

# *SR SUNTOUR*

## **CONTENTS**

### **Maintenance chart**

[Suspension fork chart](#)

### **FAQ**

[SF-DURO-E suspension fork](#)

[SF-DURO-D suspension fork](#)

[SF-AXON-S/E-RL suspension fork](#)

[SF-AXON-D-RL suspension fork](#)

[SF-XCP75-LO suspension fork](#)

[SF-XC-PRO-TAD suspension fork](#)

[SF-NRX9100-RL suspension fork](#)

[SF-NRX8100/NCX-E-LO suspension fork](#)

[SF-NRX7500/NCX-D-LO suspension fork](#)

[FRONT DERAILLEUR](#)

**Note: Be sure that all described contents in this manual must be handled correctly by a qualified bicycle mechanic. Improperly installed forks are extremely dangerous and can result in severe and/or fatal injuries.**

Specifications are subject to change without prior notice.

SR SUNTOUR

Aug. 6, 2004

### SF-DURO-E suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Pre-load adjust is not proper for the rider's weight and style of riding.	Turn the pre-load adjuster clockwise.	
Ditto	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 130mm or 100mm travel.	Check the spare parts list for more details.
Ditto	Damping oil is too fluid.	Check the amount of oil. Amount of oil should be 80cc and suggesting viscosity of oil is 11cSt.	
Fork bottoms out easily even after adjusting pre-load adjuster	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 130mm or 100mm travel.	Check the spare parts list for more details.
Fork doesn't get full travel.	Coil spring rate might be too hard for rider's weight as well as type of riding.	Get the softer spring(s). Available either for 130mm or 100mm travel.	Check the spare parts list for more details.
Fork extends too quickly and making metal noise when rebounds.	Not enough rebound.	Turn the rebound damping adjuster clockwise in order to increase the rebound damping.	
Ditto	Viscosity of oil might not be proper for rider's weight as well as type of riding.	Change the oil with a higher viscosity.	
Front wheel tends to tuck while cornering.	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 130mm or 100mm travel.	Check the spare parts list for more details.
Ditto	Too much rebound damping.	Turn the rebound damping adjuster counter-clockwise in order to decrease the rebound damping.	
Fork tends to stay down in travel at multiple vibration.	Too much rebound damping.	Turn the rebound damping adjuster counter-clockwise in order to decrease the rebound damping.	
Metal knocking sound during damping, but no top out problem.	Too much rebound damping.	Turn the rebound damping adjuster counter-clockwise in order to decrease the rebound damping.	
Big amount of oil is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	See the maintenance manual of SF-DURO-E
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-DURO-E
Fork doesn't perform sensitively.	Oil becomes old.	Put new oil from top of right leg after opening the top cap. Amount of oil should be 80cc and suggesting viscosity of oil is 11cSt.	
Ditto	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-DURO-E

 [Back to](#)

**In any case, if you feel that your fork's performance has changed or it handles differently as normal - please contact immediately your local dealer to inspect your fork.**

We recommend the service after 50 and 100 hours of riding to be performed by a qualified bicycle mechanic. He has all necessary tools for this service and the necessary know-how.

<b>MAINTENANCE</b>	After every ride	After 25 hours	After 50 hours	After 100 hours	After 200 hours
Clean the stanchion tubes and the dustseal area	●				
Check for proper torque the main fixing bolts (10Nm)		●			
Oil the dustseal area with Teflon oil		●			
Function check of the fork and clean and grease service of bushings at the dealer			●		
Change oil bath and lubricate remote lock-out cap from outside with Teflon oil				●	
Inspection and service of the complete fork at the dealer					●

