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SHIMANO BICYCLE SYSTEM COMPONENTS



SHIMANO



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SHIMANO BICYCLE SYSTEM COMPONENTS

Over sixty countries around the world are receiving Shimano exports in cycling and fishing products. That network of diverse markets has been built by Shimano's ability to come up with innovative answers to old problems.

This has been fully illustrated by the complete system concept which Shimano has introduced to the world. Each component is designed to work perfectly with the other and produce results unequalled anywhere else.

The rapid growth of the Shimano organization has been thanks to the diligent labor of many imaginative researchers, people who gather volumes of data and analyze trends for the future.

The combined efforts of the whole Shimano team—in engineering, marketing, distribution and, most of all, the newly developed component systems philosophy—have made the distinctive difference between **Shimano** and its competitors.



SHIMANO SYSTEM COMPONENTS SPECIAL INNOVATIONS

10mm Pitch System

In the world of bicycle racing a split second can make all the difference. This means light-weight, but at the same time, strong components are as important as the rider's racing skills.

Many methods have been tried to make bicycles as light as possible, for example, reducing the chain wheel and other parts to their bare minimum, and even to the point of putting helium into the tires. However, extreme lightness often resulted in structural weakness. It has been impossible to reconcile such seemingly contradictory racing requirements as lightness and strength until now.

Shimano's engineers, after intensive research and tests, have successfully reduced the pitch of the chain from one half inch (12.7mm.) to 10mm. The new 10mm. pitch system reduces the overall weight and size of other drive train components, such as the chainwheel and rear sprocket without



10mm and 12.7mm Comparison

affecting the bicycle's durability.

For the past eighty years the chain pitch has been fixed at an industry standard of 1/2 inch (12.7mm.). No one ever attempted to alter it until Shimano recognized this "blind spot" in the conventional concept of the bicycle. This revolutionary innovation was the result of Shimano's research and development on the basic elements of the bicycle.

Features of the 10mm. Pitch System

1. Miniaturization of Components—
By reducing the chain pitch from 12.7mm. to 10mm., the diameters of the front chainwheel and rear sprocket have been reduced by a corresponding factor of 10/12.7. This means

- the front chainwheel has been made 21% smaller in size and 36% lighter in weight.
2. Increased Efficiency—
As the rotating parts of the 10mm. pitch system have been made lighter, the rear sprocket wheel rotates more easily, increasing accelerating efficiency. The rider's energy is transmitted to the bicycle faster and with less power loss due to components' mass and friction. Just a light step is enough to set the bicycle in motion.
3. Reduced Deflection—
The 10mm. pitch's smaller drive train greatly reduces bending or flexing due to deflection. Since the rider's energy is transmitted more directly and efficiently from the front chainwheel, through the chain and rear sprocket, to the wheels, less effort is wasted.



DURA-ACE 10—DURA-ACE Comparison Chart * Weight Comparison (Track Models)

	Dura-Ace 10	Dura-Ace	Saving
Right Hand Crank	8.5 oz. (238 g.)	9.6 oz. (277 g.)	1.3 oz. (38 g.)
Chainwheel (49T)	2.2 oz. (63 g.)	4.1 oz. (116 g.)	1.9 oz. (53 g.)
Chain	11.6 oz. (330 g.)	11.8 oz. (335 g.)	0.2 oz. (5 g.)
Rear Hub W/Lock Ring	10.4 oz. (295 g.)	11.0 oz. (313 g.)	0.6 oz. (18 g.)
Rear Sprocket (14T)	0.8 oz. (22 g.)	1.4 oz. (38 g.)	0.6 oz. (16 g.)
TOTAL	33.5 oz. (948 g.)	36.1 oz. (1029 g.)	2.6 oz. (73 g.)

Synchro-Line Mechanism

The Synchro-Line Mechanism, the newest addition to the Dura-Ace Rear Derailleur, keeps the adjusting barrel and the cable fixing pin constantly aligned and therefore the inner cable straight while the derailleur changes speeds. This reduces strain on the cable, prolongs the cable's service life, and facilitates a "positive shift" feeling at the shift lever.

The Dura-Ace derailleur is smaller in size and weight; its links are shortened by 0.2" (5mm.) and it weighs only 6.14oz. (174g.)



Low Gear Position



High Gear Position

All bolts on the Dura-Ace derailleur are either 3mm. or 6mm. hexagonal bolts for easier servicing and secure tightening.



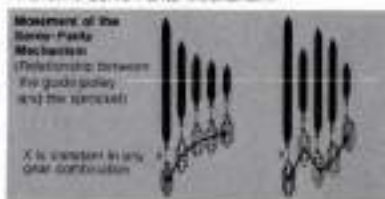
All the bolts are 3mm. or 6mm. hexagonal bolts.

Servo-Panta Mechanism

The rear derailleur is the most important part in a 10 speed bicycle. It transforms the cable's longitudinal motion into lateral motion, shifts the chain into the desired gear, and determines the most appropriate gear ratio for the particular gear change. The Pantograph design is presently the most widely used derailleur. Shimano improved it



by inserting a spring inside the bracket body (S-tension) of the rear derailleur. This enables the derailleur guide pulley to maintain the proper distance from the freewheel sprocket teeth no matter what the combination of gears may be. The chain is guided accurately, resulting in sure and precise speed changes. This is most easily recognized when selecting low gear while climbing a hill. All of Shimano's derailleurs utilize this innovative Servo-Panta Mechanism.



X is constant in any gear combination

SHIMANO SYSTEM COMPONENTS SPECIAL INNOVATIONS

Uniglide Mechanism

10 speed bicycles now command the major share of the bicycle market. At Shimano we have pushed forward a series of developments based on our "System Components" principle. We believe that in order to innovate the structure of a bicycle, the function of each component has to be re-evaluated and the individual part seen as it relates to the whole.

Our engineers studied the complete power train of the bicycle and singled out the chain and freewheel as being the basis for fundamental improvement. The outcome was the introduction of the Uniglide freewheel (UG freewheel). As components especially designed for multi-speed bicycles, the chain and freewheel heighten gearshift performance and won attention as a revolutionary development.



Uniglide Chain



The UG Chain. Outer plates are widened to the level of chainpin heads.

Bicycle chains were originally designed to align the front chainwheel with a rear single speed sprocket and drive the rear wheel. However, the chain on multi-speed bicycles must be able not only to simply rotate but also move up-and-down and side-to-side to transmit the driving force. Moreover, reducing the friction of the chain against its related parts to an absolute minimum became of utmost importance to increase the efficiency of a 10-speed bicycle.

The outer plates of the Uniglide chain are

widened to the level of the chainpin heads. This increased width speeds up gear engagement because the outerplate can engage the gear teeth as soon as the chainpin hits the gear. This eliminates the need for overshifting and improves gearshift efficiency. It also minimizes friction, the cause of irritating noise. The Uniglide chain has remarkable durability and doubles the service life of such components as the derailleur, front chainwheel and freewheel.



Uniglide Freewheel

Many attempts have been made to improve the freewheel's sprocket teeth, but the shape of the sprocket teeth remained unchanged in a non-parallel plane in relation to the chain's movement during gear shifts.

The teeth of the UG freewheel have been beveled to an angle to accommodate the movement of the chain. When gears are being shifted from high to low gear, the chain moves

parallel to the UG freewheel teeth, resulting in a surer, faster gear change. Conversely, when shifting from low gear to high, the chain moves in at a non-parallel angle to the teeth. The downward moving chain does not slip back onto the same sprocket and is smoothly transported to the next gear. With the "Twist" sprocket teeth now available, smooth, positive shifting can be enjoyed every time. Conventional freewheels allow chains to slip over the gear teeth, resulting in either inaccurate gear shifting or overshifting. However, with the UG freewheel, all the gearshift completion



UG Teeth Conventional Teeth
points come before the gear's center line. This means that the need to overshift is eliminated.

• Gearshift with a UG Freewheel (UG Chain is Used)



1. The chain moves smoothly off the sprocket teeth and quickly moves onto the adjacent gear.

2. The sprocket teeth are parallel to the incoming chain and evenly engage the chain links. The chain does not slip, so "overshifting" is not necessary to make a proper engagement.

3. A smooth and natural gearshift is completed without undue stress on the chain.

4. The gear teeth and the chain are under excessive stress resulting in an uneven gearshift and extra wear.

• Gearshift with a Conventional Freewheel (A Conventional Chain is Used)



1. The chainpin hits the sprocket of the adjacent larger gear.

2. The chain does not move fully off the teeth which delays movement onto the next gear.

3. It is difficult for the sprocket teeth of the adjacent larger gear to catch the incoming chain link. The chain tends to slip over the sprocket instead of engaging the gear.

4. The gear teeth and the chain are under excessive stress resulting in an uneven gearshift and extra wear.



Positive Mechanism

Even with more and more people using both 5- and 10-speed multi-speed bicycles, such conventional shifting mechanisms have required considerable shifting practice to make smooth gear changes. Because of the difficulties involved, Shimano conducted a research program to develop a gear shifting mechanism which would



Positive-indexing mechanism.

enable everyone to shift gears easily, accurately and safely. The Positive Mechanism is the fruit of this research. The rear derailleur is equipped with the Positive Indexing Mechanism which so simplifies shifting that no special skill is needed. Gears always shift with a positive "click".



Pre-Select Mechanism

With the conventional derailleur mechanism, it was necessary to pedal and to move the gearshift lever simultaneously. This required a considerable amount of practice. Shifting to the desired gear was a difficult maneuver, even for a skilled cyclist.



Pre-Select mechanism housing (outside view).

not to speak of a novice.

The introduction of Shimano's Pre-Select Mechanism has changed the concept of gearshifting altogether. The rider can now shift gears while coasting or even when the bicycle is not in motion. Simply shift the lever into the desired gear, and when the bicycle rolls forward it will automatically shift into that gear. The Pre-Select Mechanism has made gearshifting completely independent of pedaling, making easy, positive and safe cycling possible under any circumstances.

This Pre-Select Mechanism, combined with Shimano's Positive Mechanism, make up Shimano's PPS System, the ideal derailleur system of today.



Pre-Select mechanism (view of interior).

Push-Pull Mechanism

Shimano's Push-Pull Mechanism has completely eliminated the common problem of wire stretching arising from continual gearshifting, making troublesome periodic adjustments virtually unnecessary. This innovative mechanism transmits



Shifting lever cable assembly.



Rear derailleur cable assembly.

the same amount of force whether the lever is pushed or pulled. The two-way movement of the Push-Pull Mechanism has replaced the return spring of the derailleur, making operation of the lever smoother, easier, and more stable.



Push-Pull Cable.

Comparison of Push-Pull and conventional Mechanisms

Rear Derailleur	Lever Position	Shift													
		1	2	3	4	5	4	3	2	1					
Rockrings	Push	2	3	5	2	3	4	2	5	2	5	3	1	6	9
Conventional		4	5	4	5	3	4	1	2	4	1	3	6	9	

It can be seen from the above chart that the Positive mechanism maintains a constant pressure level. The conventional mechanism, however, goes to the extremes of too stiff pressure when moving from high to low and too weak pressure when moving from low to high.

Front Freewheeling Mechanism

Shimano's revolutionary gearing innovation utilizes a freewheel mechanism combined with the front chainwheel. Our engineers have overcome numerous problems to make gearshifting easier and safer. This mechanism has altered the requirement for pedaling and shifting a conventional bicycle.



Freewheel moves up front.

With the FF System, the chain moves as long as the bicycle is moving, thus enabling gearshifting without pedaling. The difficulties caused by conventional derailleur bicycles in changing gears while climbing hills or going around curves are virtually non-existent in the FF System. Furthermore, the chain is subject to less strain while shifting.

Features of the FF System

- Shifts Without Pedaling—**
Whether pedaling or just coasting, the rider can shift gears securely by a simple lever operation because the chain always keeps moving forward.
- Shifts Easily Even on Inclines—**
Many riders on conventional bicycles have difficulties properly timing gearshifting with pedaling when going uphill. The FF System allows a rider to easily climb hills by simply shifting the lever from high to low gear without any coordination with the pedaling.
- Gears Change Smoothly While Slowing Down or Coasting—**

As shifting can be done without putting pressure on the pedals, the shift itself will be easier and more precise. While coasting, the chain moves forward with uniform tension, so timing is unnecessary to execute a gear change. The result is unprecedented smoothness in shifting.

- Shifts Easily into Low Gear before Stopping—
Gear shifts can be made even when slowing



Front Freewheeling mechanism.

down to a stop. Because the chain and the freewheel continue to rotate, gears can be changed by just shifting the lever. Thus you can shift from high to low gear while slowing down and be prepared for a quick, smooth start next time away.

- Changes Gears with Just a Push of the Bicycle—
Once a gear is pre-selected, a simple push forward will put the bicycle into the desired gear. This allows the rider to shift from high to low gear before mounting the bicycle, ensuring a smooth start.
- Guarantees Safe Riding—
Although the front chainwheel is freewheeling and the rear gear is fixed, if a pant cuff or something else gets caught up in the chain, the fixed rear gear will instantly start freewheeling, stopping the chain's movement. This feature makes riding much safer.

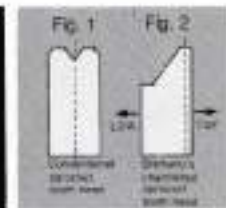
SHIMANO SYSTEM COMPONENTS SPECIAL INNOVATIONS



Chamfered Sprocket Teeth

To allow a better engagement, Shimano's tooth has been chamfered away, on the side nearest the larger gear, at the point where the conventional chain is notched. Its shifting point is located much closer to the top gear.

Whether the chain is changing up or down, the chamfered teeth are designed to offer the best possible engagement. The result is a surer, faster gear change every time.



Alternate Tooth Sprocket

Shimano has removed every other tooth from the low gear sprocket, greatly reducing friction with the chain that interlocks with smooth chain movement. The Alternate Tooth Sprocket thus enables a smooth gear change, especially when riding uphill and shifting a wide ratio cluster.



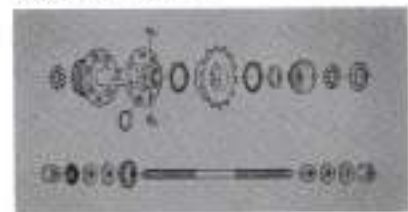
Freehub

The Freehub is so named because it combines the freewheel and hub into one component. It is stronger, smaller, lighter, and more economical than any conventional hub with freewheel. In addition, it eliminates assembly work. By combining the rear freewheel and hub into one body, the freehub unit has more strength than when the components are independently assembled. Also, it is much lighter and much more compact. The Freehub weighs only 63% of the combined weight



of a conventional hub and freewheel. Because the Freehub is a single unit, the conventional number of rear gear small sprocket teeth has been further reduced, resulting in a corresponding reduction of the number of front gear teeth, contributing to the overall weight reduction of the bicycle.

Shimano's new Freehub, by integrating the freewheel and the hub, has improved strength and durability manifold. It has also succeeded in eliminating disturbing lateral movement when loosening takes effect, resulting in even smoother rotation of the freewheel.



Link Mechanism

Shimano's Link Mechanism is a completely new component that combines the easy cable attachment of the side pull brake and the sure braking power of a center pull brake. This new "Link Type" brake solves the familiar problem of a centerpull caliper brake and when the center assembly slips slightly out of position and only one brake functions.

The "Link Type" brake has been tested 40,000 times in a running tester and has passed actual performance tests on a tandem bicycle, thoroughly establishing its reliability.

The Link Mechanism can be attached to a 1 1/2" sports bicycle.



Auto Adjust Mechanism

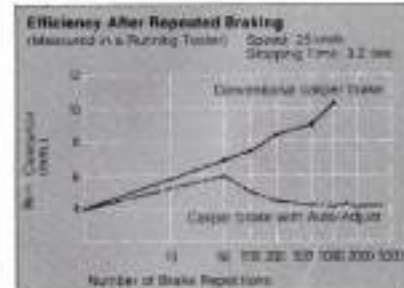
When brakes get worn and cables stretched, the rider grabs a handful of mushiness and the brake lever goes all the way to the handlebar.

Shimano's Auto Adjust brake mechanism compensates for worn out caliper or disc brake pads, as well as cable slippiness. The Auto Adjust maintains the proper space between the brake pad and the brake surface (rim or disc).

A bike equipped with the Auto Adjust can stop more efficiently, due to the constant minute



adjustments made by the exclusive one way clutch. It's ideal for the person who doesn't like to fiddle around making periodic adjustments, or who tends to forget the needed maintenance of his bicycle.



After initial adjustment, the auto-adjust is able to rectify its own clearance difference. The conventional brake steadily worsens and is soon in need of manual adjustment after 200 times.

