frac{1}{16}$ " \times 20T
- Weight (pair): 335g

K SEAT POST BINDER QR-170

- CroMo quick release skewer, $\phi 6$ mm
- Alloy adjusting nut and washer
- Capacity: 18mm to 38.5mm
- Weight: 66g

L SEAT POST SP-XC00

- Forged and hard anodised aluminium alloy
- Length: 300mm
- Diameters: 26.4, 26.6, 26.8, 27.0, 27.2mm
- Weight (nominal): 283g

M HANDLEBAR STEM MS-1400

- Forged aluminium alloy body
- CroMo steel shank
- Double clamp
- Handlebar clamp diameter: 22.2mm (25.4mm without sleeve)
- Shank diameter: 22.2mm
- Extension: 75mm or 110mm
- Weight: 403g (75mm)

N HEAD BINDER HL-3000

- Aluminium alloy body
- CroMo clamp bolt and nut
- Thread: (JIS) BC 1" \times 24T
- Weight: 40g (inc. locknut)

Note: between 10mm and 14.5mm of threaded steerer tube must be available above the headset upper bearing cup for the clamp.

P CHAINS See page 14

Q FREEWHEELS See page 14

HEADSETS See page 13

See page 9

XC 6000

New

A REAR DERAILLEUR RD-XD00-GX

- Twin tension springs
- Floating slant Trapezoid Geometry
- Capacity: 40T
- Maximum rear sprocket: 30T * (26mm dropout) 32T * (28mm dropout) 32T (30mm dropout)
- * With DT adaptor
- Chainring difference (index mode): 20T max.
- Weight: 296g

B FRONT DERAILLEUR FD-XD00-GXB (Braze-on) FD-XD00-GX (Hinged clamp, $\phi 28.6$ mm (normal) or $\phi 31.8$ mm)

- Chainring difference: 24T max. (6T minimum between chainrings)
- Weight: 124g (braze-on), 110g (hinged clamp)

C SHIFT LEVERS SL-XD00-CH

- Ergonomic design
- Handlebar mount, thumb shift
- Clamp diameter: 22.2mm
- R.H. lever: IFC, index/friction
- L.H. lever: Power control
- Weight (pair): 198g

D BRAKE CALIPERS (Roller Cam) BA-XD00

- Aluminium alloy, grey finish
- Direct pull, roller cam type
- Expander spring (removable)
- 4-position, 2-piece rollers
- 3-way shoe adjustment
- Shoe adjustment range: 35.5mm – 42.5mm
- Rim width: 18mm to 44mm
- Braze-on boss: SunTour XC type
- Weight: 255g

E BRAKE CALIPERS (Cantilever) BA-XD10

- Aluminium alloy, grey finish
- Braze-on, cantilever type
- 2-way shoe adjustment
- Braze-on boss: Dia-Compe type
- Weight: 164g

F BRAKE LEVER BL-XD00

- Aluminium alloy, black finish
- Reach adjuster
- Clamp diameter: 22.2mm
- Weight (pair): 326g

G COMBINATION LEVER CL-XD00

- Combined brake and gear levers
- 6-way shift lever position adjustment
- Brake reach adjuster
- R.H. lever: IFC, index/friction
- L.H. lever: Power control
- Clamp diameter: 22.2mm
- Weight (pair): 518g

H CRANKSET CW-XD00

- Aluminium alloy, grey finish
- Low profile, cotterless type
- Triple chainrings (inner two 'oval' for max. pedal torque)
- Bolt circle diameter: 110mm (outer), 74mm (middle and inner)
- Chainring sizes: 48T (outer), 38T (middle), 28T (inner)
- Crank length: 170 mm, 175mm
- Weight: 724g
- N.B. Bottom bracket set is not included. Recommended type: SUGINO 3NN (nut type) or 3NNB (bolt type)

J HUBS HB-XD00 (Quick release) HB-XD10 (Nut type)

- Sealed cup and cone bearings
- CroMo axles
- Aluminium alloy shell
- Small flanges, dished and slant cut
- Spoke drilling: 36H
- Over locknut dimension: 100mm (front), 126mm or 130mm (rear, both with 37mm freewheel spacing)
- Weight (pair): 572g (HB-XD00), 503g (HB-XD10)