SF-DURO-D suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Pre-load adjust is not proper for the rider's weight and style of riding.	Turn the pre-load adjuster clockwise.	
Ditto	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 130mm or 100mm travel.	Check the spare parts list for more details.
Ditto	Damping oil is too fluid.	Check the amount of oil. Amount of oil should be 80cc and suggesting viscosity of oil is 11cSt.	
Fork bottoms out easily even after adjusting pre-load adjuster	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 130mm or 100mm travel.	Check the spare parts list for more details.
Fork doesn't get full travel.	Coil spring rate might be too hard for rider's weight as well as type of riding.	Get the softer spring(s). Available either for 130mm or 100mm travel.	Check the spare parts list for more details.
Fork extends too quickly and making metal noise when rebounds.	Viscosity of oil might not be proper for rider's weight as well as type of riding.	Change the oil with a higher viscosity.	
Front wheel tends to tuck while cornering.	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 130mm or 100mm travel.	Check the spare parts list for more details.
Ditto	Too much rebound damping.	Change the oil with a lower viscosity.	
Fork tends to stay down in travel at multiple vibration.	Too much rebound damping.	Change the oil with a lower viscosity.	
Metal knocking sound during damping, but no top out problem.	Too much rebound damping.	Change the oil with a lower viscosity.	
Big amount of oil is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	See the maintenance manual of SF-DURO-E
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-DURO-E
Fork doesn't perform sensitively.	Oil becomes old.	Put new oil from top of right leg after opening the top cap. Amount of oil should be 80cc and suggesting viscosity of oil is 11cSt.	
Ditto	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-DURO-E

 [Back to cover page](#)

### SF-AXON-S/E-RL suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-AXON-S/E-RL from web.
Ditto	Air might be leaking.	Put small amount of oil from top after opening the top cap of left leg.	
Fork bottoms out easily.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-AXON-S/E-RL from web.
Fork doesn't get full travel.	Air pressure might be too high for the rider's weight and style of riding.	Decrease the air pressure.	See the air pressure chart of SF-AXON-S/E-RL from web.
Front wheel tends to tuck while cornering.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-AXON-S/E-RL from web.
Some amount of grease is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-AXON-S/E-RL.
Fork doesn't perform sensitively.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-AXON-S/E-RL.
Speed remote lockout doesn't function well.	Inside of remote lock top cap might not be moving smoothly.	Exchange the remote lock top cap set.	Check the spare parts list and see the 05 MTB-RL cartridge exchange manual for more details.
Ditto	Remote lock out cartridge might be defective.	Exchange to the new cartridge.	Check the spare parts list and see the 05 MTB-RL cartridge exchange manual for more details.
Ditto	The Speed remote lock-out lever is not pulling cable enough in order to operate the speed remote lock-out function.	Re-fix the cable to the cable fixing point on the remote lock top cap with proper tension (right side leg) or turn the cable adjusting barrel on the lever counter-clockwise.	

 [Back to cover page](#)

### SF-AXON-D-RL suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Pre-load adjust is not proper for the rider's weight and style of riding.	Turn the pre-load adjuster clockwise.	
Fork bottoms out easily.	Pre-load adjust is not proper for the rider's weight and style of riding.	Turn the pre-load adjuster clockwise.	
Fork bottoms out easily even after adjusting pre-load adjuster	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 100mm or 80mm travel.	Check the spare parts list for more details.
Fork doesn't get full travel.	Coil spring rate might be too hard for rider's weight as well as type of riding.	Get the softer spring(s). Available either for 100mm or 80mm travel.	Check the spare parts list for more details.
Front wheel tends to tuck while cornering.	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 100mm or 80mm travel.	Check the spare parts list for more details.
Some amount of grease is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	See the maintenance manual of SF-AXON-D-RL.
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-AXON-D-RL.
Fork doesn't perform sensitively.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-AXON-D-RL.
Speed remote lockout doesn't function well.	Inside of remote lock top cap might not be moving smoothly.	Exchange the remote lock top cap set.	Check the spare parts list and see the 05 MTB-RL cartridge exchange manual for more details.
Ditto	Remote lock out cartridge might be defective.	Exchange to the new cartridge.	Check the spare parts list and see the 05 MTB-RL cartridge exchange manual for more details.
Ditto	The Speed remote lock-out lever is not pulling cable enough in order to operate the speed remote lock-out function.	Re-fix the cable to the cable fixing point on the remote lock top cap with proper tension (right side leg) or turn the cable adjusting barrel on the lever counter-clockwise.	