Synpul Mechanism

Side-pull caliper brakes are continually pulling to one side and requiring re-alignment. This problem is due to the design of the side pull arms which allows unequal force against the brake shoes.

Shimano's new "Synpul" design synchronizes the brake arms so that the same force from the rider's hand is distributed equally to the brake arms, and the brake shoes grip the wheel at the same time. Smooth, even braking means safer, more controlled stops.



The Synpul Mechanism (brake rests)

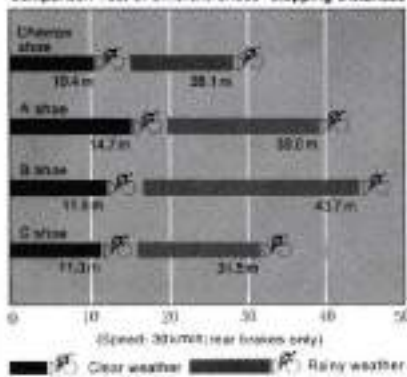


The Chevron Shoe Brake

Much research has gone into finding a suitable material which is longlasting and grips well in both fine and wet weather.

But Shimano found that taking care of these factors was not enough in itself. In wet weather water deposits are liable to build up in and around the brake shoe treads. Braking efficiency is impeded. To solve this problem we designed

Comparison Test of Different Shoes' Stopping Distances



chevron shaped treads to spearhead their way through wet conditions. Now braking is much more reliable and safer in wet weather.



The Ideally shaped Chevron Shoe — the result of Shimano's numerous brake tests.

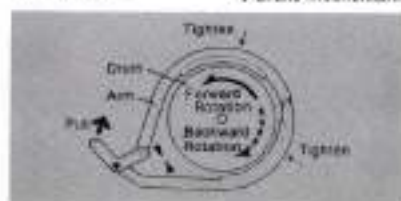
V-Brake Mechanism — Drum Brake RADIAX

At Shimano, we have conducted intensive research on the functions of brake components in junior sports bicycles and children's bicycles. Our engineers have closely examined conventional brake systems, such as the caliper, the band, the drum, the disc, the coaster and the hydraulic systems. We have been trying to develop a new



brake system which synthesizes safety, durability, lightness and economy, elements seemingly contradictory to each other. Now we are glad to be able to introduce a new drum brake, — the "RADIAX".

V-Brake Mechanism



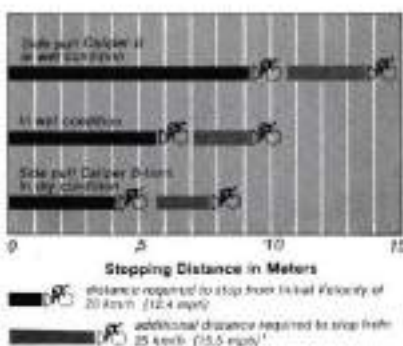
The V-Brake Mechanism's smooth braking retains its gripping power and remains safe even after many hours of use. It has made brake shoe maintenance virtually unnecessary. A bicycle equipped with a V-Brake Mechanism shows high braking performance on any road, in any weather.

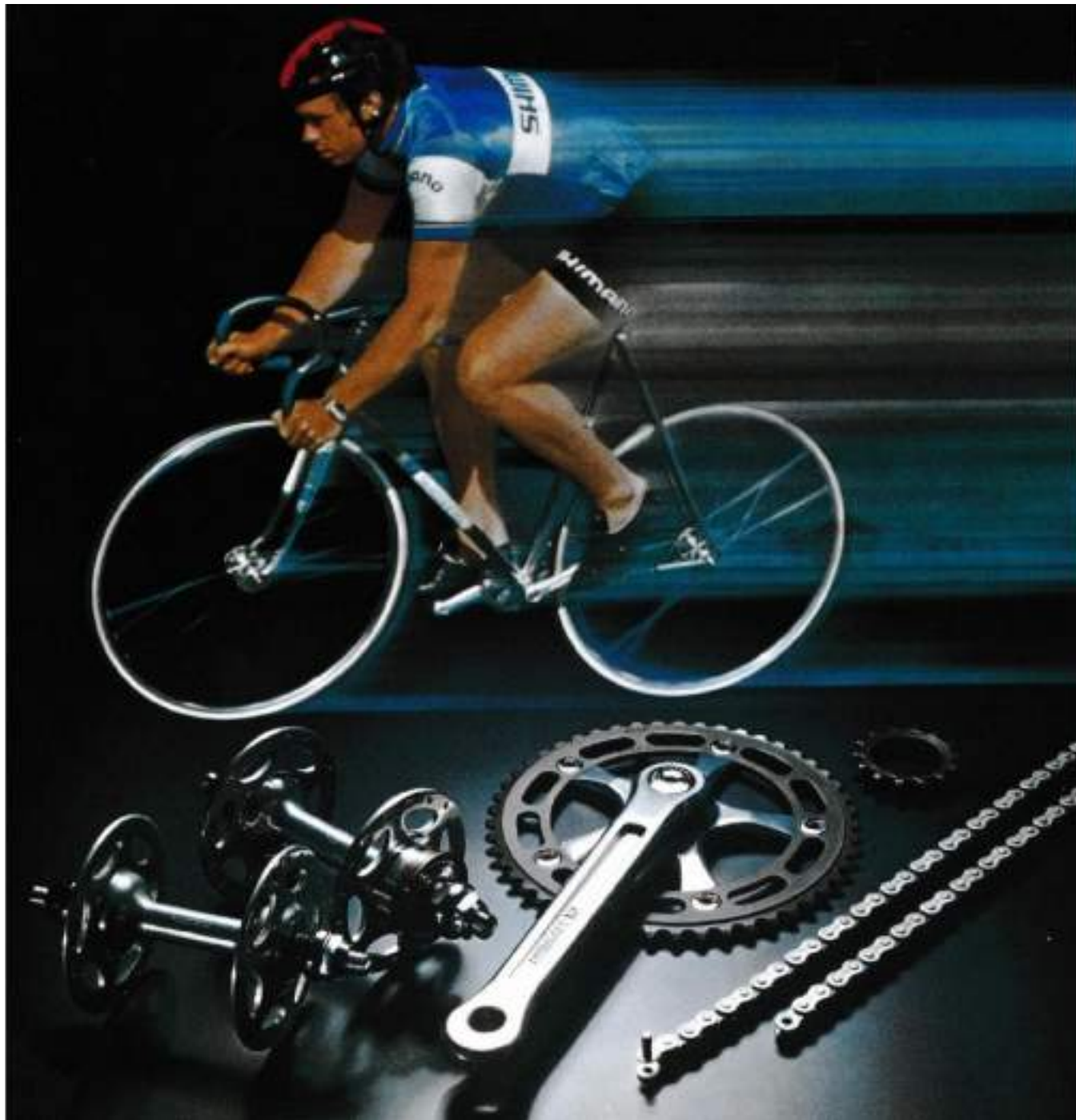
Self-Energizing Disc Brake

The self energizing effect comes from the "lock-in" of the braking pads. The forward edges of the pads contact the disc plate and are pulled forward by the rotating disc. This natural rotation causes the pad to wedge itself against the plate until full braking force is attained. Thus, even light pressure on the brake lever yields great braking power. High



braking efficiency has enabled reduction of the size and weight of the brake. The disc brake has proven to be highly effective in all types of weather for safe riding.





The Pitch Revolution That Has Changed The World Of Racing.....10mm. Pitch Series

Shimano's new Dura-Ace 10 Track System is the new standard among competitive bicycle components.

Dura-Ace 10 is the first major deviation from a standard that has existed in the bicycle industry since mass-production of bikes began some 100 years ago.

It was so simple; Shimano reduced the distance between the sprocket teeth from the old 1/2" to the new 10mm. dimension. Ten millimeter pitch allows the front chainwheel and the rear sprockets to be made smaller, and the chain shorter. The smaller size means less weight and more rigidity and when rotating parts are lightened acceleration is increased.

Now competitors on Dura-Ace 10 can climb hills faster, jump out of corners more quickly, and get the lead in the sprint.



DURA-ACE 10 SERIES TRACK ENSEMBLE

10mm Pitch Chaindriving System

Front Chainwheel

Model GA-110 (without Bottom Bracket Set)
GB-100 (Bottom Bracket Set)

DURA-ACE 10 SPECIFICATIONS

Material: Extra Super Duralumin*
Special Surface Treatment

Type: Collarless

Chain Ring: 10mm. x 3mm.

Tooth: 46-53T

Crank Lengths: 6-1/2" (165mm.),
6-3/4" (170mm.)

Available by request 6-19/32" (167.5mm.)

Crank Thread: 9/16" x 20t

Cup Thread: English 1.37" x 24t, French
35 x 1.0, Italian 36 x 24t

Super Polished Ball Race

Spindle Length: (Unit: mm.)



Front & Rear Hubs with Lock Ring

Model HA-310
DURA-ACE 10 SPECIFICATIONS

Weight: Front 7.9 oz. (225 g.) Rear 10.4 oz. (295 g.)/Including Lock Ring

Material: Duralumin* Anodized Finish
Over Lock Nut Dimensions:

Front 3.94" (100mm.)

Rear 4.33" (110mm.) 4.72" (120mm.)

Fork End Slot Width:

Front 0.35" (9mm.), 0.31" (8mm.)

Rear 0.38" (10mm.), 0.31" (8mm.)

Sprocket Thread: BC33 x 24 T.P.I.

Spoke Holes: 28H, 32H, 36H

Lock Ring Thread: BC32 x 24 T.P.I. (Left)

Super Polished Ball Race



Drilled Out Shaft



Sprocket for Track Hub

Model FA-210
DURA-ACE 10 SPECIFICATIONS

Material: Nickel Chromium
Molybdenum Steel

Standard Sprocket:
10mm. x 3mm.

Thread: BC33 x 24 T.P.I.

Teeth: 14T, 15T, 16T

Weight: 14T | 6.8 oz. (220 g.)
15T | 9.9 oz. (260 g.)
16T | 1.1 oz. (30.8 g.)

Sprocket for Use with Standard
Dura-Ace Track Hubs Only

Thread: 1.37" x 24 T.P.I.

Teeth: 15T, 16T
Weight: 15T | 9.9 oz. (260 g.)
16T | 1.0 oz. (29.0 g.)



For Use with
Dura-Ace 10
Track Hubs Only

For Use with Standard
Dura-Ace Track Hubs Only

Chain

Model GA-100
DURA-ACE 10 SPECIFICATIONS

Material: Chromium Molybdenum Steel*
Special Surface Treatment

Type: Bushed Chain



DURA-ACE 10—DURA-ACE Comparison Chart

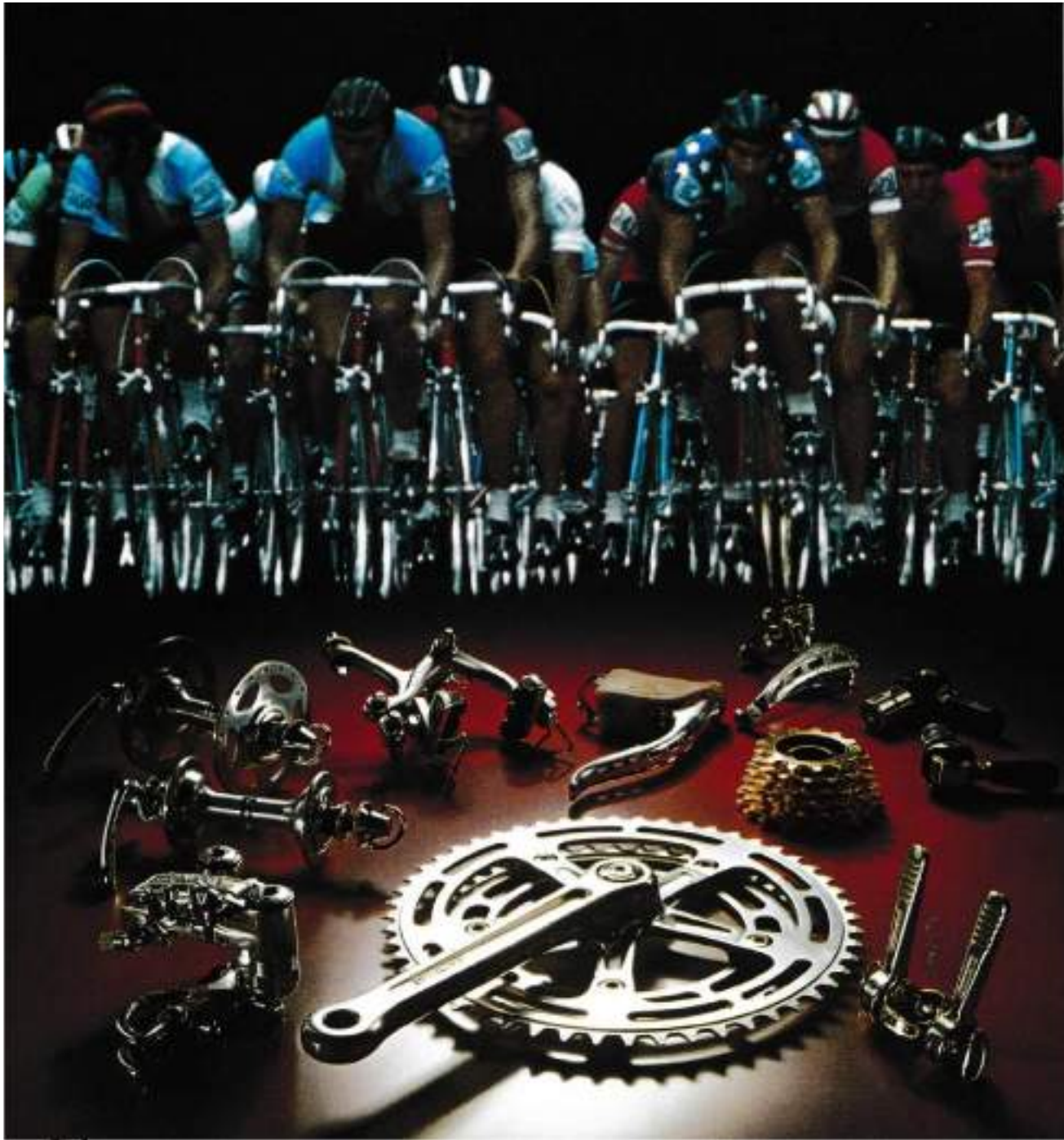
* Weight Comparison (Track Models)

	Dura-Ace 10	Dura-Ace	Saving
Right Hand Crank	6.5 oz. (239 g.)	9.8 oz. (277 g.)	1.3 oz. (38 g.)
Chainwheel (49T)	2.2 oz. (63 g.)	4.1 oz. (116 g.)	1.9 oz. (53 g.)
Chain	11.6 oz. (330 g.)	11.8 oz. (335 g.)	0.2 oz. (6 g.)
Rear Hub W/ Lock Ring	10.4 oz. (295 g.)	11.0 oz. (313 g.)	0.6 oz. (18 g.)
Rear Sprocket (14T)	6.8 oz. (22 g.)	1.4 oz. (38 g.)	0.6 oz. (16 g.)
TOTAL	33.5 oz. (949 g.)	38.1 oz. (1079 g.)	4.6 oz. (130g.)

DURA-ACE 10—DURA-ACE Comparison Photo



Dura-Ace 10 series marked with a white square
is shown together with Dura-Ace.



Designed For The Business Of Road Racing

The Dura-Ace Road Ensemble is more than just individual components assembled under one name; Dura-Ace is a total set of the finest racing equipment; each piece designed to work in perfect harmony with the other.

This coordinated engineering cannot be achieved when a bicycle is equipped with different parts from different manufacturers.

The Dura-Ace Road Ensemble is designed for the business of road racing. Shimano has refined Dura-Ace from its experience gained through sponsorship of professional cyclists, pro teams and top class amateurs.

Precision is the byword in the Dura-Ace division of Shimano. Skilled craftsmen personally handle each product, some requiring 40 to 50 steps in finishing and assembly. Close tolerances result in the smooth functioning of the Dura-Ace product, and also increase resistance to contamination by water, grit, and other foreign particles. Final touches to the Dura-Ace Road Ensemble include either a lustrous finish, or a corrosion-resistant black anodized finish.

The Dura-Ace Ensemble has been proven on the toughest road circuits in the world. It is designed for the business of racing.



DURA-ACE SERIES ROAD ENSEMBLE

Rear Derailleur

Model DA-100 DURA-ACE SPECIFICATIONS

Capacity: Front Difference/13 Teeth or Less
: Rear Largest Sprocket/26 Teeth or Less

Weight: 6.1 oz. (174 g.)

Material: Light Alloy • Anodized Finish

Type: Servo Pasta Mechanism and Synchro-Line Mechanism. All bolts use either a 3mm, or 5mm, hexagon wrench key.