K PEDALS PL-XD00

- Sealed bearings
- Aluminium alloy body, grey finish
- Detachable steel plates, black finish
- Boron steel axles
- Low profile, offset side plates
- Axle thread: (JIS) $\frac{1}{16}$ " \times 20T
- Weight (pair): 460g

L FREEWHEEL See page 14

M CHAIN See page 14

N SEAT POST SP-SU00-L

- Anodized aluminium body and clamp
- Low profile
- Micro-bolt adjustment
- Length: 300mm
- Diameters: 25.0mm, 26.4mm, 26.6mm, 27.0mm, 27.2mm
- Weight (nominal): 348g

See page 10

A REAR DERAILLEUR
RD-XS00

●Twin tension springs
Capacity: 39T
Maximum rear sprocket:
30T * (24mm dropout)
32T * (28mm dropout)
*May be increased by 2T
when used in non-index mode.
Chaining difference: 20T max.
(in index mode)
Weight: 292g

B FRONT DERAILLEURS
FD-XS00-GT

●Clamp-on, $\phi 28.6\text{mm}$
Capacity: 22T max. (4T
minimum difference between
chainrings)
Weight: 119g

FD-XS00-GX

●Clamp-on, $\phi 28.6\text{mm}$
Chaining difference: 24T max.
(6T minimum difference
between chainrings)
Weight: 126g

**FOR FREEWHEELS, CHAINS,
HEADSETS – See pages 13,
14**

C SHIFT LEVERS
SL-XS00-CH *New*

●Ergonomic design
●Handlebar mount, thumb
shift
Clamp diameter: 22.2mm
R.H. Lever: IFC, index/friction
L.H. lever: friction control

D BRAKE CALIPERS
CB-6600

Budget priced version of the
XC-9000 brake
Shoe stroke adjustment:
35.5mm to 42.5mm
Pivot type: SunTour XC braze-
on bosses
Weight (pair): 492g

E HUBS
RH-5000 (Small flange)
RH-4800 (Large flange)

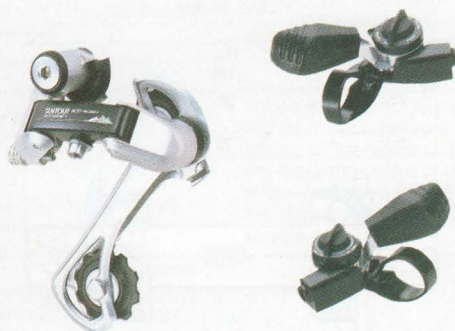
●Solid CroMo axles
●Sealed cup and cone
bearings
●Aluminium alloy shell
Spoke drillings: 36H
Over locknut dimension:
100mm (front); 126mm,
130mm (rear, with 37mm
freewheel spacing)
Weight: 527g (RH-5000)
595g (RH-4800)

**XCD 4050** *New***REAR DERAILLEUR**
RD-4050-GX

●Floating slant Trapezoid
Geometry
●Alloy body, black finish
●Steel cage, matt chrome
finish
Capacity: as XCD-6000

FRONT DERAILLEUR
FD-4050-GXB (Braze-on)
FD-4050-GX (Hinged clamp,
 $\phi 28.6\text{mm}$ (normal) or
 31.8mm)
Capacity: as XCD-6000**SHIFT LEVERS**
SL-4050-CH
Specification: as XCD-6000**BRAKE CALIPERS**
(Roller cam)
BA-4050
●Roller-cam, direct pull
●Aluminium alloy, silver finish
Specification: as BA-XD00
(XCD-6000)**BRAKE CALIPERS**
(Cantilever)

BA-4150
●Aluminium alloy, silver finish
Specification: as BA-XD10
(XCD-6000)

BRAKE LEVERS
BL-4050
Specification: as BL-XD00
(XCD-6000)**COMBINATION**
LEVERS
CL-4050
Combined brake and gear
levers
Specification: as CL-XD00
R.H. lever: IFC, index/friction
L.H. lever: Power control**PEDALS**
PL-4050
Finish: silver body, black
plates
Specification: as PL-XD00
(XCD-6000) **α -2000** *New*

REAR DERAILLEUR
RD-2000-GX
●Aluminium alloy/carbon
fibre composite body
●Chrome plated steel cage
●Pre-select mechanism
Capacity: 40T
Maximum rear sprocket:
30T (26mm dropout)
32T (28mm dropout)
Chaining difference (index
mode): 20T max.
Weight: 304g

