

STANDARD REAR DERAILLEURS: Installation

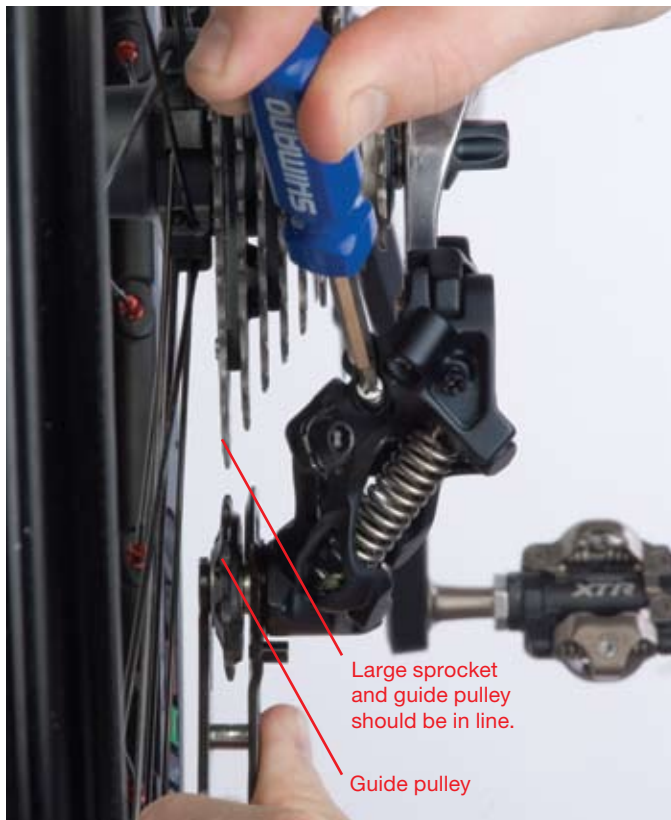


1. Install using 5mm Allen key.



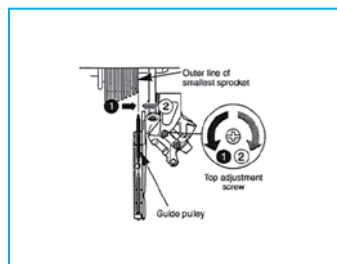
2. When installing, be careful not to let the B-tension adjustment screw come into contact with the dropout tab, otherwise deformation may result.

SIS: Adjustment



1. LOW ADJUSTMENT

Turn the low adjustment screw so that the guide pulley moves to a position directly in line with largest sprocket.



2. TOP ADJUSTMENT

Turn the crank arm while pulling the derailleur with your hand to move the derailleur to the top position. Then turn the top adjustment screw and adjust so that the guide pulley is in line with the outer line of the smallest sprocket (when looking from the rear). Turn the crank arm to set the derailleur to the low position.

SIS: Adjustment



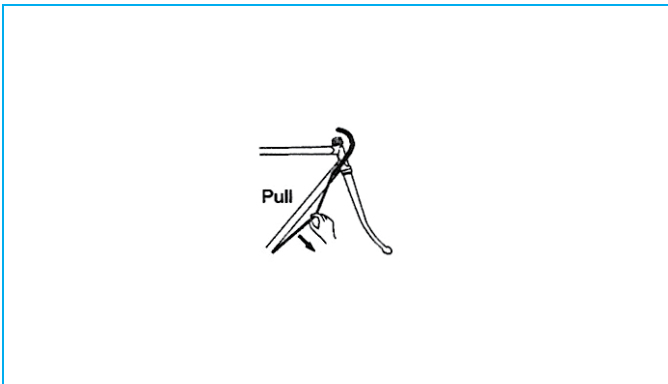
Top Normal



Low Normal



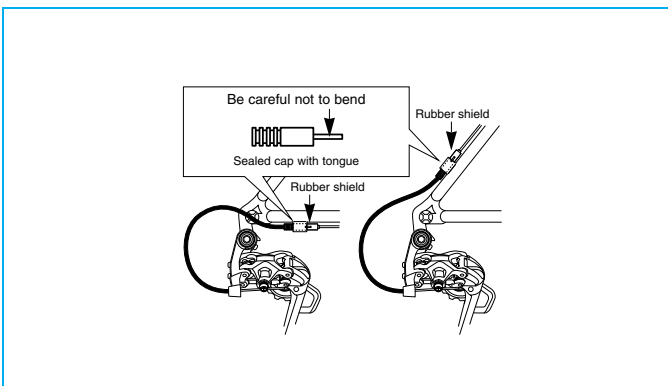
Low Normal



Connect the inner cable to the derailleur as shown in photo.