Model DB-100 CRANE SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/28 Teeth or Less

Weight: 7.3 oz. (206 g.)

Material: Light Alloy • Anodized Finish

Type: Servo Pasta Mechanism

Option: Adaptor



Front Derailleur

Model EA-200 DURA-ACE SPECIFICATIONS

Capacity: 16 Teeth or Less
Weight: 3.9 oz. (110 g.)

Material: Light Alloy

• Anodized Finish (Body),
: Steel • Chromium Finish (Chain Guide)

Type: Lower Inlet Type 1-1/8" Pasta Mechanism



Model DB-110 CRANE-GS SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less

Weight: 7.6 oz. (216 g.)

Material: Light Alloy • Anodized Finish

Type: Servo Pasta Mechanism

Option: Adaptor



Model EA-100 CRANE

SPECIFICATIONS

Capacity: 16 Teeth or Less
Weight: 3.9 oz. (110 g.)

Material: Light Alloy

• Anodized Finish (Body),
: Steel • Chromium Finish (Chain Guide)

Type: Lower Inlet Type 1-1/8" Pasta Mechanism



Shifting Lever

Model LA-100 DURA-ACE SPECIFICATIONS

Weight: 2.5 oz. (71 g.)

Material: Light Alloy • Anodized Finish

Type: Friction Type

Attachment Position:

Down Tube
Lever Clamp Diameter:
1-1/8"



Model LD-500 DURA-ACE SPECIFICATIONS

Weight: 5.6 oz. (160 g.)/Pair

Material: Light Alloy • Black Anodized Finish

Use: 10-speed

Attachment Position:

Bar-End
Type: With
Spiral Spring
(Balance Spring)



Cable Parts

Model KA-100 CABLE GUIDE SPECIFICATIONS

Material: Steel
Clamp Diameter: 1-1/8"
Use: 10-speed



Model KA-110 OUTER STOPPER SPECIFICATIONS

Material: Steel
Clamp Diameter: 5/8"



Model KB-110

Material: Steel
Clamp Diameter: 1-3/8"
Use: 10-speed and Bar-End Control

Brazed on Parts

Model KA-300 CABLE GUIDE SPECIFICATIONS

Material: Steel



Model KA-310 OUTER STOPPER SPECIFICATIONS

Material: Steel



Model KA-320 LEVER AXLE SPECIFICATIONS

Material: Steel

DURA-ACE Black Series



Front Chainwheel

Model GA-200 (A Type/without B.B. Set)
GA-210 (B Type/without B.B. Set)
GB-100 (Bottom Bracket Set)

DURA-ACE

SPECIFICATIONS

Material: Super Duralumin
• Anodized Finish

Type: Cotterless

Chain Ring: 1/2" x 3/32" Chain (2mm.)

Teeth:

B Type (Extra Light Weight Chain Ring)/
Inner Chain Ring 42, 43, 44, 45T
Outer Chain Ring 50, 51, 52, 53T

A Type/
Inner Chain Ring 39T~48T
Outer Chain Ring 48T~55T

Crank Lengths: 6-1/2" (165mm.), 6-3/4"
(170mm.), 6-7/8" (175mm.)

Available by request 6-19/32" (167.5mm.),
6-13/16" (172.5mm.)

Crank Thread: 9/16" x 20t

Cup Thread: English 1.37" x 24t, French
35 x 1.0, Italian 36 x 24t

Material of Chain Ring:

B Type/Extra Super Duralumin (For
Serious Racing) • Extra Light Weight
Chain Ring

A Type/Duralumin (For Touring &
Light Racing)/ Available by request

Extra Super Duralumin (For Serious Racing)

Option: Super Polished Ball Race

Spindle Length: (mm.)



NEW
Extra Light Weight
Chain Ring

Multiple Freewheel

Model FA-100 (5-speed)
FA-110 (6-speed)

DURA-ACE

SPECIFICATIONS

Standard Sprocket: 1/2" x 3/32" Chain
(2mm.)

Thread: 1.37" x 24 T.P.I. (English)

Available by request 35 x 1.0 (French)

Sprocket: Golden Finish

Polished Ball Race

Standard Sprocket Combinations:

5-speed	13, 15, 17, 19, 21T
	14, 16, 18, 20, 22T
	15, 17, 19, 21, 24T
6-speed	13, 14, 15, 16, 17, 18T
	13, 15, 17, 19, 21, 23T
	13, 15, 17, 19, 21, 23T



Chain

Model QA-110
DURA-ACE UG



SPECIFICATIONS

Material: Outer & Inner Plate/Steel,

Link Pin/Bearing Steel • Special Surface
Treatment, Bush/Chromium

Molybdenum Steel

Surface Treatment: Roller Link Plate/Nickel
Finish, Pin Link Plate/Nickel Finish

Type: Roller Chain



Light Alloy Hub

Model HA-100: Small Flange Hub

DURA-ACE

SPECIFICATIONS

Weight: Front 7.8 oz. (220 g.)

: Rear/5-speed/10.8 oz. (305 g.)

: Rear/6-speed/10.9 oz. (310 g.)

Model HA-200: Large Flange Hub

DURA-ACE

SPECIFICATIONS

Weight: Front 9.2 oz. (260 g.)

: Rear/5-speed/11.6 oz. (330 g.)

: Rear/6-speed/11.8 oz. (335 g.)

Material: Duralumin • Anodized Finish

Type: Quick release

Thread: 1.37" x 24 T.P.I. (English)

Available by request 35 x 1.0 (French)

Over Lock Nut Dimensions: Front 3.94"
(100mm.)

Rear/5-speed/4.72" (120mm.)

Rear/6-speed/4.96" (126mm.)

Spoke Holes: 28H, 36H

Available by request 24H, 32H, 40H

Polished Ball Race



Caliper Brake

Model BA-100
DURA-ACE
SPECIFICATIONS

Weight: Front 6.9 oz. (195 g.)
: Rear 6.8 oz. (193 g.)
Material: Duralumin • Anodized Finish
Type: Side Pull with Quick Release
and Tire Guide



Brake Lever

Model MA-200
DURA-ACE
SPECIFICATIONS

Weight: 7.3 oz. (206 g.)/Pair (Including
Rubber Cover)
Material: Light Alloy • Anodized Finish
Type: Hooded Lever with Rubber Cover
Lever Clamp
Diameter: 23.8mm. Drilled Out Finish

new



Fork Ends

Model NB-200
SHIMANO-UF
SPECIFICATIONS

Weight: 5.7 oz. (161 g.)
/Including Front & Rear
Material: Steel
Type: Road Type
With Adjusting Bolt
(2mm.)
Specially Ground Hub
Connection Face

new



Model NB-100
SHIMANO-SF
SPECIFICATIONS

Weight: 8.8 oz. (250 g.)
/Including Front & Rear
Material: Steel
Type: Road Type
With Adjusting Bolt
Specially Ground Hub Connection Face

Model NB-120
SHIMANO-SFR
SPECIFICATIONS

Weight: 5.2 oz. (147 g.)
/Rear Only
Material: Steel
Type: Touring Type
Vertical Drop Out
Specially Ground Hub Connection Face



Outer Band

Model KA-210
OUTER BAND
SPECIFICATIONS

Material: Steel
Clamp Diameter: 1"



Pump Holder

Model KD-100
PUMP HOLDER
SPECIFICATIONS

Material: Steel
Clamp Diameter: 1-1/8"



Head Parts

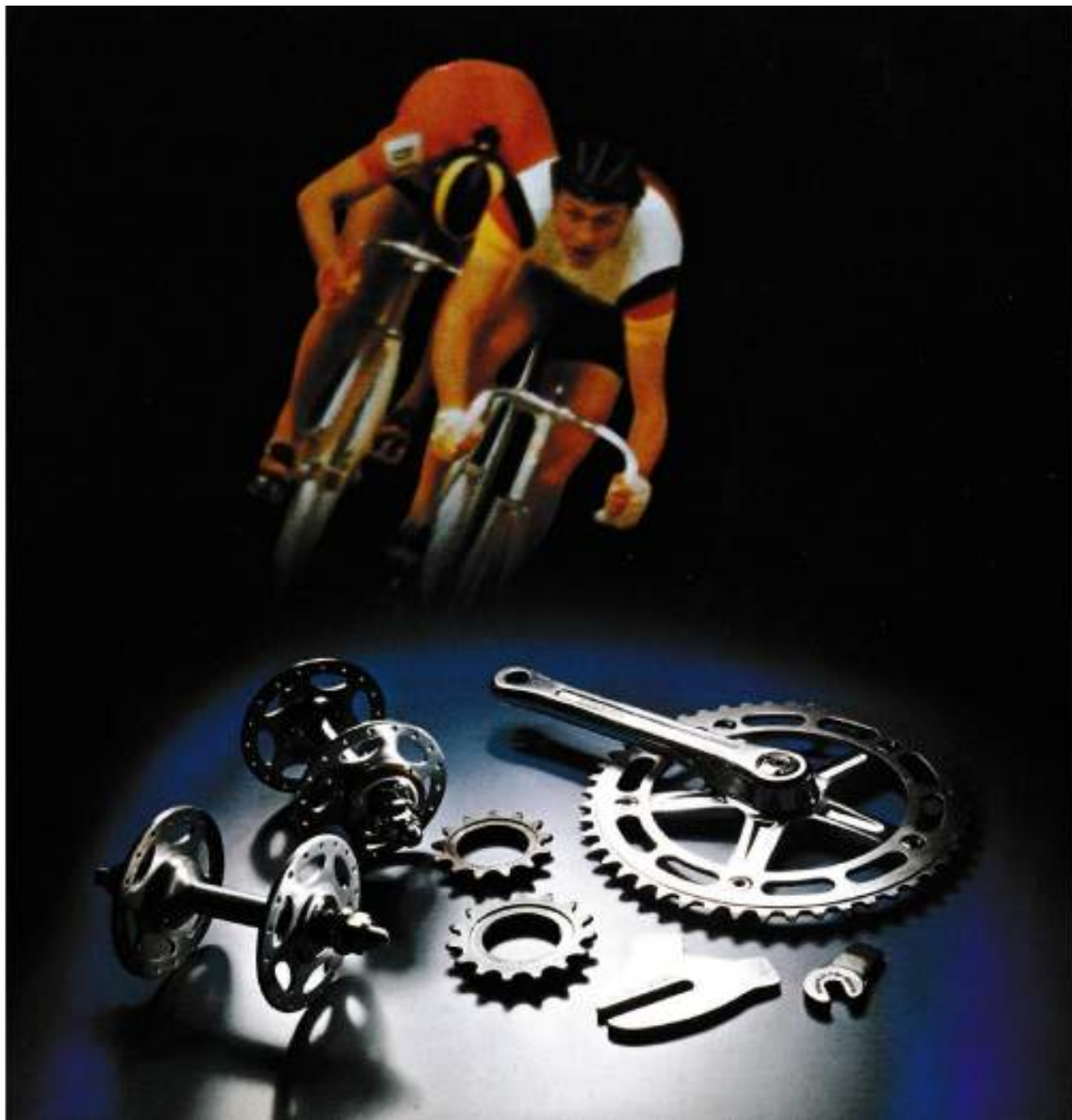
Model UA-100
DURA-ACE
SPECIFICATIONS

Material: Chromium Bearing Steel
(Main Parts)
Type: Road Type
Polished Ball Race



DURA-ACE Black Series





The Racing Components Professionals Choose.

When sprinting at top speed a 10th of a second equals about 15 feet...too big a gap to close against a good competitor. To shave off those fractions of a second the pro sprinter must use the lightest but strongest possible equipment.

Dura-Ace track components are already the choice of the best professionals in the world. John Nicholson, twice world champion, has ridden to his titles both times on Dura-Ace. Four thousand track cyclists in Japan's Keirin, the Japanese professional sprinting sport, are also testimony of the fact that when you make your living on the bike you must use equipment that keeps you in business.

Dura-Ace track products are constructed of "super duralumin 75S", an alloy so light and strong that it is rarely used for bicycle components because of its difficulty to form. Shimano's advanced metallurgical techniques, including the cold-forging process, have overcome the obstacles and produced the best track products available.

Dura-Ace Track means performing at your best.



DURA-ACE SERIES TRACK ENSEMBLE

Front Chainwheel

Model GA-100 (without Bottom Bracket Set)
GB-100 (Bottom Bracket Set)

DURA-ACE SPECIFICATIONS

Material: Extra Super Duralumin
• Anodized Finish

Type: Cotterless

Chain Ring: 1/2" x 1/8" Chain

Teeth: 45T~52T

Crank Lengths: 6-1/2" (165mm.), 6-3/4"
(170mm.), 6-7/8" (175mm.)

Available by request 6-19/32"
(167.5mm.), 6-13/16" (172.5mm.)

Crank Thread: 9/16" x 20t

Cup Thread: English 1.37" x 24t, French
35 x 1.0, Italian 36 x 24t

Option: Super Polished Ball Race

Spindle Length: (See mm.)



Sprocket for Track Hub

Model FA-200
DURA-ACE
SPECIFICATIONS

Material: Chromium Molybdenum Steel/
Extra Super Duralumin •
Special Surface Treatment

Standard Sprocket: 1/2" x 1/8" Chain

Thread: 1.37" x 24 T.P.I.

Teeth: 13T, 14T, 15T, 16T



Weight:

	Light Alloy	Steel
13T	0.99 oz. (11.0 g.)	1.06 oz. (30.1 g.)
14T	0.46 oz. (13.5 g.)	1.34 oz. (38.0 g.)
15T	0.55 oz. (16.7 g.)	1.67 oz. (47.3 g.)
16T	0.63 oz. (18.0 g.)	1.89 oz. (53.5 g.)

Front & Rear Hubs with Lock Ring

Model HA-300
DURA-ACE
SPECIFICATIONS

Weight: Front 8.5 oz. (240 g.) Rear 11.0 oz.
(313 g.)/Including Lock Ring

Material: Duralumin • Anodized Finish

Type: Solid Axle

Thread: 1.37" x 24 T.P.I.

Over Lock Nut Dimensions:

Front 3.64" (100mm.)

Rear 4.33" (110mm.), 4.72" (120mm.)

Fork End Slot Width:

Front 0.35" (9mm.), 0.31" (8mm.)

Rear 0.39" (10mm.), 0.31" (8mm.)

Spoke Holes: 28H, 32H, 36H

Lock Ring Thread: 1.29" x 24 T.P.I. (Left)

Super Polished Ball Race



Fork Ends

Model NC-100
SHIMANO-SFP
SPECIFICATIONS

Material: Steel

Fork End Slot Width:

Front 0.35" (9mm.), 0.31" (8mm.)

Rear 0.39" (10mm.), 0.31" (8mm.)

Specially Ground Hub Connection Face—
on Both Sides



Head Parts

Model UA-200
DURA-ACE
SPECIFICATIONS

Material: Chromium Bearing Steel (Main
Parts)

Polished Ball Race





Built To Withstand The Demands Of Club Racing And The Rigors Of Touring

Recreational cycling requires reliable components which are light in weight, but rugged enough to perform under all types of road conditions. The Shimano-600 Series was created with these needs in mind. Special attention has been given to the design of the components to deliver the maximum in performance and reliability. Cold forging has been used to form those parts which must withstand maximum stress. Other parts, like the cages of the derailleurs, have been heat treated to a satin finish to reduce wear and increase the components' life.

No detail was overlooked in creating the 600 Series. The side pull caliper brakes are designed to allow for the mudguards of a touring bicycle. The cotterless crankset uses a three-pin design to allow the cyclist the choice of chainrings from 30 to 53 teeth.

The 600 Series gives the club cyclist many of the features of Dura-Ace, but at a reduced cost.

Good looking. Top performers. The Shimano-600 Series. For those cyclists who want the best out of their machines.