SHIFT LEVERS
SL-2000-CH
●Handlebar mount, thumb
shift
●Carbon fibre resin lever
●Steel clamp, $\phi 22.2\text{mm}$
R.H. lever: Index (no mode
switch)
L.H. lever: Friction control
Weight (pair): 124g

 **α -3040** *New*

REAR DERAILLEUR
RD-3040-GX
●Floating slant Trapezoid
Geometry
●Aluminium alloy body
●Steel/carbon fibre
composite cage
●DT adaptor
●Pre-select mechanism
Weight: 310g
Capacity: as RD-XD00-GX
(XCD-6000)

FRONT DERAILLEUR
FD-3040-GXB (Braze-on)
FD-3040-GX (Hinge clamp,
 $\phi 28.6\text{mm}$)
Capacity: as FD-XD00 (XCD-
6000)

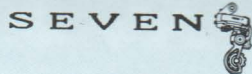
SHIFT LEVERS
SL-3040-CH
●Handlebar mount, thumb
shift
Clamp diameter: 22.2mm
R.H. lever: IFC, index/friction
L.H. lever: Friction control
Weight (pair): 80g



N.B. Except where shown
otherwise all the items in the
ALPHA ATB/ Touring series
have the same capacities and
weights as comparable items
in the XCD-6000 series.

SUNTOUR FRONT DERAILLEURS

The overall capacity will be reduced by 4T when both chainrings are oval or 2T when only the inner is oval. The use of oval chainrings will also affect the minimum step between each ring. With oval inner, add 2T; with oval outer subtract 2T.



REAR DERAILLEUR (Non-index)

RD-7300 (Short cage)
RD-7400 (Long cage)
Capacity: 26T (RD-7300)
32T (RD-7400)

Maximum rear sprocket
(with 28mm dropout):
28T (RD-7300),
32T (RD-7400)
Weight: 214g (RD-7300)

FRONT DERAILLEUR FD-4300

●Hinged clamp, $\phi 28.6\text{mm}$
Chainring difference: 18T max.
Weight: 102g

REAR DERAILLEUR (Non-index)

RD-SN00-SS (Short cage)
RD-SN00-GT (Long cage)
Capacity: 30T (SS), 34T (GT)
Maximum rear sprocket (with
28mm dropout): 28T (SS), 30T
(GT)
Weight: 310g (Seven-SS)

FRONT DERAILLEUR FD-SN00

Clamp diameter: 28.6mm
Chainring difference: 18T max.
Weight: 113g

REAR DERAILLEUR (Non-index)

RD-RT10-SS
●Chrome plated steel,
aluminium alloy pivot body
Capacity: 28T max
Maximum rear sprocket:
30T (28mm dropout)
Weight: 326g

FRONT DERAILLEUR FD-RT10-SS

●Zinc plated steel, aluminium
alloy body
●Hinged clamp, $\phi 28.6\text{mm}$
Chainring difference: 18T max.
Weight: 108g

A.T.B.

REAR DERAILLEUR (Non-index)

RD-AT10-GX
●Chrome plated steel,
aluminium alloy pivot body
Capacity: 39T
Maximum rear sprocket:
32T (28mm dropout)
Weight: 362g

FRONT DERAILLEUR FD-AT10-GX

●Zinc plated steel, aluminium
alloy body
●Hinged clamp, $\phi 28.6\text{mm}$
Chainring difference: 24T max.
Weight: 133g

SHIFT LEVERS (Non-index)

SL-AT10-CH
●Handlebar mount, thumb
shift
●Carbon fibre resin lever,
steel clamp
●Friction control
Clamp diameter: 22.2mm
Weight (pair): 118g

NON-INDEX SHIFT LEVERS

DLW (Non-index)
LD-4250 (Braze-on)
LD-4200 (Clamp on,
 $\phi 28.6\text{mm}$)
●Friction control, R.H./L.H.
Weight: 76g (LD-4200)

New DL10 (Non-index)
SL-DL10-BS (Braze-on)
SL-DL10-CS (Clamp-on,
 $\phi 28.6\text{mm}$)
●Friction control, R.H./L.H.