### SF-XCP75-LO suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Pre-load adjust is not proper for the rider's weight and style of riding.	Turn the pre-load adjuster clockwise.	
Fork bottoms out easily.	Pre-load adjust is not proper for the rider's weight and style of riding.	Turn the pre-load adjuster clockwise.	
Fork bottoms out easily even after adjusting pre-load adjuster	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 100mm or 80mm travel.	Check the spare parts list for more details.
Fork doesn't get full travel.	Coil spring rate might be too hard for rider's weight as well as type of riding.	Get the softer spring(s). Available either for 100mm or 80mm travel.	Check the spare parts list for more details.
Front wheel tends to tuck while cornering.	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available either for 100mm or 80mm travel.	Check the spare parts list for more details.
Some amount of grease is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	See the maintenance manual of SF-XCP75-LO.
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-XCP75-LO.
Fork doesn't perform sensitively.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-XCP75-LO.
Lockout doesn't function well.	Fixing bolt (in the top cap of right side leg for the LO cartridge) is not tightened enough, and that causes that LO cartridge turns together with the LO knob when turning.	Make sure to tighten the fixing bolt with the suggested tightening torque (100kgf-cm). Also make sure to put the lock-out knob to be proper position.	See the LO cartridge exchange manual for more details.
Ditto	Position of the lock out knob is not well.	Re-put the lock out knob to be proper position.	See the LO cartridge exchange manual for more details.
Ditto	Oil might be leaking from the lock-out cartridge.	Exchange the lock-out cartridge.	See the LO cartridge exchange manual for more details.

SF-XC-PRO-TAD suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-XC-PRO-TA from web.
Ditto	Air might be leaking.	Put small amount of oil from top after opening the top cap of left leg.	
Ditto	Damping oil is too fluid.	Check the amount of oil. Amount of oil should be 80cc and suggesting viscosity of oil is 11cSt.	
Fork bottoms out easily even after adjusting pre-load adjuster	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-XC-PRO-TA from web.
Fork doesn't get full travel.	Air pressure might be too high for the rider's weight and style of riding.	Decrease the air pressure.	See the air pressure chart of SF-XC-PRO-TA from web.
Fork extends too quickly and making metal noise when rebounds.	Not enough rebound.	Turn the rebound damping adjuster clockwise in order to increase the rebound damping.	
Ditto	Viscosity of oil might not be proper for rider's weight as well as type of riding.	Change the oil with a higher viscosity.	
Front wheel tends to tuck while cornering.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-XC-PRO-TA from web.
Ditto	Too much rebound damping.	Turn the rebound damping adjuster counter-clockwise in order to decrease the rebound damping.	
Fork tends to stay down in travel at multiple vibration.	Too much rebound damping.	Turn the rebound damping adjuster counter-clockwise in order to decrease the rebound damping.	
Metal knocking sound during damping, but no top out problem.	Too much rebound damping.	Turn the rebound damping adjuster counter-clockwise in order to decrease the rebound damping.	
Big amount of oil is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	See the maintenance manual of SF-XC-PRO-TAD.
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-XC-PRO-TAD.
Fork doesn't perform sensitively.	Oil becomes old.	Put new oil from top of right leg after opening the top cap. Amount of oil should be 80cc and suggesting viscosity of oil is 11cSt.	
Ditto	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-XC-PRO-TAD.



Travel adjustment doesn't work at all even proper TA lever operation.	Remote travel adjust cartridge might be defective.	Exchange to the new cartridge.	See the 05 MTB-TA cartridge exchange manual for more details.
Fork doesn't stop at the point of travel even after doing travel adjustment.	Cable is not pulling enough, causing no travel adjust operation.	Re-fix the cable to the cable fixing point on the travel adjust top cap with proper tension (left side leg) or turn the cable adjusting barrel on the lever counter-clockwise.	
Fork doesn't come back to the initial position after doing travel adjustment.	Air pressure is not enough in the TA cartridge.	Check the air pressure with the TA cartridge. Air valve can be found on the bottom of left leg.	See the air pressure chart of SF-XC-PRO-TA from web.