SHIMANO-600 SERIES ROAD & TOURING ENSEMBLE

Rear Derailleur

Model DC-200 SHIMANO-600 SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/28 Teeth or Less
Weight: 8.3 oz. (235 g.)
Material: Light Alloy • Anodized Finish (Body)
: Steel • Satin Nickel Finish (Cage Plate)

Type: Servo Panta Mechanism
Option: Adaptor



Model DC-210 SHIMANO-600GS SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less
Weight: 8.8 oz. (250 g.)
Material: Light Alloy • Anodized Finish (Body)
: Steel • Satin Nickel Finish (Cage Plate) •

Type: Servo Panta Mechanism
Option: Adaptor



Front Derailleur

Model EC-600 SHIMANO-600 SPECIFICATIONS

Capacity: 14 Teeth or Less
Weight: 4.7 oz. (133 g.)
Material: Steel • Satin Nickel Finish (Body and Chain Guide)
: Light Alloy • Anodized Finish (Clamp)
Type: Lower Inlet Type 1-1/8" Panta Mechanism



Shifting Lever

Model LB-600 SHIMANO-600 SPECIFICATIONS

Weight: 3.6 oz. (103 g.)
Material: Light Alloy
Type: One Way Clutch
Attachment Position: Down Tube
Lever Clamp Diameter: 1-1/8"



Model LD-500 SHIMANO-600 SPECIFICATIONS

Weight: 5.6 oz. (160 g.)/Pair
Material: Light Alloy • Anodized Finish
Attachment Position: Bar-End
Type: With Spiral Spring (Balance Spring)



Model LB-100 QB-LEVER DX SPECIFICATIONS

Weight: 3.1 oz. (88 g.)
Material: Light Alloy
Type: Friction Type
Attachment Position: Down Tube
Lever Clamp Diameter: 1-1/8"



Cable Parts

Model KB-160 CABLE GUIDE SPECIFICATIONS

Material: Steel
Clamp Diameter: 1-1/8"
Use: 10-speed



Model KA-110 OUTER STOPPER SPECIFICATIONS

Material: Steel
Clamp Diameter: 5/8"



Model KB-110 OUTER STOPPER SPECIFICATIONS

Material: Steel
Clamp Diameter: 1-1/8"
Use: 10-speed and Bar-End Control



Brazed on Parts

Model KA-300 CABLE GUIDE SPECIFICATIONS

Material: Steel



Model KA-310 OUTER STOPPER SPECIFICATIONS

Material: Steel



Model KB-300 (FOR QB-LEVER DX) Model KB-310 (FOR SHIMANO-600) LEVER AXLE SPECIFICATIONS

Material: Steel



Front Chainwheel

Model GC-100 (Double/without B.B. Set)
GC-300 (Triple/without B.B. Set)
GB-200 (Bottom Bracket Set)
GB-300 (Bottom Bracket Set)

SHIMANO-600

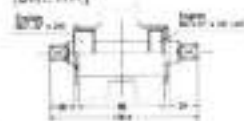
SPECIFICATIONS

Material: Duralumin • Anodized Finish
Type: Cotterless
Chain Ring: 1/2" x 3/32" Chain (2 mm.)

Teeth: Double/30T~53T
Triple/Inner 30T~32T
Middle 42T~45T
Outer 48T~52T
Crank Lengths: 6-1/2" (165mm.), 6-3/4" (170mm.)
Crank Thread: 9/16" x 20"
Cup Thread: English 1.37" x 24",
French 35 x 1.0, Italian 36 x 24
Material of Chain Ring: Super Duralumin
Available by Request: Triple Sprocket
Crank Safety Design—For ankle protection

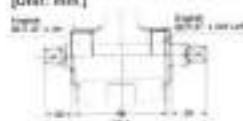
Spindle Length (Double):

(Unit: mm.)



Spindle Length (Triple):

(Unit: mm.)



Model GC-110 (5-Arm Double
/Without B.B. Set)
GB-200 (Bottom Bracket Set)
GB-300 (Bottom Bracket Set)

SHIMANO-600

SPECIFICATIONS

Material: Duralumin • Anodized Finish
Type: Cotterless
Chain Ring: 1/2" x 3/32" Chain (2mm)
Teeth: Inner Chain Ring 39T~46T
Outer Chain Ring 48T~55T
Crank Length: 6-1/2" (165mm.), 6-3/4" (170mm.)
Crank Thread: 9/16" x 20"
Cup Thread: English 1.37" x 24",
French 35 x 1.0, Italian 36 x 24
Material of Chain Ring: Duralumin
Crank Safety Design—For ankle protection

Spindle Length (5-Arm/Double):

(Unit: mm.)



GB-200



GB-300

Crank Safety Design—
For ankle protection



Multiple Freewheel

Model FD-100 (Black/5-speed)
FD-200 (Black/6-speed)
FD-110 (Silver/5-speed)
FD-210 (Silver/6-speed)

SHIMANO-600UG

SPECIFICATIONS

Standard Sprocket: 1/2" x 3/32" Chain
Sprocket: Black/Black Finish,
Silver/Satin Nickel Finish
Standard Sprocket Combinations:

5-speed	13, 14, 15, 16, 17T
	13, 15, 17, 19, 21T
	14, 16, 18, 21, 24T
6-speed	13, 14, 15, 18, 17, 18T
	13, 14, 15, 17, 19, 21T



Chain

Model QA-400
SHIMANO-600 UG

SPECIFICATIONS

Material: Steel
Surface Treatment:
Roller Link Plate/Black Finish
Pin Link Plate/Golden Finish
Type: Roller Chain



Features of the UG Freewheel:

1. Sure and Smooth Gear Changes—

The teeth of the UG Freewheel are twisted to run parallel with the direction of the chain, when it is moving from high to low gear. This allows the chain to disengage the freewheel teeth without hindrance and to move in perfect alignment to the next gear. Conversely, when shifting from low to high gear, the teeth are at cross angles to the chain's movement, thereby eliminating the problem of the chain slipping back.



The above illustrates a high to low and back again gear changing sequence between the UG Freewheel and 3 other types of freewheel. The white circles indicate the chain's gear change completion points. These are all prior to the sprocket's central line, the maximum point at which an accurate gear change can be made. The black circles are beyond the central lines and therefore indicate overshifts.

2. Overshifting Eliminated—

Because gearshift completion points are all before the sprockets' central lines, see Fig. 1, overshifts are no longer necessary with the UG

Freewheel. Also, because of the regular shifting pattern, the gear lever can achieve accurate gear changes each time by moving the prescribed distance between each completion point.

3. Accurate Shifting Even on Inclines—

Changing gears while climbing hills, especially with a close gear ratio, can be effected with utmost efficiency.

4. Longer, High Gear Performances—

Reduced friction means less wear on the gear teeth and thus prevents a decline in performance. Tests prove that the UG Freewheel maintains a consistently high performance even after repeated use.



The above illustrates the consistency of the UG Freewheel when compared with a conventional freewheel. As seen, by the time 10,000 shifts have been made the conventional freewheel requires to overshift constantly. However, the UG Freewheel continues to make accurate gearshifts.

5. Quiet Gear Changes—

The quickness of the gear change cuts down the amount of friction and thus the level of irritating noise is considerably reduced.

6. Doubles the Service Life of the Drive Train—

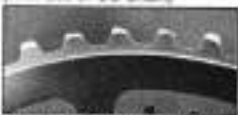
The speed and accuracy of the UG Chain in changing gears minimizes overall friction and helps double the life of all related parts.



Unused Front Chainwheel



Front Chainwheel after shifting 10,000 times. (With use of UG Chain)



Front Chainwheel after shifting 10,000 times. (With use of Conventional Chain)

7. More Stable Deflection—

A stable deflection is necessary for the ease with which the chain affects its lateral movement. The Uniglide Chain is able to achieve this necessary stability for gearchanges over an extended period of time, for in excess of a conventional chain whose performance soon deteriorates.

Light Alloy Hub

Model HB-100 (Large Flange Hub)

SHIMANO-600

SPECIFICATIONS

Weight: Front 9.7 oz. (275 g.)
Rear 12.4 oz. (350 g.)/5-speed
12.5 oz. (355g.)/6-speed

Model HB-200 (Small Flange Hub)

SHIMANO-600

SPECIFICATIONS

Weight: Front 8.3 oz. (235 g.)
Rear 12.0 oz. (340 g.)/5-speed
12.2 oz. (345 g.)/6-speed

Material: Light Alloy

Type: Quick Release

Thread: 1.37" x 24 T.P.I. (English)

Over Lock Nut Dimensions:

Front 3.94" (100mm.)

Rear 4.72" (120mm.)/5-speed

4.96" (126mm.)/6-speed

Spoke Holes: 36H



Model QA-410 SHIMANO-600UG

SPECIFICATIONS

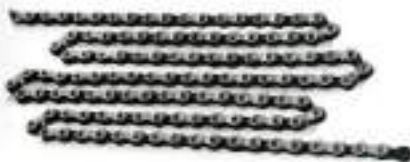
Material: Steel

Surface Treatment:

Roller Link Plate/Black Finish

Pin Link Plate/Satin Nickel Finish

Type: Roller Chain



Features of the Uniglide Chain:

1. Outstanding Gearshifting Performance—

The widened outer plates of the chain allow contact with the sprocket teeth at the same time as the chain pins for smooth engagement.

2. Quick and Sure Gearshifting—

Because of the resulting faster engagement, the UG Chain responds perfectly to the complex movement of multi-speed bicycles.

3. Overshifting Eliminated—

The UG Chain completes each shift so precisely, the need to overshift is eliminated.

4. Sure and Smooth Shifting on Inclines—

Even when climbing hills under great tension, the chain still maintains a high performance.

Caliper Brake

Model BB-300 SHIMANO-600 SPECIFICATIONS

Weight: Front 5.6 oz. (159 g.)
Rear 5.5 oz. (157 g.)

Material: Light Alloy • Anodized Finish
Type: Side pull with Quick Release
and Tire Guide
Size: A-A' (43mm. ~57mm.)



Model BB-400 SHIMANO-600 SPECIFICATIONS

Material: Light Alloy • Anodized Finish
Type: Center Pull with
Link Mechanism

Type	A-A'	Weight (Pair)
CC-62	47mm. ~ 62mm.	12.6 oz. (360 g.)
CC-75	57mm. ~ 75mm.	12.95 oz. (370 g.)



Model BE-100 SHIMANO-600 SPECIFICATIONS

Weight: 11.8 oz. (338 g.)
Material: Light Alloy and Steel
Type: Cantilever Brake
With Brake Mounting Shaft
Option: Cable Hanger



Outer Band

Model KA-210 OUTER BAND SPECIFICATIONS

Material: Steel
Clamp Diameter: 1"



Brake Lever

Model MB-200 SHIMANO-600 SPECIFICATIONS

Weight: 7.4 oz. (209 g.)/Pair
(Including Rubber Cover)
Material: Light Alloy • Anodized Finish
Type: Hooded Lever with Rubber Cover
Drilled Out Finish
Lever Clamp Diameter: 23.8mm.



Model MB-210 SHIMANO-600 SPECIFICATIONS

Weight: 7.5 oz. (212 g.)/Pair
(Including Rubber Cover)
Material: Light Alloy • Anodized Finish
Type: Hooded Lever with Quick Release
and Rubber Cover
Lever Clamp Diameter: 23.8mm.





Fork Ends

Model ND-100 SHIMANO-LF SPECIFICATIONS

Weight: 8.2 oz. (235 g.)/Including Front & Rear

Material: Steel
Option: Axle Stopper Set



Model NF-100 SHIMANO-PR SPECIFICATIONS

Weight: 4.4 oz. (127 g.)/Rear Only

Material: Steel
Type: Vertical Drop Out



Model WE-100 COLOR OUTER CASING SPECIFICATIONS

Color: Red, Yellow, Green,
Blue, Dark Blue

new



Shimano Components and the World of Racing.

Shimano's splendid array of bicycle components are used widely throughout the world by a vast cross section of bicycle users. Our success as the world's largest bicycle components manufacturer testifies to the thoroughness of the Shimano approach. Through research and development we devise the parts and then manufacture them utilizing the most up-to-date technology. The ultimate test is when we race our components under the severest of conditions in the



Cees Starm
(Holland)

arenas of the world's major cycling events. It is from the way in which they perform that we can continue to innovate and improve for the benefit of all our products.

Riders from all over the world are engaged in racing our components. Teams in the United States and Shimano's Japan Team. In Europe, the formidable Shimano/Ketting Team of Holland and from Germany, the amateur riders led by 4 time West German Sprint Champion Hans



Ueli Sutter
(Switzerland)



John Atkins
(United Kingdom)

Michalski: Pro Road Racers Ueli Sutter and Roland Salm of Switzerland and Britain's 13 time Cyclo-Cross Champion John Atkins. In the 1977 World Championships, two racers from Holland made a clean sweep of the Motor-Paced (Demi-Fond) event at professional and amateur levels. Cees Starm, 3 time World Professional Champion, and Gabi Mineboo, Montreal Olympic Champion, both used Shimano components—Dura-Ace 10mm pitch. Not a surprising choice by



Eric Wasthels
(Holland)

two men who have dominated their events over the years. Choosing the right components can be just as critical in winning world championships as the drive and determination of the racers themselves.

The durability and endurance required of components for Motor-Paced racing give way to the strength and responsiveness needed for sprint racing. In sprinting we can witness the drama of human performance allied to the wonder of mechanical

perfection; incorporating as they do the vital forces of "human-power" and "machine-power". The sprint riders must pit enormous strength combined with strategy against each other, while at the same time working in perfect harmony with the bicycle: a machine fashioned from the platforms of technology and experience. Under the powerful, churning legs of Australian John Nicholson, Shimano's Dura-Ace 10 has twice ridden to World Titles in 1975 and 1976.

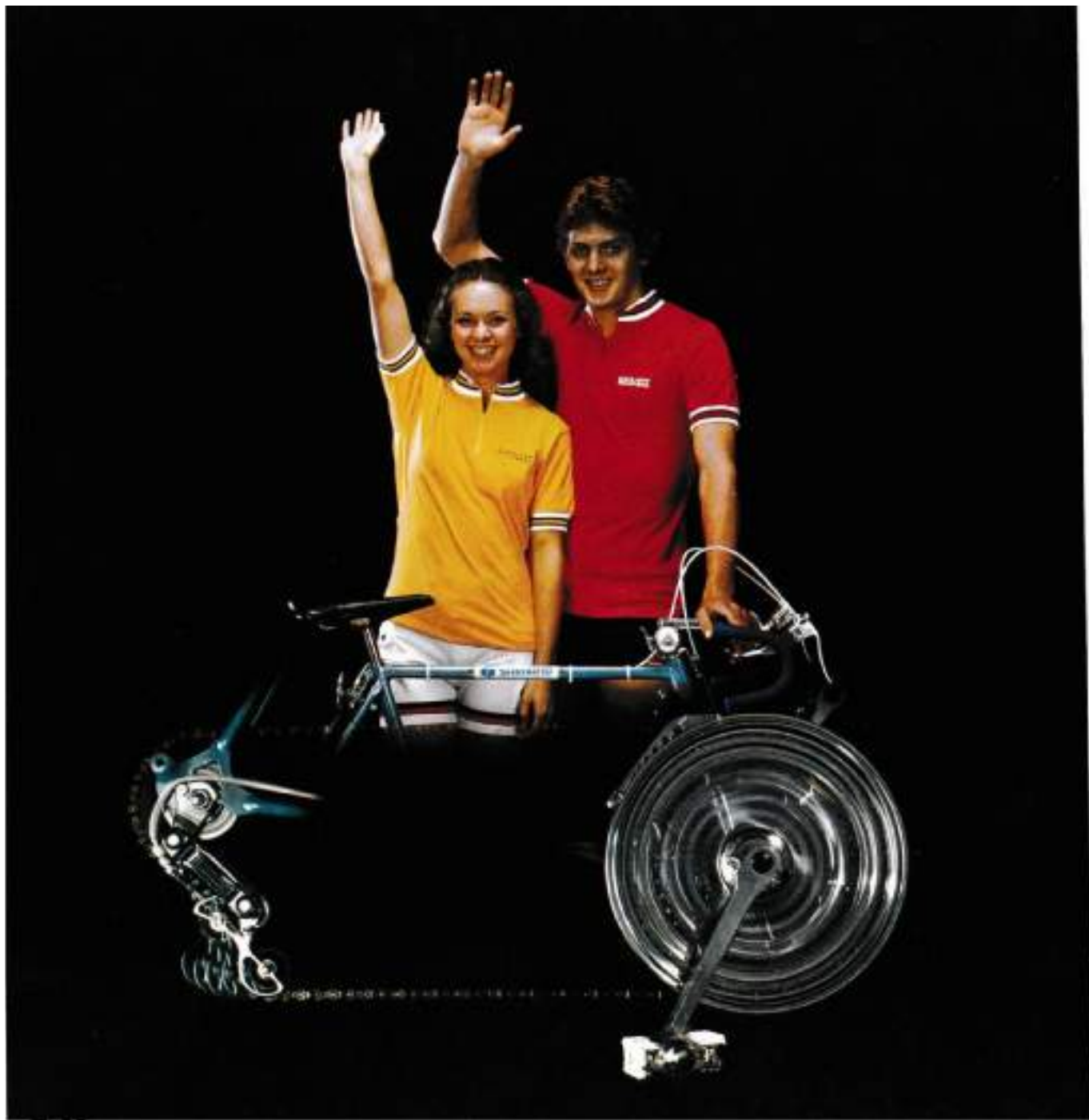


Roland Salm
(Switzerland)

Because of these experiences we make better components in all classes of Shimano products. Our Dura-Ace Systems and the 600 Series are examples of the perfection we are producing. Over half-a-century of technology and experience has gone into their manufacture. Shimano, the originator of the now famous "System Components", continues to lead the industry with its enlightened outlook towards the bicycle's future.