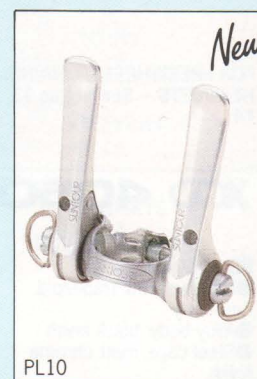
New PL10 (Non-index)
SL-PL10-BS (Braze-on)
SL-PL10-CS (Clamp-on,
 $\phi 28.6\text{mm}$)
●Power control, R.H./L.H.

UB10 (Non-index)
LD-3000
●Stem mount, clamp
 $\phi 22.2\text{mm}$
●Friction control, R.H./L.H.
Weight: 142g

PUB-10 (Non-index)
LD-4300
●Stem mount, clamp
 $\phi 22.2\text{mm}$
●Power control, R.H./L.H.
Weight: 168g

New PLG (Non-index)
LD-5100
●Handlebar mount,
thumbshift
●Power control, R.H./L.H.
Clamp diameter: 22.2mm
Weight: 150g

BARCON (Non-index)
LD-1400
●Handlebar end mount
●Power control, R.H./L.H.
Expander diameter:
20mm-22mm
Weight: 176g



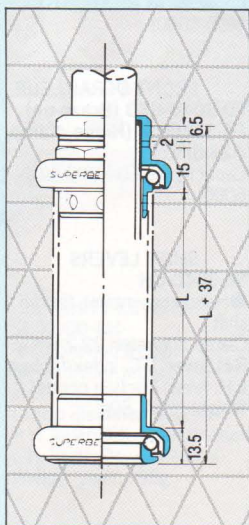
PL10

HEADSETS

SUPERBE PRO HS-SB00

SEALED ALLOY HS-SA00

●Forged aluminium
●Polished and anodized
●Dust seal
●O-ring seal
●Micro-polished composite
angle bearing surfaces
●Drilled CroMo upper cup
(HS-SB00)
Threading*: (JIS) BC 1"×24
tpi
Crown race ϕ : 27.0mm
(standard), 26.4mm (Italian)
Weight: 119g (HS-SB00)
125g (HS-SA00)
*Also available threaded
25×1 (French)



BOTTOM BRACKET SETS

A SUPERBE PRO BB-SB10

A SPRINT BB-500

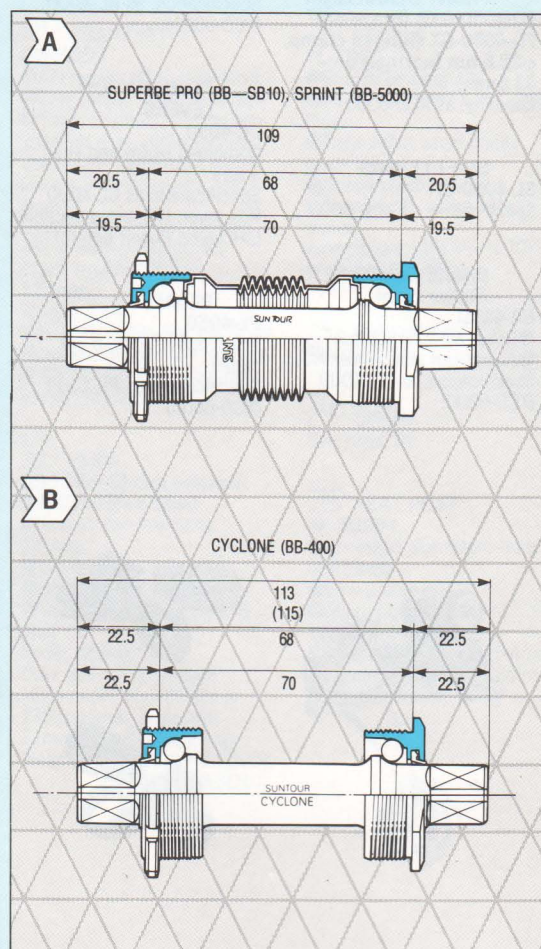
●CroMo hollow spindle
●Cup and cone bearings
●Composite bearing angle
(BB-SB10)
●Precision ground ball race
(BB-SB10)
●Sealed cups, plastic liner
Threading*: (JIS) BC
1.37"×24 tpi
Taper type: Superbe
Weight: 305g

Suitable for use with
Superbe Pro and Sprint
cranksets
*Italian and French sizes
available.

B CYCLONE BB-400

●CroMo hollow spindle
●Cup and cone bearings
●Sealed cups
Threading*: (JIS) BC
1.37"×24 tpi
Taper type: VX
Weight: 295g

Suitable for use with
Cyclone-7000 crankset
*Italian and French sizes
available.