### SF-NRX9100-RL suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-NRX9100-RL from web.
Ditto	Air might be leaking.	Put small amount of oil from top after opening the top cap of left leg.	
Fork bottoms out easily.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-NRX9100-RL from web.
Fork doesn't get full travel.	Air pressure might be too high for the rider's weight and style of riding.	Decrease the air pressure.	See the air pressure chart of SF-NRX9100-RL from web.
Front wheel tends to tuck while cornering.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-NRX9100-RL from web.
Some amount of grease is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-NRX9100-RL.
Fork doesn't perform sensitively.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-NRX9100-RL.
Speed remote lockout doesn't function well.	Inside of remote lock top cap might not be moving smoothly.	Exchange the remote lock top cap set.	Check the spare parts list and see the 05 NRX-RL cartridge exchange manual for more details.
Ditto	Remote lock out cartridge might be defective.	Exchange to the new cartridge.	Check the spare parts list and see the 05 NRX-RL cartridge exchange manual for more details.
Ditto	The Speed remote lock-out lever is not pulling cable enough in order to operate the speed remote lock-out function.	Re-fix the cable to the cable fixing point on the remote lock top cap with proper tension (right side leg) or turn the cable adjusting barrel on the lever counter-clockwise.	

### SF-NRX8100/NCX-E-LO suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-NRX8100/NCX-E-LO from web.
Ditto	Air might be leaking.	Put small amount of oil from top after opening the top cap of left leg.	
Fork bottoms out easily.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-NRX8100/NCX-E-LO from web.
Fork doesn't get full travel.	Air pressure might be too high for the rider's weight and style of riding.	Decrease the air pressure.	See the air pressure chart of SF-NRX8100/NCX-E-LO from web.
Front wheel tends to tuck while cornering.	Air pressure might be too low for the rider's weight and style of riding.	Increase the air pressure.	See the air pressure chart of SF-NRX8100/NCX-E-LO from web.
Some amount of grease is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-NRX8100-LO or SF-NCX-E-LO.
Fork doesn't perform sensitively.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-NRX8100-LO or SF-NCX-E-LO.
Lockout doesn't function well.	Fixing bolt (in the top cap of right side leg for the LO cartridge) is not tightened enough, and that causes that LO cartridge turns together with the LO knob when turning.	Make sure to tighten the fixing bolt with the suggested tightening torque (100kgf-cm). Also make sure to put the lock-out knob to be proper position.	See the LO cartridge exchange manual for more details.
Ditto	Position of the lock out knob is not well.	Re-put the lock out knob to be proper position.	See the LO cartridge exchange manual for more details.
Ditto	Oil might be leaking from the lock-out cartridge.	Exchange the lock-out cartridge.	See the LO cartridge exchange manual for more details.

SF-NRX7500/NCX-D-LO suspension fork

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
Fork has too much sag.	Pre-load adjust is not proper for the rider's weight and style of riding.	Turn the pre-load adjuster clockwise.	
Fork bottoms out easily.	Pre-load adjust is not proper for the rider's weight and style of riding.	Turn the pre-load adjuster clockwise.	
Fork bottoms out easily even after adjusting pre-load adjuster	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available for 63mm travel.	Check the spare parts list for more details.
Fork doesn't get full travel.	Coil spring rate might be too hard for rider's weight as well as type of riding.	Get the softer spring(s). Available for 63mm travel.	Check the spare parts list for more details.
Front wheel tends to tuck while cornering.	Coil spring rate might be too soft for rider's weight as well as type of riding.	Get the harder spring(s). Available for 63mm travel.	Check the spare parts list for more details.
Some amount of grease is on the stanchion tubes and dripping down to the legs.	Seals or stanchions are damaged.	Exchange all seals and carefully check the stanchions.	See the maintenance manual of SF-NRX7500-LO or SF-NCX-D-LO.
Fork doesn't perform as new and sticky.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-NRX7500-LO or SF-NCX-D-LO.
Fork doesn't perform sensitively.	Fork needs to be serviced.	Replace seals while cleaning and greasing.	See the maintenance manual of SF-NRX7500-LO or SF-NCX-D-LO.
Lockout doesn't function well.	Fixing bolt (in the top cap of right side leg for the LO cartridge) is not tightened enough, and that causes that LO cartridge turns together with the LO knob when turning.	Make sure to tighten the fixing bolt with the suggested tightening torque (100kgf-cm). Also make sure to put the lock-out knob to be proper position.	See the LO cartridge exchange manual for more details.
Ditto	Position of the lock out knob is not well.	Re-put the lock out knob to be proper position.	See the LO cartridge exchange manual for more details.
Ditto	Oil might be leaking from the lock-out cartridge.	Exchange the lock-out cartridge.	See the LO cartridge exchange manual for more details.