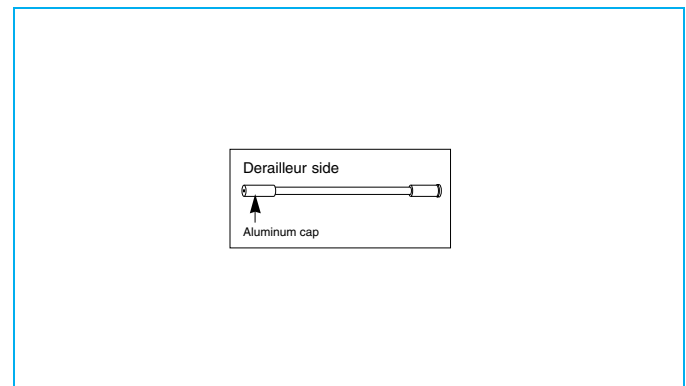


Connect the cable to the rear derailleur and, after taking up the initial slack in the cable, secure to the rear derailleur as shown in illustration.

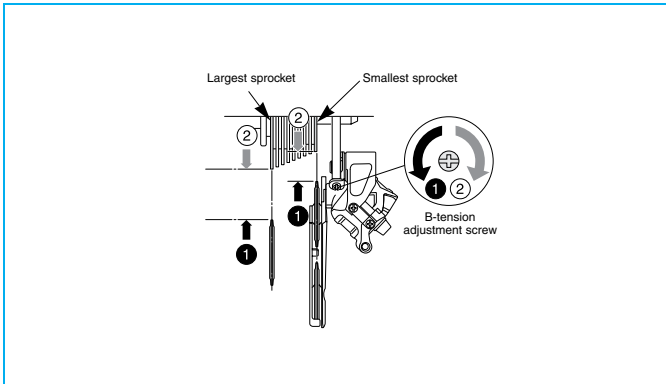


3. CUTTING THE OUTER CASING

The sealed cap with tongue and the rubber shield should be installed to the outer casing stopper of the frame.



The end of the outer casing with the aluminum cap should be at the derailleur side.



4. HOW TO USE THE B-TENSION ADJUSTMENT SCREW

Mount the chain on the smallest chainring and the largest sprocket. Then turn the crank arm backward. Turn the B-tension adjustment screw to adjust the guide pulley as close to the sprocket as possible, but not so close that it touches. Next, set the chain to the smallest sprocket and repeat the above to make sure the pulley does not touch the sprocket.



If the rear derailleur moves to a large degree, such as in bicycles with suspension, it is recommended that you replace the cap with the accessory aluminum cap.

NOTE for Shadow Derailleurs: Align the outer casing with the bottom edge of the outer casing holder at the rear derailleur and then cut off any excess length of outer casing.

5. SIS Adjustment

<p>When changing to 3rd</p>	<p>When no noise is heard at all</p>
<p>Adjustment bolt</p> <p>Turn the cable adjustment bolt clockwise to tighten it until the chain returns to the 2nd sprocket. * Turn the adjustment bolt together with the outer casing adjustment barrel cover.</p>	<p>Adjustment bolt</p> <p>Turn the cable adjustment bolt counterclockwise to loosen it until the chain touches a sprocket and generates noise. * Turn the adjustment bolt together with the outer casing adjustment barrel cover.</p>
<p>Best setting The best setting is when the cable adjustment bolt is tightened (turned clockwise) until noise occurs without lever being operated, and then loosened (turned counterclockwise) 90 - 1 degrees from that point.</p> <p>Operate lever to change gears, and check that no noise occurs in any of the gear positions.</p>	

Low Normal RD

<p>When shifting to 3rd</p>	<p>When no sound at all is heard</p>
<p>Adjustment bolt</p> <p>Tighten the outer casing adjustment barrel until the chain returns to the 2nd sprocket. (clockwise)</p>	<p>Adjustment bolt</p> <p>Loosen the outer casing adjustment barrel until the chain touches the 3rd sprocket and makes noise. (counterclockwise)</p>
<p>Best setting The best setting is when the shifting lever is operated just enough to take up the play and the chain touches the 3rd sprocket and makes noise. * Return the lever to its original position (the position where the lever is at the 2nd sprocket setting and it has been released) and then turn the crank arm clockwise. If the chain is touching the 3rd sprocket and making noise, turn the outer casing adjustment barrel clockwise slightly to tighten it until the noise stops and the chain runs smoothly. Operate lever to change gears, and check that no noise occurs in any of the gear positions.</p>	

For the best SIS performance, periodically lubricate all power-transmission parts.

Top Normal RD