WINNER PRO & WINNER



- Labyrinth oil seal (Winner Pro)
- Precision ground bearing race (Winner Pro)
- Oil hole
- Forged steel body
- One body for 5, 6 or 7 speed
- Splined silver sprockets
- Gold coverplate (Winner Pro)
- Silver coverplate (Winner)

REGULAR 5 SPEED

WT-5000 (Winner)
WP-5000 (Winner Pro)

Sprocket and spacer data:
1st (top): E13, E14, E15
2.2mm Spacer: RB (with E13), SB (with E14, E15)
2nd: D14 (with E13), B15 to B22 (or C15 to C17 with E13)
3.55mm Spacer: CB (none with D14)
3rd: B15 to B23
3.55mm Spacer: CB
4th: V16, A17 to A26, A28, A30, A32
3.5mm Spacer: BD (None with V16)
5th: A17 to A26, A28, A30, A32, A34
Hub 'D' dimension: 30mm min.
Weight (13-17T): 264g (WT-5000), 268g (WP-5000)

REGULAR 6 SPEED

WT-6000 (Winner)
WP-6000 (Winner Pro)

Sprocket and spacer data:
1st (top): Z11*, Z12, E13 to E15
Spacer: none
2nd: Y13 to Y15 (with 'Z' top) X14 to X16 (with 'E' top)
4.5mm Spacer: SB
3rd: B15 to B22
3.55mm Spacer: CB
4th: B16 to B23
3.5mm Spacer: CB
5th: A17 to A26, A28, A30, A32
3.55mm Spacer: BD
6th: A18 to A26, A28, A30, A32, A34
Hub 'D' dimension: 36mm min.
Weight (13-18T): 313g (WT-6000), 317g (WP-6000)
*Z11 must not be used with ACCUSHIFT

ULTRA 6 SPEED

WT-6500 (Winner)
(Non-Accushift)
WP-6500 (Winner Pro)
(Non-Accushift)

Sprocket and Spacer data:
1st (top): S13 to S15
Spacer: none
2nd: F14, C15 to C17 (or use 'B' sprocket with S14, S15)
2.85mm Spacer: UCF (none with F14)
3rd: B15 to B22
2.85mm Spacer: UCF
4th: B16 to B23
2.75mm Spacer: UCB
5th: A17 to A26, A28, A30, A32
2.7mm Spacer: UBD
6th: A17 to A26, A28, A30, A32, A34
Hub 'D' dimension: 30mm min.
Chain pin width: 7.3mm max.
Weight (13-18T): 293g (WT-6500), 297g (WP-6500)

ULTRA 7 SPEED

WT-7000 (Winner)
WP-7000 (Winner Pro)

Sprocket and spacer data:
1st (top): U12 to U14
Spacer: none
2nd: L13 to L16
Spacer: none
3rd: F14, C15 to C17 (or use 'B' sprocket with L14 to L16 2nd)
2.85mm spacer: UCF
4th: B15 to B22
2.85 mm spacer: UCF
5th: B16 to B23
2.75mm spacer: UCB
6th: A17 to A26, A28, A30, A32
2.7mm spacer: UBD
7th: A18 to A26, A28, A30, A32, A34
Hub 'D' dimension: 36mm min.
Chain pin width: 7.3mm max.
Weight (12-18T): 321g (WT-7000), 325g (WP-7000)

SUNTOUR α



- Accushift compatible
- Bronze finish, body and sprockets
- 8mm pawls
- All except top sprocket splined
- Slant cut sprockets
- All except the top sprocket can be interchanged with Winner and Winner Pro sprockets
- Regular 5 or regular 6 speed versions.

REGULAR 5 SPEED

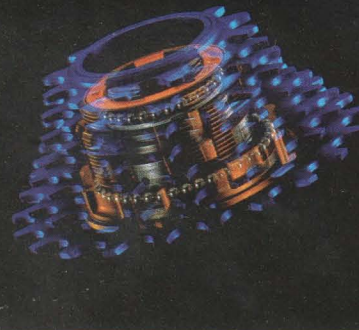
FW-AL00-R5

Sprocket and spacer data:
1st (top): G13 to G15
Spacer: none
2nd: D14, C15 to C17
Spacer: CS (or CB, CF, according to sprocket size) (none with D14)
3rd: B15 to B24
Spacer: CF (or CB with 15T 3rd)
4th: A17 to A26, A28, A30, A32
Spacer: BD
5th: A17 to A26, A28, A30, A32, A34
Hub 'D' dimension: 30mm min.