John Nicholson
(Australia)



Freewheel Moves Up Front For Foolproof Shifting

Shimano's FF (Front Freewheel) System moves the freewheel mechanism up to the chainwheel—where you pedal. This allows the chain to revolve even when your feet stop pedaling.



Now you can shift effortlessly. Smooth FF System shifting can be done while coasting, back-pedaling, even with your feet off the pedals! The FF System is a new standard of 10-speed gear shifting performance.

The FF System is the result of Shimano's research on the problems of 10-speed gear-changes. The 10-speed bicycle has gained prominence as a recreational and transportation vehicle. Both young and old enjoy the convenience of multi-speeds, but many new riders have difficulty shifting correctly.

Now with the FF System anyone can ride and enjoy the benefits of a multi-speed bicycle.



FF SYSTEM

Front Chainwheel



For One-piece Crank DOUBLE CHAINWHEEL

Model GF-210

INTEGER

SPECIFICATIONS

Use: FF System Only
Material: Steel
Standard Sprocket Teeth:
Inner Chain Ring 39T
Outer Chain Ring 52T
Chain Ring: 1/2" x 3/32" Chain (2mm.)
Without Bottom Bracket Set and Crank
available SINGLE CHAINWHEEL



Bottom Bracket Set

(Freewheel Mechanism)

Model GG-100

SPECIFICATIONS

Type: One-Piece Crank
Material: Steel

For Three-Piece Crank DOUBLE CHAINWHEEL

Model GF-400

SPECIFICATIONS

Use: FF System Only
Material: Steel
Standard Sprocket Teeth:
36T-48T • 40T-52T
Chain Ring: 1/2" x 3/32" Chain (2mm.)
Without Bottom Bracket Set and Crank



DOUBLE CHAINWHEEL

Model GF-410

INTEGER

SPECIFICATIONS

Use: FF System Only
Material: Steel
Standard Sprocket Teeth:
Inner Chain Ring 39T
Outer Chain Ring 52T
Chain Ring: 1/2" x 3/32" Chain (2mm.)
Without Bottom Bracket Set and Crank



DOUBLE CHAINWHEEL

Model GF-420

SPECIFICATIONS

Use: FF System Only
Material: Steel
Standard Sprocket Teeth:
Inner Chain Ring 40T
Outer Chain Ring 52T
Chain Ring: 1/2" x 3/32" Chain (2mm.)
Without Bottom Bracket Set and Crank



DOUBLE CHAINWHEEL

Model GF-440

SPECIFICATIONS

Use: FF System Only
Material: Outer Chain Ring/Light Alloy, Inner
Chain Ring & Protector/Steel
Standard Sprocket Teeth: Inner Chain Ring 40T
Outer Chain Ring 52T
Chain Ring: 1/2" x 3/32" Chain (2mm.)
Without Bottom Bracket Set & Crank



Bottom Bracket Set & Crank

Model GG-200, GG-210

SPECIFICATIONS

Type: Three-Piece Crank, Cottered
Crank Length: 6-1/2" (165mm.)
Cup Thread: 1.37" x 24 T.P.I.
Material of Crank:
Steel (Model GG-200)
Light Alloy (Model GG-210)



Model GG-320

SPECIFICATIONS

Type: Three-Piece Crank, Cotterless
Crank Length: 6-1/2" (165mm.)
Cup Thread: 1.37" x 24 T.P.I.
Material of Crank: Light Alloy
Spindle Taper Angle: 3 Degrees



Model FF-300

UNIGLIDE FRICTION FREEWHEEL

SPECIFICATIONS

Use: FF System Only
Standard Sprocket: 1/2" x 3/32" Chain
(2mm.)
Thread: 1.37" x 24 T.P.I.
Standard Sprocket Combinations:

5-speed	14, 17, 20, 24, 28T
	14, 17, 21, 26, 32T

new



Rear Derailleur

Model DC-400F

SHIMANO-400FF

SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth
or Less
Weight: 11.1oz. (315g.)
Material: Light Alloy and Steel
Type: Servo-Panta
Mechanism with Pre-Select



Model DE-100F

EAGLE-II

SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth
or Less
Weight: 12.3 oz. (350 g.)
Material: Steel
Type: Pre-Select
Mechanism with
Servo-Panta
Mechanism



Model DD-100F

LARK-II

SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth
or Less
Weight: 10.5 oz. (298 g.)
Material: Steel
Type: Pre-Select
Mechanism with
Servo-Panta
Mechanism



Positron Rear Derailleurs
can be used with FF System.



Positive and Pre-Select Shifting System

Multiple speeds make a bicycle both fun and easy to ride. Cyclists can ride over varied terrain with minimum effort by using the proper gear. However, shifting a derailleur requires a certain amount of skill...skill that usually comes with practice. But many people will not even consider using a 10-speed bicycle because shifting gears sounds



too complicated.

However, gear shifts were simplified recently when Shimano introduced the Positron PPS System. The Positron derailleur centers the gear automatically. Thus, the guess-work of shifting is eliminated.

The introduction of a numbered gear lever means the rider can now accurately pre-select a gear at any time, and always know which one is engaged.

The all new PPS (Positive Pre-Select) System is the perfect answer, to trouble-free multi-speed cycling.



NEW POSITRON PPS SYSTEM

Rear Derailleur

Model DG-300 POSITRON-400 SPECIFICATIONS

Use: PPS System & FF System Only
Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/28 Teeth or Less

Weight: 11.3 oz. (320 g.)
Material: Light Alloy • Steel
Type: Positive Mechanism with Pre-Select Mechanism and Servo Panta Mechanism



Model DG-200 POSITRON-II SPECIFICATIONS

Use: PPS System & FF System Only
Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/28 Teeth or Less

Weight: 10.9 oz. (310 g.)
Material: Steel
Type: Positive Mechanism with Pre-Select Mechanism and Servo Panta Mechanism



*For Single Front Chainwheel, Rear Largest Sprocket/28" Available
*For Double Front Chainwheel
POSITRON-200 Model
DG-200 for Use
with (Rear Largest Sprocket)
32T Only Available by
Request

Shifting Lever

Model LE-410 POSITRON CONSOLE-II SPECIFICATIONS

Use: PPS System Only
Material: Resin (Body)
Type: Click
: Single Lever
Attachment
Position: Top Tube
Lever Clamp
Diameter: 1"



NEW



Model LE-510 POSITRON STEM-CONSOLE SPECIFICATIONS

Use: PPS System Only
Material: Resin (Body)
Type: Click
: Single Lever
Attachment Position:
Top of Handle Stem



Model DG-210 POSITRON-EM SPECIFICATIONS

Use: PPS System & FF System Only
: POSITRON-EM Lever Only
Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/32 Teeth or Less

Weight: 10.9 oz. (310 g.)
Material: Steel
Type: Positive Mechanism
with Pre-Select
Mechanism and
Servo Panta
Mechanism



Model LB-700 POSITRON DOWN TUBE SPECIFICATIONS

Use: PPS System Only
Material: Light Alloy
Type: Friction Type
Attachment Position:
Down Tube
Lever Clamp Diameter:
1-1/8"



Model LC-410 POSITRON STEM SPECIFICATIONS

Use: PPS System Only
Material: Resin
Type: Friction Type
Attachment Position: Handle Stem
Lever Clamp Diameter: 7/8"



Model LD-500 POSITRON-EM SPECIFICATIONS

Use: PPS System Only
: POSITRON-EM Rear Derailleur Only
Type: Friction Type
Attachment Position: Handle-Bar
Lever Clamp Diameter: \varnothing 22.2mm



Features of the PPS System

1. Gears can be "pre-selected" at anytime. A rider can "click" the derailleur into any desired gear while pedalling, coasting, or even before mounting the bicycle.



2. A "Positive Indexing Mechanism" is built into the Positron rear derailleur to automatically center the chain on the rear sprocket.



- The Positron will remain in gear even if the cable breaks.
- A single cable both pushes and pulls the derailleur through the gears.
- The rider can glance at the numbered gear lever and "know" which gear is engaged (Excluding Positron Down Tube Lever).
- The Positron works independently from the front derailleur. Therefore, it can be used on either 5 or 10 speed bicycles without difficulty.

Cable PUSH-PULL CABLE



UNIQUE PRODUCTS

Model UL-100 HANDLE LOCK

Weight: 10.8oz (300g)
Material: Steel + Resin
Option: Bracelet Type Keyholder

NEW

The Shimano Handle Lock is a brand new model designed to lock the bicycle by fixing the fork head tube in any one of 3 positions.

Features of the Handle Lock:

- There are 3 handle locking positions from which the rider can choose the most suitable, as seen in diagram 1. And the bicycle cannot be ridden when locked because the handlebar is fixed in one position.
- 2. When the bicycle is locked, the handlebar remains steady allowing easy loading of the basket.
- 3. The bicycle can be easily wheeled out of a crowded parking area because the lock does not interfere with the movement of the wheels.



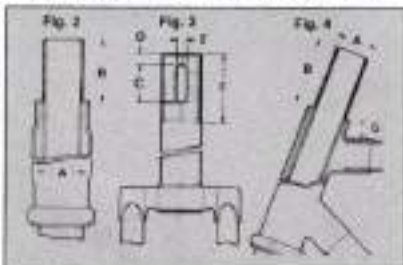
Option: Bracelet type keyholder

Assembly Conditions:

To assemble the Handle Lock to a bicycle, the following alterations and exact dimensions are necessary. (Fig. 2, 3, 4)

	Assembly Conditions
Head tube inside diameter	A $43.0 \pm .015$ (DIA. 1.693 $\pm .001$ in.)
Fork head tube	B.C. 1 x 24 T.P.I. inside diameter $22.2 \pm .01$ mm (DIA. 0.874 $\pm .001$ in.)
*Protrusion of fork head tube from head tube's upper end	B $35 \pm .1$ mm (1.417 $\pm .001$ in.) 35 $\pm .1$ mm (1.338 $\pm .001$ in.) with Bracket for basket
Rectangle cut of fork head tube	C $22 \pm .1$ mm (0.866 $\pm .001$ in.) D $5 \pm .01$ mm (0.196 $\pm .001$ in.) E $8 \pm .1$ mm (0.315 $\pm .001$ in.)
Thread length of fork head tube	F over 40 mm (1.574 in.)
Extension of head tube upper end from top of BB	G over 15 mm (0.590 in.)

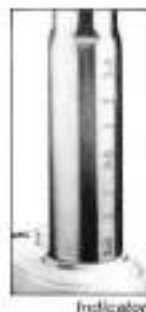
* Fork head tube should be assembled with lower cone, ball retainer and lower cup.



Model NJ-100 JUST SEAT

Weight: 18.3oz (520g)
Material: Steel + Resin
Others: Equipped with Indicator/
Adjust Stroke 4.3" (110mm)

NEW



Indicator

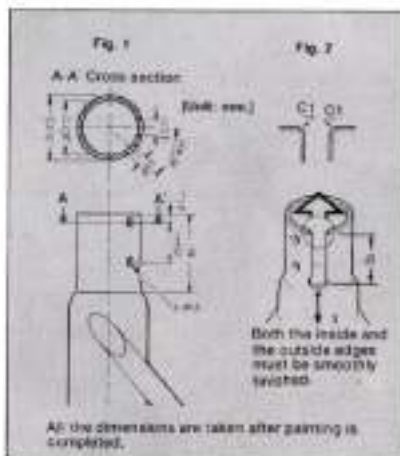
Shimano's Just Seat is an original seatpost that can be adjusted at a touch to whatever height the rider chooses.

Features of the Just Seat:

1. The saddle can be raised or lowered at a touch with an easy seat-adjust lever control. The rider can quickly take a correct riding posture.
2. Since the saddle can be easily raised or lowered, the whole family can utilize the same bike.
3. The Just Seat is equipped with an indicator which shows the height of the saddle. The rider can easily readjust the height after someone else has ridden the bicycle.
4. Simply raise the lever, and the seatpost lifts up on its own accord. This is possible because the built-in spring automatically pushes up the saddle. So even a child can control the height of the saddle.
5. A stopper attached to the seatpost prevents the saddle from wobbling while the rider is controlling its height.

Assembly Conditions:

To fit the Just Seat, the following alterations and exact dimensions are necessary.



**Model BV-200
V-BRAKE M
SPECIFICATIONS**

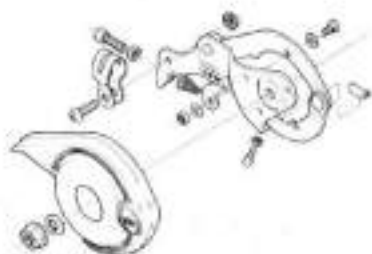
Weight: 12.5oz (355g)
Material: Steel
Type: V-Brake Mechanism



The V-Brake M, a compact brake designed for mini-cycles, is another offspring of our outstanding V-Brake mechanism.

Features of the V-Brake M:

1. Stands Up to All Kinds of Weather— It has been pointed out that a caplier brake noticeably lowers braking performance in rain. The V-Brake M displays high performance even in wet weather, guaranteeing the rider safe bicycling at all times.
2. Sure Braking When Rolling Backwards— The V-Brake secures high performance, since it is equipped with an arm functioning to tighten the drum, thus causing the bike to stop immediately.
3. Compensates for Weak Grip— The V-Brake M's new mechanism produces strong braking power compensating for the weak grip of women and children.
4. Compact and Light Weight!— The V-Brake M is small and light, despite its high efficiency.



**Model HE-310
HUB (For V-Brake M)**

SPECIFICATIONS
Weight: 18.3oz (520g)
Material: Steel
Type: Small Flange Freehub
Over Lock Nut Dimension: 4.69" (119mm)
Spoke Holes: 28H, 36H



**Model MS-100
SOFT LM LEVER
SPECIFICATIONS**

Weight: Brake Lever 5.0oz (128g)/Pair
Grip 4.9oz. (124g)/Pair
Material: Brake Lever/Steel + Resin
Grip/Resin

NEW

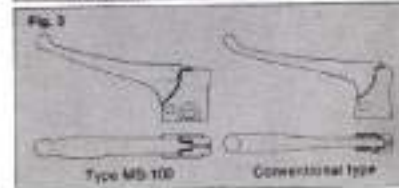
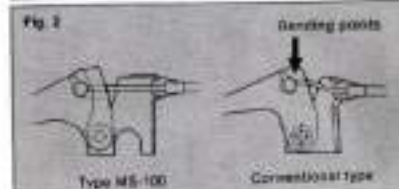
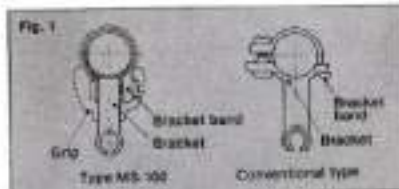
The Soft LM levers (MS-100) are soft-touch braking levers for flat handlebars. They embody major improvements of conventional braking levers which the rider will find very comfortable and safe to use.

Features of the Soft LM Lever:

1. The lever comes as a set with the grip.
The grip's cover encloses protruding mounting bolts, nuts, mounting bands and rivets. The LM levers minimize bare metal exposure to improve lever handling safety.



