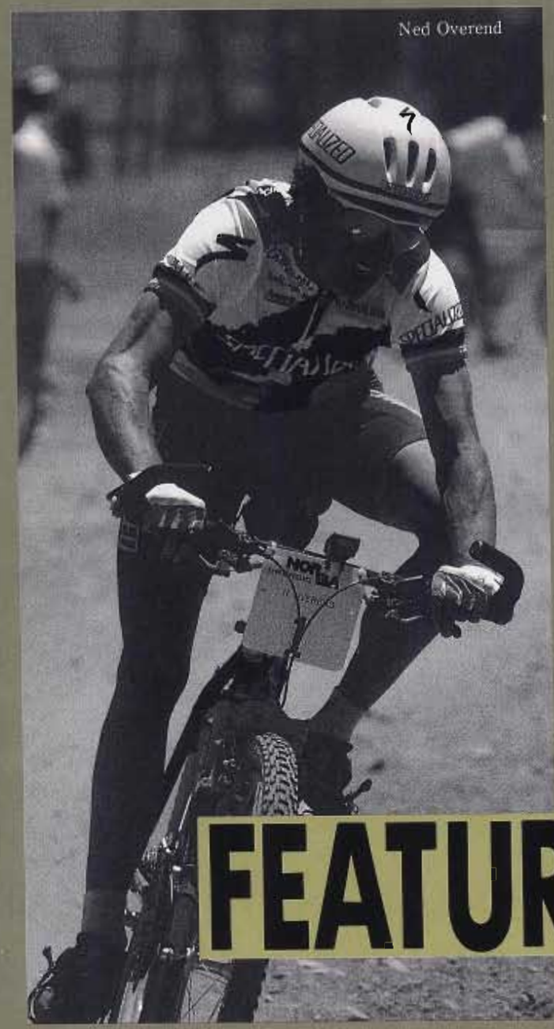


FEATURES

Accushift Plus For fast, accurate shifting

Lighter, Stronger, Smoother, Safer

ACCUSHIFT PLUS

Shifting often means changing gears under pressure or shifting by reflex. SUNTOUR's Accushift Plus system allows smooth, solid shifts with new-design PowerFlo cogs. Light weight, ergonomic shiftlever options combined with PowerFlo allows the rider to maximize his shifting efficiency without compromising control through true compatibility.

'92NEW

XC PRO MD

High performance
Light Weight

XC COMP MD

Compact size

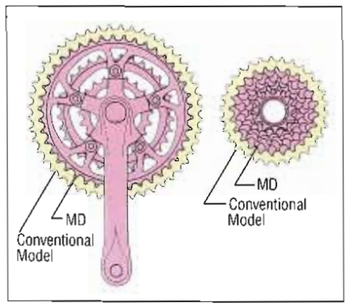
Smallest rings and gears: by reducing the diameter of the chainring bolt circle diameter on the crank arm, SUNTOUR is able to replace the standard 46/36/24 (or 48/28/28) with a compact 42/32/20 on the front chainrings. This has also allowed us to reduce the 7 rear gears to a 11-24 tooth range.

Beside a dramatic loss in weight, this reduction in overall drive train size has several advantages that will enhance the potential of any bike.
Most of the parts making up the drive train have been reduced in size: Chain rings and the 7-speed cassette have been reduced; the shaft of the bottom bracket has been shortened, utilizing all new low profile crank arms; a short cage rear derailleur has been adopted; and a shorter chain is being used. All of these reductions in size also mean a reduction in weight.

*XC-Pro components, already recognized as the world's lightest, have undergone further weight reduction.

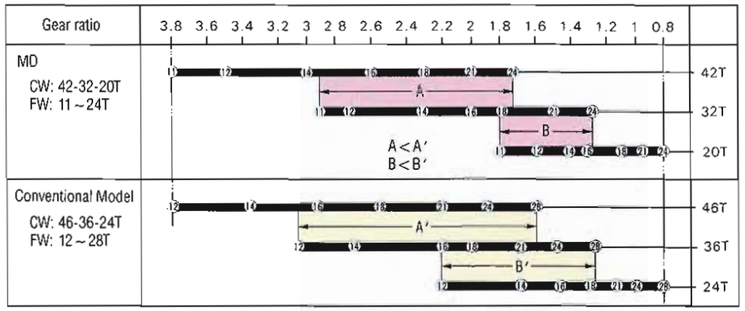
1. Increased frame clearance; more space for bigger tires

The smaller diameters of the front chain rings mean increased clearance at the chainstays. This increased space means that the width of chainstays can be increased, improving tire clearance. This extra space also means that chainstay dimpling can be reduced or eliminated. The 20t inner ring fits over the bottom bracket shell, so chain jam is virtually eliminated.



MD USEFULL GEAR TABLE

GEAR RATIO COMPARISON CHART OF "MD" AND CONVENTIONAL MODEL



2. Faster, smoother shifts

With a 11-24 seven speed cassette and a short cage rear derailleur on the back, shifing is fast; smaller jumps between gears means less chain travel, quicker response.

5. Low-profile cranks

Cold forged for light weight and high strength the newly designed MD cranks offer a lower profile for more efficient pedaling as well as Low-Q-Factor concept. Another benefit of the lower profile is the reduce length of the bottom bracket spindle resulting in lower weight.

3. Increased ground clearance

Reducing the size of the chain rings has also increased ground clearance significantly, allowing riders to negotiate obstacles with less chance of damage to their equipment.

6. No more chain jam

The 20 tooth inner chainring overlaps the bottom bracket shell with a minimum amount of clearance. As a result of the close tolerances, the chain can no longer jam between the bottom bracket spindle and the shell.

4. More efficient gearing

The number of overlapping gear ratios has been reduced in comparison to standard 7 speed drive train systems. Less duplication of ratios means more gear combinations that make MD comparable to 8-speed systems.