## FRONT DERAILLEUR

<u>Problem</u>	<u>Possible cause</u>	<u>Solution</u>	<u>Note</u>
If shifting from the smallest chainring to the center ring is difficult.	Cable tension is not enough.	Turn the outer casing adjustment barrel on the control counter-clockwise (about 1/4 turns).	
Ditto	Stroke on the control (shift lever) is not correct.	Check the stroke of control (shiftlever) to see if it's same as original design and use the correct one.	
Ditto	Due to the wrong combination of front derailleur (cage design) and chainwheel (number of ring teeth), cage of front derailleur is not pushing the chain at the right point.	Check the model No. of front derailleur to see with which chainring combination compatible.	
If shifting from the center chainring to the outer ring is difficult.	Shifting range of front derailleur is not wide enough to the outer ring side.	Turn the top adjustment screw on the front derailleur "H" counter-clockwise (about 1/4 turns).	
Ditto	Stroke on the control (shift lever) is not correct.	Check the stroke of control (shiftlever) to see if it's same as original design and use the correct one.	
Ditto	Due to the wrong combination of front derailleur (cage design) and chainwheel (number of ring teeth), cage of front derailleur is not pushing the chain at the right point.	Check the model No. of front derailleur to see with which chainring combination compatible.	
Ditto	Chainline is not correct.	Check the chainline to see if it's within the suggested chainline of the front derailleur.	
If the chain falls to the crank side.	Shifting range of front derailleur is too wide to the outer ring side.	Turn the top adjustment screw on the front derailleur "H" clockwise (about 1/4 turns).	
Ditto	Chainline is not correct.	Check the chainline to see if it's within the suggested chainline of the front derailleur.	
If shifting from the outer chainring to the center ring is difficult.	Cable tension is too much.	Turn the outer casing adjustment barrel on the control clockwise (about 1/4 turns).	
Ditto	Due to the wrong combination of front derailleur (cage design) and chainwheel (number of ring teeth), cage of front derailleur is not pushing the chain at the right point.	Check the model No. of front derailleur to see with which chainring combination compatible.	
If shifting from the center chainring to the smallest ring is difficult.	Shifting range of front derailleur is not wide enough to the inner ring side.	Turn the low adjustment screw on the front derailleur "L" counter-clockwise (about 1/4 turns).	
Ditto	Stroke on the control (shift lever) is not correct.	Check the stroke of control (shiftlever) to see if it's same as original design and use the correct one.	
Ditto	Chainline is not correct.	Check the chainline to see if it's within the suggested chainline of the front derailleur.	

If the chain falls to the bottom bracket side.	Shifting range of front derailleur is too wide to the inner ring side.	Turn the low adjustment screw on the front derailleur clockwise (about 1/4 turns).	
Ditto	Chainline is not correct.	Check the chainline to see if it's within the suggested chainline of the front derailleur.	
When the chain is on the center chainring, if there is interference between the chain and front derailleur outer plate when shifted to the smallest sprocket and interference between the chain and front derailleur inner plate when shifted to the	Mounting position of front derailleur is not correct.	The level section of the outer plate should be directly above and parallel to the largest chainring.	
Ditto	Due to the wrong combination of front derailleur (cage design) and chainwheel (number of ring teeth), cage of front derailleur is not pushing the chain at the right point.	Check the model No. of front derailleur to see with which chainring combination compatible.	

 [Back to cover page](#)