2. The lever is fixed inside the bracket, and, as a result, minimizes bare metal exposure. (Fig. 1)
3. The grips are made of a soft and elastic material that absorbs vibrations from the road so that none reaches the rider's hands.
4. Since the levers are made of resin, they are able to slide smoothly over the wire ends, protecting them from damage. This lengthens the service life of the wires. (Fig. 2)
5. The lever ends are spherical for safety, and the levers have been widened to give a better hold, resulting in surer braking every time. (Fig. 3)



REAR DERAILLEUR

Model DC-100
SHIMANO-500
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/28 Teeth or Less

Weight: 10.6 oz. (300 g.)
Material: Light Alloy • Steel
Type: Servo Panta Mechanism



Model DC-110
SHIMANO-500GS
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less

Weight: 11.5 oz. (325 g.)
Material: Light Alloy • Steel
Type: Servo Panta Mechanism



Model DC-400
SHIMANO-400
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/28 Teeth or Less

Weight: 10.5 oz. (298 g.)
Material: Light Alloy • Steel
Type: Servo Panta Mechanism



Model DC-410
SHIMANO-400GS
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less

Weight: 10.3 oz. (292 g.)
Material: Light Alloy • Steel
Type: Servo Panta Mechanism



Model DB-600
TITLIST
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/28 Teeth or Less

Weight: 8.3 oz. (235 g.)
Material: Light Alloy (Body),
Steel (Cage Plate)
Type: Servo Panta Mechanism



Model DB-610
TITLIST-GS
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less

Weight: 8.8 oz. (250 g.)
Material: Light Alloy (Body),
Steel (Cage Plate)
Type: Servo Panta Mechanism



Model DB-409
TOURNEY
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/28 Teeth or Less

Weight: 10.5 oz. (298 g.)
Material: Light Alloy • Steel
Type: Servo Pantar Mechanism



Model DB-410
TOURNEY-GS
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less

Weight: 10.3 oz. (292 g.)
Material: Light Alloy • Steel
Type: Servo Pantar Mechanism



Model DE-100F
EAGLE-II
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less

Weight: 12.3 oz. (350 g.)
Material: Steel
Type: Pre-Select Mechanism with Servo Pantar Mechanism



Model DD-100F
LARK-II
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less

Weight: 10.5 oz. (298 g.)
Material: Steel
Type: Pre-Select Mechanism with Servo Pantar Mechanism



Model DC-300
SHIMANO-100
SPECIFICATIONS

Capacity: Rear Largest Sprocket/28 Teeth or Less

Weight: 6.6 oz. (188 g.)
Material: Steel
Type: Servo Pantar Mechanism
Use: 5-speed Only



Model DD-510
SKY LARK
SPECIFICATIONS

Capacity: Front Difference/14 Teeth or Less
: Rear Largest Sprocket/34 Teeth or Less

Weight: 10.3 oz. (292 g.)
Material: Steel
Type: Servo Pantar Mechanism



Model DD-400
LARK-MINI
SPECIFICATIONS

Capacity: Rear Largest Sprocket/28 Teeth or Less

Weight: 6.6 oz. (187 g.)
Material: Steel
Type: Servo Pantar Mechanism
Use: 5-speed Only



Capacity

A. Front Derailleur Capacity

This represents the range of a front derailleur in terms of the difference in the number of teeth between the largest and the smallest chain rings of the front chainwheel.

EXAMPLE: Capacity: 14 teeth or less. In this case, the difference should be 14 teeth or less. If it is greater than 15, the front derailleur will not function properly.

B. Rear Derailleur Capacity

This expresses the range of a rear derailleur in terms of the difference in number of teeth between the largest and the smallest chain rings of the front chainwheel and the number of teeth of the largest multiple freewheel sprocket (low side).

EXAMPLE: Capacity: Front chainwheel difference: 14 teeth or less. Rear Largest Sprocket: (low side) 28 teeth or less.

Should this be the case, the difference in tooth number mentioned above must be 14 teeth or less, and the tooth number of the largest multiple freewheel sprocket (low side) 28 or less.

FRONT DERAILLEUR

Model EC-500
SHIMANO-500
SPECIFICATIONS

Capacity: 14 Teeth or Less
Weight: 5.6 oz. (160 g.)
Material: Steel • Satin Nickel Finish
Type: Lower Inlet Type 1", 1-1/8"
Panta Mechanism



Model EC-400
SHIMANO-400
SPECIFICATIONS

Capacity: 14 Teeth or Less
Weight: 5.6 oz. (160 g.)
Material: Steel
Type: Lower Inlet Type 1", 1-1/8"
Panta Mechanism

Model EB-200
TITLIST
SPECIFICATIONS

Capacity: 14 Teeth or Less
Weight: 4.7 oz. (133 g.)
Material: Steel • Satin Nickel Finish (Body
and Chain Guide)
Light Alloy • Anodized Finish (Clamp)
Type: Lower Inlet Type 1-1/8"
Panta Mechanism



Model ED-300
THUNDER BIRD-II
SPECIFICATIONS

Capacity: 16 Teeth or Less
Weight: 6.3 oz. (179 g.)
Material: Steel
Type: Lower Inlet Type 1", 1-1/8"
Panta Mechanism



Model FG-100 UNIGLIDE FREEWHEEL SPECIFICATIONS

Material • Surface Treatment:

Steel • Black Finish/Satin Nickel Finish

Standard Sprocket: 1/2" x 3/32" Chain

Thread: 1.37" x 2.4 T.P.I.

Type	Standard Sprocket Combinations
SDS	15T - 17T - 19T - 21T - 24T
SDW	14T - 17T - 20T - 24T - 28T
SDUW	14T - 17T - 21T - 26T - 32T



NEW



Features of the UG Freewheel:

1. The newly innovated "Twist" sprocket teeth engage the chain's movement accurately by guiding the chain correctly into position. This results in a surer, faster gear change.
2. Because the gear teeth engage the chain quickly and surely, the need for overshifting is eliminated.
3. The chain does not slip over the gear teeth, and irritating noise is eliminated. Quiet and smooth gearshifting can be enjoyed.
4. Even when climbing uphill, accurate speed changes are now possible.



Model FC-300 (Standard) MULTIPLE FREEWHEEL SPECIFICATIONS

Standard Sprocket: 1/2" x 3/32" Chain

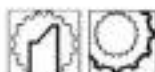
1/2" x 1/8" Chain

(3B1+4B1)

Thread: 1.37" x 24T.P.I.

STANDARD TYPE

Type	Standard Sprocket Combinations
3B1	16T - 19T - 24T
4B1	15T - 17T - 20T - 24T
4B2	15T - 17T - 20T - 24T
5B5	15T - 17T - 19T - 21T - 24T
5B5-NT	14T - 17T - 19T - 21T - 24T
5B7W	14T - 17T - 20T - 24T - 28T
5B7C	14T - 16T - 18T - 20T - 22T



GOLD TYPE

Type	Standard Sprocket Combinations
5BW GOLD	14T - 17T - 20T - 24T - 28T
5AUS GOLD	14T - 17T - 22T - 28AT - 34AT

(A: Alternate Tooth Sprocket)

ALTERNATE TOOTH SPROCKET TYPE

Type	Standard Sprocket Combinations
5AW	14T - 17T - 20T - 24T - 28AT
5AUW	14T - 17T - 21T - 26AT - 32AT
5AUS	14T - 17T - 22T - 28AT - 34AT

(A: Alternate Tooth Sprocket)



Model FB-100 SINGLE FREEWHEEL SPECIFICATIONS

Thread: 1.37" x 24 T. P. I.

Sprocket:

1/2" x 1/8" x 16 teeth	1/2" x 1/8" x 20 teeth
1/2" x 1/8" x 18 teeth	1/2" x 1/8" x 21 teeth
1/2" x 1/8" x 19 teeth	



SHIMANO
uniglide
chain

UNIGLIDE CHAIN

The Revolutionary Chain that Shifts Better in Every Way—
Uniglide Chain



Model QA-200
UNIGLIDE-II (UG-II)
SPECIFICATIONS

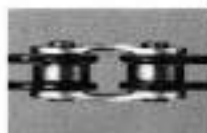
Material: Steel
Surface Treatment: Roller Link Plate/Black Finish, Pin Link Plate/Brown Finish
Type: Roller Chain

● **Quick: Sure Gearshifting: No Need to Overshift**

The outerplates of the Uniglide chain have been widened, making gear engagement easier and faster. It also keeps the Uniglide chain from slipping over the teeth of the desired gear, so that overshifting is completely unnecessary.



Uniglide Chain



1. The chain moves smoothly off the sprocket and quickly onto the next larger gear.
2. The widened outerplate enables the chainpins to fit the gear teeth at the same rate the teeth of the larger gear hit the outerplate.
3. The chain is secure and surely engages the sprocket teeth, so no overshifting is needed.

Conventional Chain



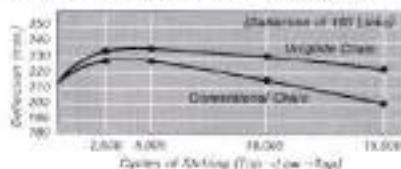
1. The chain does not mesh with the teeth, slaying contact with the rest gear.
2. The outerplate slips on its adjacent larger gear teeth.
3. Because of friction between the outerplate and gear, the chain slips, necessitating an overshift.
4. The wider gear sprocket pins protrude and tear on the chain and sprocket.

The Uniglide chain is designed expressly for increasing the efficiency and response of a multi-speed bicycle chain. It was developed on Shimano's "System Component" principle. The UG chain's many innovative features created excitement throughout the bicycle industry as a brand new chain to meet the needs of the multi-speed bicycle age.

● **Stable Deflection**

Stable deflection is indispensable if the chain is to respond to the complex gear movements of multi-speed bicycles. Graph 1 below shows the deflection results of a UG chain and a conventional chain after repeated shifts. Generally, deflection is stable after shifting 2,500 times, while after 5,000 shifts deflection decreases, impeding the lateral motion necessary for shifting. As can be seen in the graph, the deflection of a Uniglide chain is much smaller than that of a conventional chain producing a gearshift performance which is extremely stable.

Graph 1: Deflection of Chain After Repeated Gear Shifts



● **Minimal Elongation**

The extent of chain elongation from gearshifting has a pronounced effect on the service life of a chain. As shown in Graph 2, the Uniglide chain stretches only half as much as a conventional chain, more than doubling its durability.

Graph 2: Elongation of Chain After Repeated Gear Shifts



SHIMANO
shifting
lever

MULTI-

Model LB-160
QB-LEVER

SPECIFICATIONS

Material: Light Alloy
Type: Friction Type

Type	Attachment Position	Clamp Diameter
Double Lever	Down Tube	1-1/8"
	Handle Stem	0.833"
Single Lever	Down Tube	1-1/8"
	Handle Stem	0.833"



Model LB-150
QS-LEVER

SPECIFICATIONS

Material: Light Alloy
Type: Friction Type

Type	Attachment Position	Clamp Diameter
Double Lever	Down Tube	1-1/8"
	Handle Stem	0.833"
Single Lever	Down Tube	1-1/8"
	Handle Stem	0.833"



SPEED SHIFTING LEVER

Model LB-170
QP-LEVER
SPECIFICATIONS
 Material: Resin
 Type: Friction Type

Type	Attachment Position	Clamp Diameter
Double Lever	Down Tube	1-1/8"
	Handle Stem	0.833"
Single Lever	Down Tube	1-1/8"
	Handle Stem	0.833"



Model LB-100
ALMI-LEVER
SPECIFICATIONS
 Material: Light Alloy
 Type: Friction Type

Type	Attachment Position	Clamp Diameter
Double Lever	Down Tube	1-1/8"
	Handle Stem	0.833"
Single Lever	Down Tube	1-1/8"
	Handle Stem	0.833"



Model LB-400
FINGER-TIP
SPECIFICATIONS
 Material: Light Alloy
 Type: With Spiral Spring (Balance Spring)

Type	Attachment Position	Clamp Diameter
Double Lever	Down Tube	1-1/8"
	Handle Stem	0.833"



Model LB-200
UNI-SHIFT
SPECIFICATIONS
 Material: Light Alloy
 Type: One Way Clutch (With Spiral Spring)

Type	Attachment Position	Clamp Diameter
Double Lever	Down Tube	1-1/8"
	Handle Stem	0.833"



Model LB-300
SUPER SHIFTER
SPECIFICATIONS
 Material: Light Alloy
 Type: One Way Clutch

Type	Attachment Position	Clamp Diameter
Double Lever	Down Tube	1-1/8"
	Handle Stem	0.833"



FINGER-TIP

The lever with the spiral spring is epoch-making with its function of offsetting the derailleur spring resistance. The lever is operated easily, effectively and swiftly.



SHIMANO
freehub

FREEHUB

The Freehub is so named because it combines the freewheel and hub into one component. It is stronger, smaller, lighter, and more economical than any conventional hub with freewheel. In addition, it eliminates assembly work. By combining the rear freewheel and hub into one body, the freehub unit has more strength than when the components are independently assembled. Also, it is much lighter and more compact. The Freehub weighs only 63% of the combined weight of a conventional hub and freewheel. Because the freehub is

Features of the Type-C Freehub

1. Weighs only 470g.
2. An ideal size for children's bicycles.
3. Can be fitted with gears with less teeth (14T), making a smaller front gear assembly possible.
4. High strength at a reasonable price.
5. Elimination of assembly work.
6. "For children's use" is clearly marked on the product.

Model HE-400 FREEHUB-C (FH-C) SPECIFICATIONS

Material: Steel
Type: Small Flange Hub
Weight: 16.9 oz. (480 g.)
Over Lock Nut Dimensions: 4.5" (114mm.)
Spoke Holes: 20H, 28H,
Sprocket Combinations: 14T
Standard Sprocket: 1/2" x 1/8" Chain



a single unit, the conventional number of rear gear small sprocket teeth has been further reduced, resulting in a corresponding reduction of the number of front gear teeth, contributing to the overall weight reduction of the bicycle.

Shimano's new Freehub, by integrating the freewheel and the hub, has improved strength and durability manifold. It has also succeeded in eliminating disturbing lateral movement, when loosening takes effect, resulting in even smoother rotation of the freewheel.

Features of the Type-A Freehub

1. Weight reduction of about 27%.
2. Enhanced compactness, following the trend towards more compact bicycles.
3. Can be fitted with gears with fewer teeth, making a smaller front gear assembly possible.
4. Assures light and smooth rotation, as there are no screws to come loose.
5. Increased strength and safety.
6. More economical. 30% less material is used, and no assembly work is necessary.

Model HE-300 FREEHUB-A (FH-A) SPECIFICATIONS

Material: Steel
Type: Small Flange Hub
Weight: 16.9 oz. (480 g.)
Over Lock Nut Dimension: 4.5" (114mm.)
Spoke Holes: 20H, 28H, 36H
Sprocket Combinations: 14T, 18T
Standard Sprocket: 1/2" x 1/8" Chain



SHIMANO
hub
Small & Large

HUB

Model HC-210 SMALL FLANGE HUB WITH QUICK RELEASE

SPECIFICATIONS

Weight: Front 8.3 oz. (235 g.),
Rear 12.3 oz. (350 g.)
Material: Light Alloy
Type: Quick Release
Thread: 1.37" x 24 T.P.I.
Over Lock Nut Dimensions:
Front 3.78" (96mm), Rear 4.88" (124mm.)
Spoke Holes: 36H



Model HC-200 SMALL FLANGE HUB SPECIFICATIONS

Weight: Front 6.3 oz. (180 g.),
Rear 10.9 oz. (310 g.)
Material: Light Alloy
Type: Solid Axle Type with Hub Nut
Thread: 1.37" x 24 T.P.I.
Over Lock Nut Dimensions:
Front 3.86" (98mm.), Rear 4.88" (124mm.)
Spoke Holes: 36H

Model HC-110
LARGE FLANGE HUB
WITH QUICK RELEASE

SPECIFICATIONS

Weight: Front 9.5 oz. (270 g.),
Rear 12.7 oz. (360 g.)

Material: Light Alloy

Type: Quick Release

Thread: 1.37" x 24 T.P.I.

Over Lock Nut Dimensions:

Front 3.78" (96mm.), Rear 4.88" (124mm.)

Spoke Holes: 36H



Model HC-100
LARGE FLANGE HUB
SPECIFICATIONS

Weight: Front 7.4 oz. (210 g.)
Rear 11.6 oz. (330 g.)

Material: Light Alloy

Type: Solid Axle Type with Hub Nut

Thread: 1.37" x 24 T.P.I.

Over Lock Nut Dimensions:

Front 3.66" (93mm.), Rear 4.88" (124mm.)

Spoke Holes: 36H

Model HD-100
STEEL HUB
SPECIFICATIONS

Weight: 25.0 oz. (710 g.)/Pair

Material: Steel

Type: Solid Axle Type with Hub Nut

Over Lock Nut Dimensions:

Front 3.66" (93mm.), Rear 4.88" (124mm.)

Spoke Holes: 28H, 36H



CALIPER BRAKE & BRAKE LEVER

Sidepull Caliper

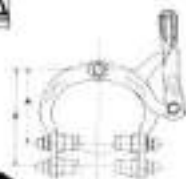
Model BB-240

TOURNEY SPECIFICATIONS

Material: Light Alloy

Type: Side Pull Auto Adjust with Synpul Mechanism

Type	A-A'	Weight (Pair)
CS-S72A	54mm. - 72mm.	12.0 oz. (341 g.)
CS-S79A	61mm. - 79mm.	12.4 oz. (351 g.)
CS-S88A	70mm. - 88mm.	12.7 oz. (361 g.)



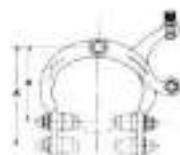
Model BB-230

TOURNEY SPECIFICATIONS

Material: Light Alloy

Type: Side Pull with Synpul Mechanism

Type	A-A'	Weight (Pair)
CS-S72	54mm. - 72mm.	10.6 oz. (301 g.)
CS-S79	61mm. - 79mm.	11.0 oz. (311 g.)
CS-S88	70mm. - 88mm.	11.5 oz. (325 g.)



