

SUNTOUR

1988

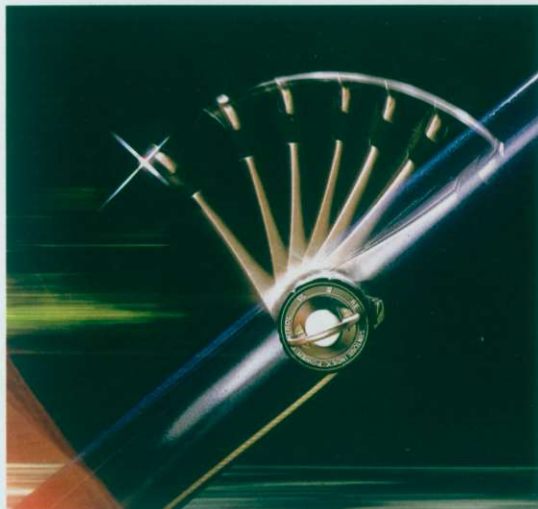
Die Kunst der Technologie

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

THE PHILOSOPHY OF ACCUSHIFT DEVELOPMENT

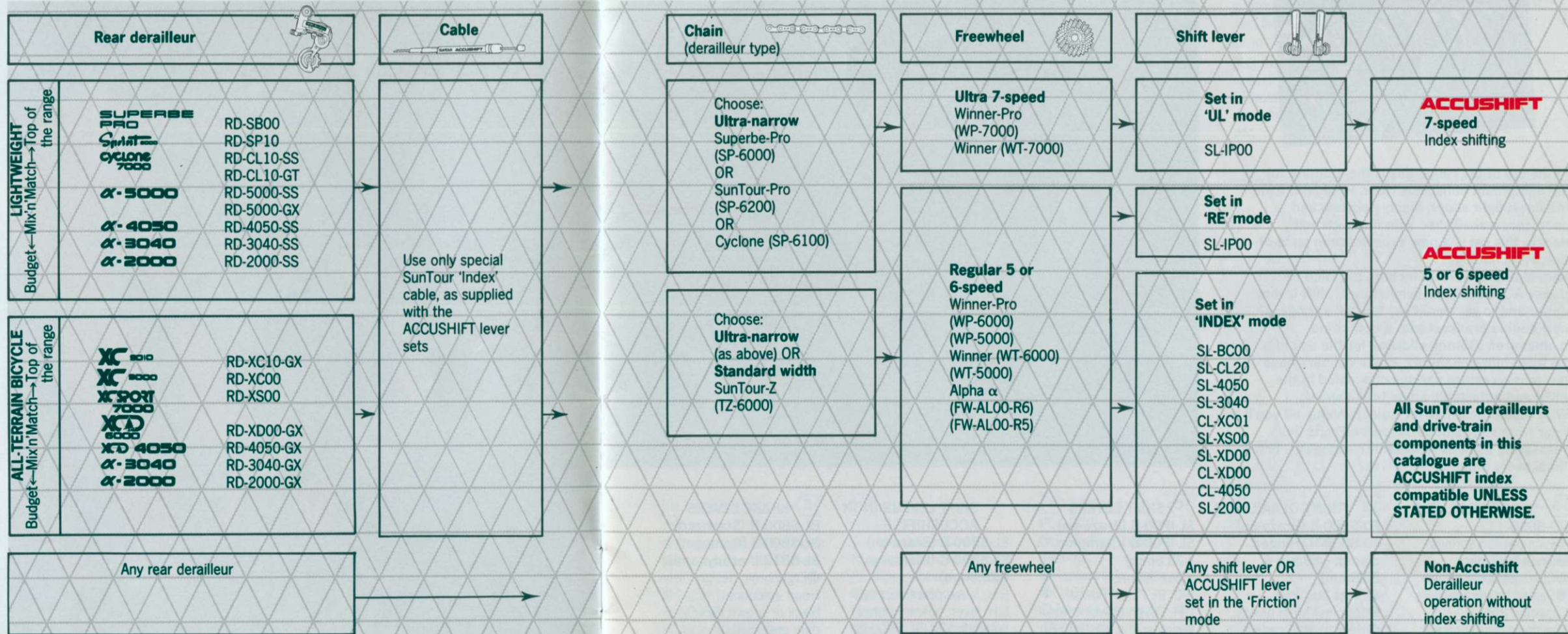
engaged. For most people this corrective action is automatic and any fractional time or irritation factor goes unnoticed. **In a competitive situation, however,** it might be rather more significant. With ACCUSHIFT SunTour has developed a system which ensures that you achieve absolutely precise engagement 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



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.

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.