REGULAR 6 SPEED

FW-AL00-R6

Sprocket and spacer data:
1st (top): G13 to G15
Spacer: none
2nd: D14, C15 to C17
Spacer: CS (or CB, CF according to sprocket size) (none with D14)
3rd: B15 to B24
Spacer: CS (or CB with 15T 3rd)
4th: B15 to B24
Spacer: CF
5th: A17 to A26, A28, A30, A32
Spacer: BD
6th: A17 to A26, A28, A30, A32, A34
Hub 'D' dimension: 36mm min.

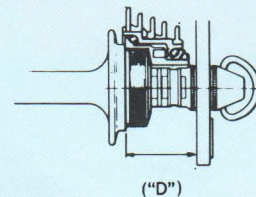


For ACCUSHIFT index shifting use *only* SUNTOUR WINNER, WINNER PRO, or ALPHA freewheels of Regular (standard width) 5 and 6 speed type or Ultra (narrow) 7 speed type.

N.B. Ultra 7 speed WINNER and WINNER PRO will only give index shifting when used with SUNTOUR IPC levers (SL-IP00) with mode switch set in the 'UL' position.

SUNTOUR WINNER PRO, WINNER AND α FREEWHEELS must only be removed from the hub by use of special SUNTOUR 4-key removal tool No. TA-320.

SUNTOUR freewheels are supplied individually boxed in a variety of standard ratios. Special ratios can be achieved by the purchase of additional spare sprockets.



SUNTOUR TRANSMISSION CHAINS

All SUNTOUR chains are ACCUSHIFT compatible. They can be used with any SUNTOUR multiple freewheel system, with the exception of TZ-6000, which cannot be used with Ultra (narrow) freewheels.

A SUPERBE PRO SP-6000

- Dia-Hard pin treatment
- Cambered link plate
- Finish: Silver or gold
- Size: 1/2" x 3/32" ultra narrow
- Pin width: 7.3mm
- Weight (116 links): 351g

B SUNTOUR PRO SP-6200

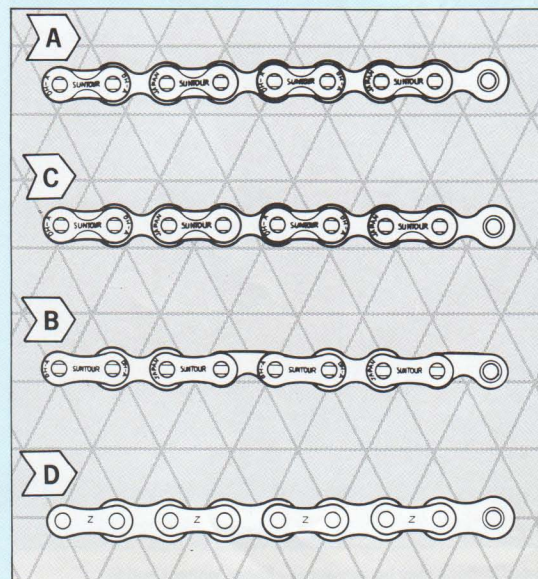
- Dia-Hard pin treatment
- High arch inner link plate*
- Finish: Silver (outer link) Black (inner link)
- Size: 1/2" x 3/32" ultra narrow
- Pin width: 7.3mm
- Weight (116 links): 331g
- *When fitting SP-6200 always ensure that the cut-away portion of the high arch inner link faces the centre of the chainwheel when viewed from the chainwheel side of the bicycle

C CYCLONE SP-6100

- Dia-Hard pin treatment
- Cambered link plate
- Finish: Silver (outer link) Black (inner link)
- Size: 1/2" x 3/32" ultra narrow
- Pin width: 7.3mm
- Weight (116 links): 351g

D SUNTOUR 'Z' TZ-6000

- Bevelled outer link plate
- Finish: 'Blue' process
- Size: 1/2" x 3/32" standard
- Pin width: 7.6mm
- Weight (116 links): 344g





MAEDA INDUSTRIES LTD

97 Tannan, Mihara-cho Minamikawachi-gun, Osaka JAPAN 587
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