Centerpull Caliper

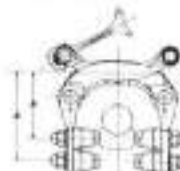
Model BB-500

SHIMANO-500 SPECIFICATIONS

Material: Light Alloy

Type: Center Pull with Quick Release and Link Mechanism

Type	A-A'	Weight (Pair)
CC-L62	47mm. - 62mm.	13.3 oz. (376 g.)
CC-L75	57mm. - 75mm.	13.8 oz. (390 g.)



Model BB-120

TOURNEY SPECIFICATIONS

Material: Light Alloy

Type: Center Pull with Quick Release and Link Mechanism

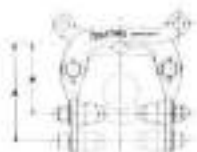
Type	A-A'	Weight (Pair)
CC-L62	47mm. - 62mm.	13.3 oz. (376 g.)
CC-L75	57mm. - 75mm.	13.8 oz. (392 g.)



**Model BB-100
TOURNEY
SPECIFICATIONS**

Material: Light Alloy
Type: Center Pull

Type	A-A'	Weight (Pair)
CC-62	47mm. - 52mm.	12.7 oz. (360 g.)
CC-75	57mm. - 75mm.	13.1 oz. (370 g.)



**Brake Lever
Model MB-110
DUAL EXTENSION LEVER
SPECIFICATIONS**

Material: Light Alloy
Lever Clamp Diameter: 22.2mm., 23.8mm.



**Model MB-100
HOODED LEVER
SPECIFICATIONS**

Material: Light Alloy
Lever Clamp Diameter: 22.2mm., 23.8mm.



**Model MD-100
POPULAR LEVER
SPECIFICATIONS**

Material: Light Alloy
Lever Clamp Diameter: 22.2mm.



**Model MC-100
V-BRAKE LEVER
SPECIFICATIONS**

Material: Resin
Lever Clamp Diameter: 22.2mm.



**Model MS-100
SOFT LM LEVER
SPECIFICATIONS**

Weight: Brake Lever 4.5 oz. (128 g.)/Pair
Grip 4.4 oz. (124 g.)/Pair
Material: Brake Lever/Steel • Resin
Grip/Resin

new



**Model MB-120
DUAL EXTENSION LEVER 77
(DEL-77)**

SPECIFICATIONS
Material: Light Alloy & Steel
Weight: 17.1 oz. (484 g.)/Pair
Lever Clamp Diameter: 22.2mm, 23.8mm

new



SHIMANO
radiax
brake

RADIAX BRAKE

Model BF-100 Drum Brake RADIAX

SPECIFICATIONS

Weight: 22.8 oz. (645 g.)

Material: Body/Steel

: Radiating Fin/
Light Alloy

Type: V-Brake Mechanism

NEW



The RADIAX is a drum brake that adapts the braking system from the V-Brake Mechanism.

Features of the RADIAX Brake:

1. Suitable For All Kinds of Weather—
It has been said that a caliper brake loses braking performance in wet weather, making riding hazardous. The RADIAX gives good performance even in rain.
2. Sure Braking When Rolling Backwards—
RADIAX has succeeded in securing the same amount of braking efficiency when rolling backwards (backward rotation) as when moving forwards.
3. Radiating Fins Added for Cooling Effect—
The radiating fins were developed to prevent the heat-fade phenomenon and, at the same time, to provide safety and easy cycling when coasting downhill or long distance riding. Furthermore, they extend the lifetime of the brakes.



Model HD-600 HUB (For RADIAX Brake)

SPECIFICATIONS

Use: Drum Brake RADIAX Only

Weight: 16.9 oz. (480 g.)

Material: Steel

Type: Small Flange Hub

Over Lock Nut Dimensions:

4.86" (124mm.), 5.00" (127mm.)

Spoke Holes: 28H, 35H



NEW



SHIMANO
v brake

V-BRAKE C

Model BV-100 V-BRAKE C (REAR)

SPECIFICATIONS

Weight: 8.5 oz. (240 g.)

Material: Steel

Type: V-Brake Mechanism

NEW



Model HE-410 FREEHUB (For V-Brake C Rear)

SPECIFICATIONS

Weight: 17.3 oz. (490 g.)

Material: Steel

Type: Small Flange Free Hub

Over Lock Nut Dimension: 4.69" (119mm.)

Spoke Holes: 20H, 28H



Features of the V-Brake C:

1. Especially designed for children's bicycles, the V-Brake C generates strong braking power with little force applied on the lever.
2. The V-Brake C displays the same braking efficiency whether the bicycle is moving forwards or backwards.
3. Bad weather has almost no effect on the braking efficiency of the V-Brake C. The V-Brake C works just as well in wet conditions as in good.
4. The V-Brake C is compact and light.

Model BV-100 V-BRAKE C (FRONT)

SPECIFICATIONS

Weight: 6.2 oz. (175 g.)

Material: Steel

Type: V-Brake Mechanism

NEW



Model HE-410 HUB (For V-Brake C Front)

SPECIFICATIONS

Weight: 8.5 oz. (240 g.)

Material: Steel

Type: Small Flange Hub

Over Lock Nut Dimension: 3.43" (87mm.),

3.66" (93mm.)

Spoke Holes: 20H, 28H



Model MC-100 V-BRAKE LEVER

SPECIFICATIONS

* See Page 38.

NEW



SHIMANO
disc
brake

DISC BRAKE

Shimano has developed a self-energizing disc brake that successfully combines maximum safety control with minimum stopping distance. Equipped with Auto Adjust, which keeps the unit constantly adjusted, this high-performance brake always functions at maximum efficiency.



Model BC-300 DISC BRAKE E-TYPE SPECIFICATIONS

Weight: 17.8 oz. (505 g.)/Body
8.1 oz. (230 g.)/Disc

Material:

Disc Plate/Stainless Steel
Pad/Wear Resistant Asbestos
Disc Brake Body/Chrome Plated Steel
Arm Assembly/Carbon Tool Steel

Disc Plate Diameter: 5-3/4" (147mm.)
Disc Plate Thickness: 3/40" (2.0mm.)
Type: Disc Brake with Auto Adjust

Features:

The features of this revolutionary braking system are:

1. Powerful, shockless braking with a minimum of effort.
2. Reduced slippage, even in wet weather. The all weather performance means greater safety for cyclists.
3. The Auto Adjust mechanism compensates for cable stretch and pad wear so that the best braking force is always maintained.
4. Compact and lightweight, the self-energizing Disc Brake is easy to operate and install.

Model HD-200 SMALL FLANGE HUB SPECIFICATIONS

Use: Disc Brake Only
Material: Steel
Type: Small Flange Hub
Over Lock Nut Dimensions:
4.88" (124mm.), 5.00" (127mm.)
Spoke Holes: 28H, 36H



SHIMANO
coaster
brake

COASTER BRAKE

Model CC-100 MIGHTY MITE

Economical Coaster Brake with lightweight and compact design.
Safe and easy to operate for children weighing less than 70 pounds.

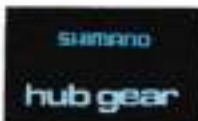
SPECIFICATIONS

Weight: 21.0 oz. (595 g.)
Teeth: 14T, 15T, 16T, 17T, 18T, 19T, 20T
Over Lock Nut Dimension: 4.29" (109mm.)
Sprocket: 1/2" x 1/8" Chain
Spoke Holes: 20H, 24H, 28H
Riders Weight: 70 lb. or less
Wheel: 20" or less

Model CB-100 COASTER BRAKE B-TYPE SPECIFICATIONS

Weight: 30.0 oz. (850 g.)
Teeth: 14T, 15T, 16T, 18T, 19T, 20T
Over Lock Nut Dimension: 4.29" (109mm.)
Sprocket: 1/2" x 1/8" Chain
Spoke Holes: 20H, 24H, 28H, 36H
Black Finish Available





HUB GEAR & LEVER

Model TB-100 THREE SPEED HUB SPECIFICATIONS

Weight: 39.8 oz. (1,100 g.)
Teeth: 14, 15, 16, 18, 19, 20T
Gear Ratio: (H)1:1.33/(N) 1:1/(L) 1:0.75
Over Lock Nut Dimension: 4.5" (114mm.)
Sprocket: 1/2" x 1/8" Chain
Spoke Holes: 28H, 36H



Model TC-100 THREE SPEED HUB WITH COASTER BRAKE SPECIFICATIONS

Weight: 46.6 oz. (1,320 g.)
Teeth: 14, 15, 16, 18, 19, 20T
Gear Ratio: (H) 1:1.33/(N) 1:1/(L) 1:0.75
Over Lock Nut Dimension: 4.7" (120mm.)
Sprocket: 1/2" x 1/8" Chain
Spoke Holes: 28H, 36H



Model LD-300 TWIST GRIP CONTROL LEVER SPECIFICATIONS

Use: Three Speed Hub Only
Attachment Position: Handle Bar-End



Model LD-200 TRIGGER LEVER SPECIFICATIONS

Use: Three Speed Hub & Three Speed
Hub with Coaster Brake Only
Attachment Position: Handle Bar



Model LE-150 STEM CONSOLE SPECIFICATIONS

Use: Three Speed Hub & Three
Speed Hub with Coaster
Brake Only

Material: Resin (Body)
Type: Click
: Single Lever
: Pre-Select
Mechanism
Attachment Position:
Top of Handle Stem



Model LC-500 TRIGGER STEM SPECIFICATIONS

Use: Three Speed Hub & Three Speed
Hub with Coaster Brake Only
Attachment Position: Handle Stem



SPOKE

Model PB-100 SPOKE PROTECTOR SPECIFICATIONS

Diameter: 4-1/2" (110mm.)
Material: Steel
Use Range: Low
Sprocket 24
Teeth or Less



Model PB-150 SPOKE PROTECTOR SPECIFICATIONS

Diameter: 5.4" (137mm.)
Material: Steel
Use Range:
Low Sprocket
26 or 28
Teeth



Model PB-130 SPOKE PROTECTOR SPECIFICATIONS

Diameter: 7-1/2" (190mm.)
Material: Steel
Use Range: Low Sprocket 26 or 28 Teeth

Model PB-140 SPOKE PROTECTOR SPECIFICATIONS

Diameter: 6-1/2" (215mm.)
Material: Steel
Use Range: Low Sprocket 32 or 34 Teeth



PROTECTOR

Model PC-110
UG SPOKE PROTECTOR
SPECIFICATIONS
 Diameter: 5.5" (140mm.)
 Material: Light Alloy
 Use Range: Low Sprocket 24 Teeth

new



Model PC-150
SPOKE PROTECTOR
SPECIFICATIONS
 Diameter: 6.3" (160mm.)
 Material: Light Alloy
 Use Range: Low Sprocket 26 or 28 Teeth

new



SHIMANO
 cable

CABLE

Outer Casings and Inner Cables

Model WC-100
STAINLESS OUTER CASING WITH BOTH CAPS
 Length: 6.7" (170mm.), 11.0" (280mm.)



Model WC-110
STAINLESS OUTER CASING WITH ONE CAP
 Length: 23.6" (600mm.), 24.8" (630mm.),
 26.4" (670mm.)



Model WL-100
COATED INNER CABLE (φ1.2mm)
 Length: 52.0" (1,320mm.), 53.5" (1,360mm.),
 55.1" (1,400mm.), 70.9" (1,800mm.),
 72.8" (1,850mm.), 74.8" (1,900mm.)

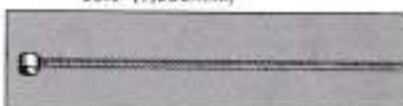


Model WB-100 (with Both Caps)
Model WB-110 (with One Cap)

OUTER CASING
 Length: 7.1" (180mm.), 9.8" (250mm.),
 11.0" (280mm.)/With Both Caps
 14.2" (360mm.), 20.9" (530mm.),
 40.6" (1,030mm.), 53.5" (1,360mm.),
 61.0" (1,550mm.)/With One Cap



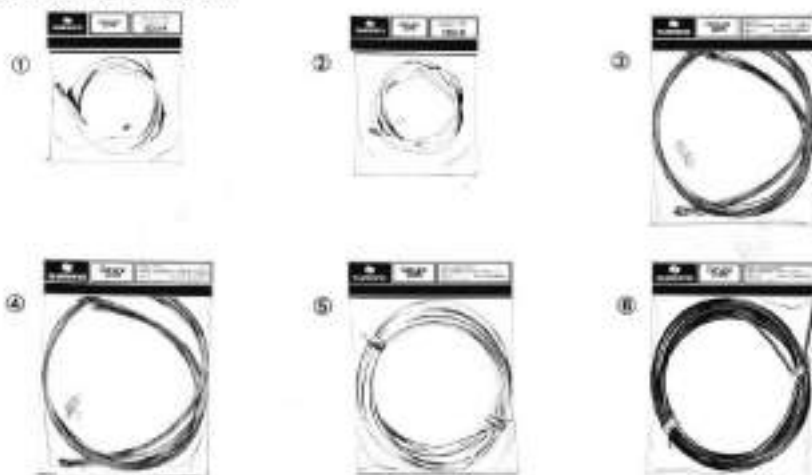
Model WK-110
INNER CABLE (φ1.2mm)
 Length: 26.4" (670mm.), 29.5" (750mm.),
 40.6" (1,030mm.), 46.5" (1,180mm.),
 53.5" (1,360mm.), 61.0" (1,550mm.),
 65.0" (1,650mm.)



Model WJ-100
INNER CABLE (φ1.2mm)
 Length: 26.4" (670mm.), 29.5" (750mm.),
 40.6" (1,030mm.), 46.5" (1,180mm.),
 61.0" (1,550mm.), 65.0" (1,650mm.)

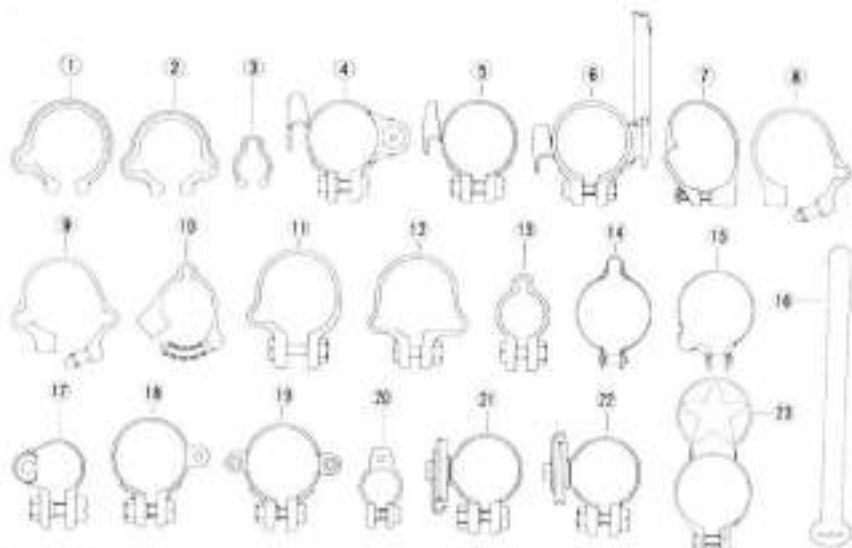


Universal Cables



Item No.	Model No.	Description	Usage
1	WT-130	Universal Spare Cable Set Shape of Cable End  φ1.2mm.	Console Lever
2	WT-110	Universal Spare Cable Set Shape of Cable End  φ1.2mm.	5 & 10 Speed Shifting Lever
3	WT-140	Universal Spare Cable Set Shape of Double Cable End  φ1.2mm.	All SHIMANO Shifting Levers
4	WJ-110	Universal Spare Cable Set Shape of Double Cable End  φ1.6mm.	All SHIMANO Brake Levers Except DURA-ACE and SHIMANO-600
5	WV-100	Universal Outer Casing (White)	All Cables
6	WV-110	Universal Outer Casing (Black)	Except DURA-ACE and SHIMANO-600

OUTER BAND



Item No.	Part No.	Description
1	620100	Outer Cap 24.6mm (1.18")
	620101	Outer Cap (Black) 24.6mm (1.18")
	620106	Outer Cap 25.4mm (1")
	620107	Outer Cap (Black) 25.4mm (1")
2	620108	Outer Cap 26.8mm (1.05")
	620109	Outer Cap (Black) 26.8mm (1.05")
	620180	Outer Cap 25.4mm (1")
	620181	Outer Cap (Black) 25.4mm (1")
3	620182	Outer Cap 22.2mm (.88")
	620183	Outer Cap (Black) 22.2mm (.88")
	620184	Outer Cap 19.0mm (.75")
	620185	Outer Cap (Black) 19.0mm (.75")
	620186	Outer Cap 15.5mm (.61")
	620187	Outer Cap (Black) 15.5mm (.61")
	620188	Outer Cap 16.8mm (.66")
	620189	Outer Cap (Black) 16.8mm (.66")
	620190	Outer Cap 12.7mm (.51")
	620191	Outer Cap (Black) 12.7mm (.51")
4	620192	Cable Guide 28.6mm (1.13")
	620193	Cable Guide 28.6mm (1.13")
5	620194	Cable Guide for DURA-ACE 28.6mm (1.13")
6	620195	Outer Band for Brake 25.4mm (1")
	620196	Outer Band for Brake (Black) 25.4mm (1")
8	620197	Outer Band for PPS System 26.8mm (1.05")
	620198	Outer Band for PPS System (Black) 26.8mm (1.05")
	620199	Outer Band for PPS System 25.4mm (.99")
	620200	Outer Band for PPS System (Black) 25.4mm (.99")
9	620201	Outer Band for PPS System 25.4mm (.99")
	620202	Outer Band for PPS System (Black) 25.4mm (.99")
	620203	Outer Band for PPS System 25.4mm (.99")
	620204	Outer Band for PPS System (Black) 25.4mm (.99")
10	620205	Outer Band for PPS System 19.0mm (.75")
	620206	Outer Band for PPS System (Black) 19.0mm (.75")
	620207	Outer Band for PPS System 15.5mm (.61")
	620208	Outer Band for PPS System (Black) 15.5mm (.61")

Item No.	Part No.	Description
10	620209	Outer Band for PPS System (Black) 15.5mm (.61")
11	620210	Outer Band for PPS System (Black) 17.5mm (.69")
	620211	Outer Band for PPS System 25.4mm (1")
	620212	Outer Band for PPS System (Black) 25.4mm (1")
12	620213	Outer Band for PPS System (Black) 26.8mm (1.05")
	620214	Outer Band for PPS System 26.8mm (1.05")
13	620215	Outer Band for PPS System (Black) 19.0mm (.75")
	620216	Outer Band for PPS System (Black) 19.0mm (.75")
14	620217	Outer Band for DURA-ACE 8-900 Brake 25.4mm (1")
15	620218	Outer Band for DURA-ACE 8-900 Brake 25.4mm (1")
16	620219	Outer Band 20.0mm (.79")
	620220	Outer Band 20.0mm (.79")
17	620221	Outer Band 26.8mm (1.05")
	620222	Outer Band 26.8mm (1.05")
	620223	Outer Band 25.4mm (1")
	620224	Outer Band 25.4mm (1")
18	620225	Outer Stopper 28.6mm (1.13")
19	620226	Outer Stopper 28.6mm (1.13")
20	620227	Outer Stopper 15.0mm (.59")
	620228	Outer Stopper for DURA-ACE 15.0mm (.59")
21	620229	Guide Hole 28.6mm (1.13")
22	620230	Guide Hole 25.4mm (1")
23	620231	Pump Hob 26.8mm (1.05")

SPECIAL TOOL

Model XB-310
Plier for Three Speed Hub
Snap Ring Removal



Model XB-300
Spanner for Cone, Lock Nut Adjustment of
Three Speed Hub; Three Speed Hub with
Coaster Brake; and Coaster Brake
Width: 15mm., 17mm.



Model XA-160
(5mm. Key x 8mm. Hole)
T-Type Wrench with
Hexagon
Wrench key



Model XA-170
(8mm. Key x 10mm.
Hole)



Model XB-320
Tool for Removing Ball
Cup for Three Speed
Hub



Model XA-130
Cotterless Crank
Extractor



Model XC-100
Chain Cutter (For Both UG Chain and
Ordinary Chain)



Option: Spare Chain
Cutting Arrow (Spindle)

Model XA-180 (For 10mm. Chain)
Model XB-500 (For 1/2" Chain)
Rear Sprocket Removal Tool



Model XA-110
Spanner for DURA-ACE Hubs
Width: 13mm.,
14mm.



Model XA-150
Model XB-100
Hexagon Wrench Keys



Model XA-100
DURA-ACE Multiple
Freewheel Removal
Tool



Model XB-200
Boss Type Multiple
Freewheel Removal
Tool



Model XA-120
DURA-ACE Grease
1.76 oz. (50 g.)
17.6 oz. (500 g.)



Model XA-190
DURA-ACE
LUBU OIL



Model XA-140
Chainwheel Screw Peg
Spanner (For DURA-ACE
Only)



Model XB-400
Three Spanners Set for Spindle and Head
Parts



Option: Hanger Cup Hook Bolt



SMALL PARTS



Item	Package Style	Contents	Qty
Sprocket for Front Chainwheel	Blister Packed	Sprocket	1
Brake Shoe Set	Blister Packed	Brake Shoe Complete (left) Brake Shoe Complete (right)	2
Outer Band Set for Caliper Brake	Polyester Bag with Header	Outer Band Bolt Nut	3
Complete Quick Release Unit for Front Hub (Over Lock Nut Dimension: 100mm)	Polyester Bag with Header	Hub Axle Set Quick Release Set	5
Complete Quick Release Unit for Rear Hub (Over Lock Nut Dimension: 120mm/5-speed, 125mm/5-speed)	Polyester Bag with Header	Hub Axle Set Quick Release Set	5
Rubber Cover Set for Brake Lever	Polyester Bag with Header	Rubber Cover Set	2
Crank Arm Dust Cap for Front Chainwheel	Blister Packed	Crank Arm Dust Cap	15
Adjusting Bolt, Nut and Spring for Fork End	Polyester Bag with Header	Adjusting Bolt Nut Spring	2
Ball Retainer for Head Parts	Special Polyester Case	Ball Retainer	2
Ball Retainer for Bottom Bracket	Blister Packed	Ball Retainer	20
Bottom Bracket Spindle Set for Front Chainwheel	Package	Spindle Ball Retainer L.H. Adjustable Cap Lock Ring R.H. Fixed Cap Spindle Bolt Spindle Washer	1 2 1 1 1 2 2
Crank Set for Front Chainwheel	Package	Left Crank Arm Right Crank Arm Crank Arm Dust Cap Chainwheel Fixing Bolt Chainwheel Fixing Nut	1 1 2 5 5

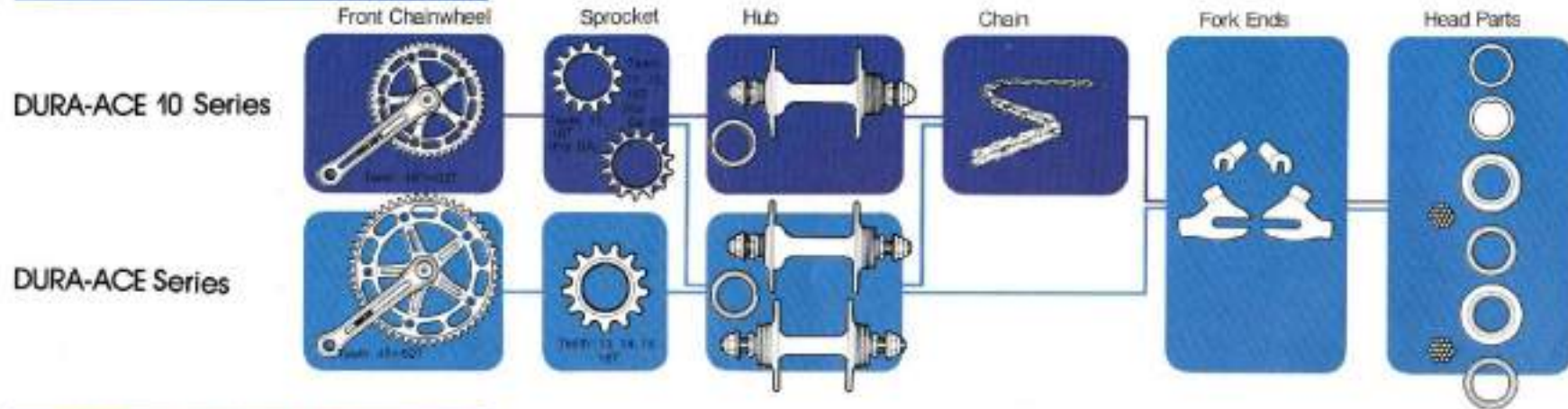
Item	Package Style	Contents	Qty	Item	Package Style	Contents	Qty
Lever Parts	Card	Wing screw Spring Washer Non-Turn Washer Pressure Plate Washer	35 35 35 35 60	Cable Carrier Set for Center Pull Caliper Brake (Tourney)	Card	Cable Anchor Bolt Cable Carrier Cable Anchor Washer Cable Anchor Nut Outer Band	50 50 50 50 60
Pulley Set for Rear Derailleur	Card	Pulley Bushing Pulley Pulley Cap	32 35 60	Outer Band Set for Caliper Brake (Tourney)	Card	Outer Band Screw	60 60
Cable Fixing Bolt Set for Rear Derailleur	Card	Cable Fixing Bolt Cable Fixing Washer Cable Fixing Nut	60 60 60	Outer Clip Set for Caliper Brake	Card	Outer Clip	40
Adapter Screw Set for Rear Derailleur	Card	Adapter Nut Adapter Screw	60 60	Ball Crank Set for Three-Speed Hub	Card	Ball Crank Ball Crank Lock Nut	20 20
Derailleur Cap Set	Card	Derailleur Cap	600	Three-Speed Hub Axle	Polyester Bag with Header	Three-Speed Hub Axle	1
Cable Fixing Bolt Set	Card	Cable Fixing Bolt Cable Fixing Nut Cable Fixing Washer	60 60 60	Tension Spring for Rear Derailleur	Polyester Bag with Header	T-Tension Spring G-Tension Spring	1 1
Chain Guide Bushing Set	Card	Chain Guide Spacer Nut Chain Guide Spacer Torroid Lock Washer Nut	50 50 50 50 60	Wing Nut for Hub	Polyester Bag with Header	Wing Nut for Front Hub BC 3/16" Wing Nut for Rear Hub BC 3/8"	2 2
Brake Shoe Set for Caliper Brake	Card	Brake Shoe Complete (left) Brake Shoe Complete (right)	10 10	Complete Quick Release Unit for Hub (Over Lock Nut Dimension: 90mm (Front), 120mm (Rear))	Polyester Bag	Complete Quick Release Unit (Front or Rear)	10
Cable Anchor Set for Side Pull Caliper Brake (Tourney)	Card	Cable Anchor Bolt Washer Cap Nut	50 50 50	Hub Axle Set	Polyester Bag	Hub Axle Set (Front or Rear)	10
				Sprocket for Multiple Freewheel	Vacuum Packed	Sprocket	1

- We have a complete line of small parts for DURA-ACE, 600 Series and all other Shimano products.
- Only a limited sample of our entire range is shown here.
- Please refer to the "Shimano Bicycle Parts" catalog which contains the complete line of Shimano parts.

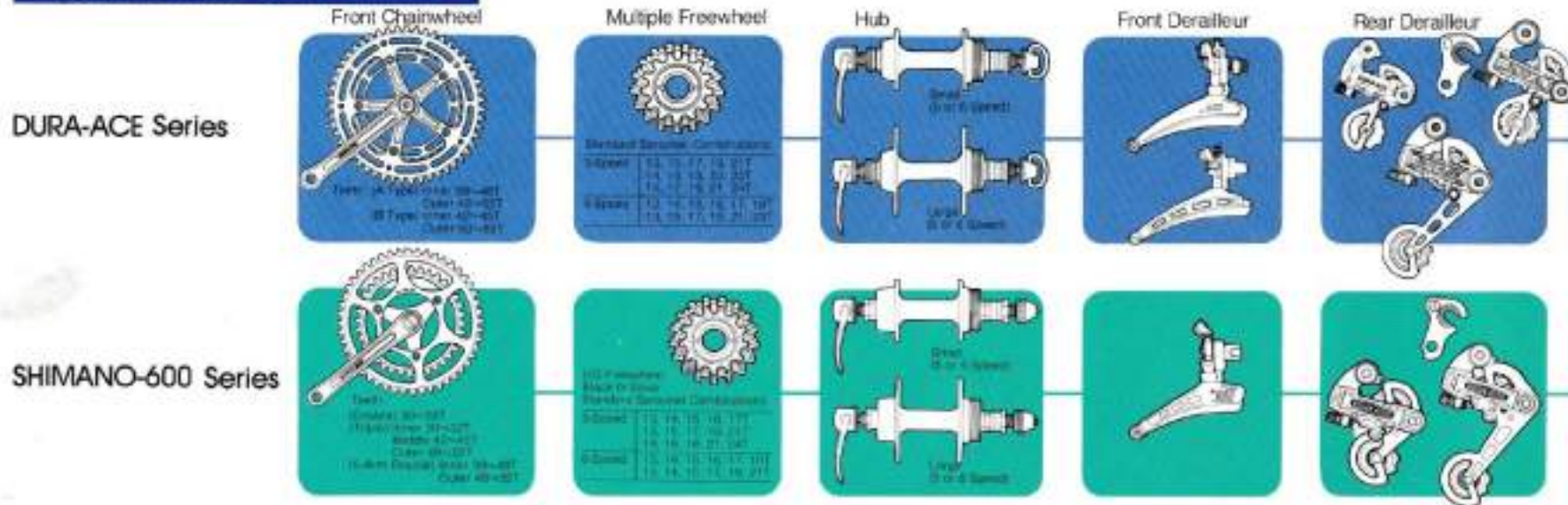


SYSTEM COMPONENTS CHART

TRACK RACING COMPONENTS



ROAD RACING COMPONENTS



BRAKES

RADIAX Brake



HUB



Disc Brake



SMALL FLANGE HUB



V-Brake C



V-BRAKE LEVER



V-Brake M



SOFT LM LEVER



3 SPEED COMPONENTS

Gear Hub

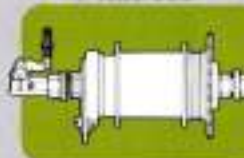
3-SPEED HUB



TWIST GRIP CONTROL LEVER



3-SPEED HUB with Coaster Brake



TWIST GRIP CONTROL LEVER



Shifting Lever



Brake



Brake Lever



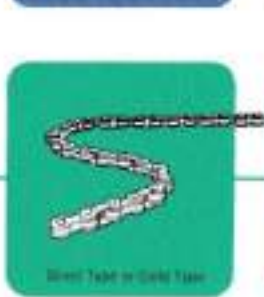
Chain



Fork Ends



Head Parts



SYSTEM COMPONENTS CHART

5 & 10 SPEED COMPONENTS

Shifting Lever

GR-L-EVER
GR-L-EVER
GR-L-EVER
ALUM-L-EVER
FINGER-TIP
LINK-SHIFT
SUPER-SHIFT™

Front Derailleur

SHIMANO 600
SHIMANO 400
TULIST
THUNDER SPEED

Rear Derailleur

SHIMANO 500
SHIMANO 500GS
SHIMANO 400
SHIMANO 400GS
TULIST
TULIST GS
TOURNEY
TOURNEY GS
EAGLE 3
LARK 3
SKY LARK
SHIMANO 110
LARK MINI

FF SYSTEM COMPONENTS

Front Chainwheel

ALUM DOUBLE CHAINWHEEL (3-Piece)
DOUBLE CHAINWHEEL (3-Piece)
DOUBLE CHAINWHEEL, HYPER (3-Piece)
SINGLE CHAINWHEEL (3-Piece)
DOUBLE CHAINWHEEL (11-Piece)
SINGLE CHAINWHEEL (11-Piece)



Shifting Lever

SAME AS 5 & 10 SPEED COMPONENTS

Front Derailleur

SAME AS 5 & 10 SPEED COMPONENTS

Rear Derailleur

SHIMANO 400
EAGLE 3
LARK 3



NEW POSITRON PPS SYSTEM

Shifting Lever

POSITRON STEM
POSITRON DOWN TUBE
POSITRON CONSOLE 2
POSITRON STEM CONSOLE
POSITRON EM
POSITRON 10.5 (Share Positron Front Derailleur)



Front Derailleur

POSITRON
SAME AS 5 & 10 SPEED COMPONENTS

Rear Derailleur

POSITRON 400
POSITRON 2
POSITRON 2 30
POSITRON EM



FF SYSTEM PLUS PPS SYSTEM

ALUM DOUBLE CHAINWHEEL (3-Piece)
DOUBLE CHAINWHEEL (3-Piece)
DOUBLE CHAINWHEEL, HYPER (3-Piece)
SINGLE CHAINWHEEL (3-Piece)
DOUBLE CHAINWHEEL (11-Piece)
SINGLE CHAINWHEEL (11-Piece)



Shifting Lever

POSITRON STEM
POSITRON DOWN TUBE
POSITRON CONSOLE 2
POSITRON STEM CONSOLE
POSITRON EM
POSITRON 10.5 (Share Positron Front Derailleur)



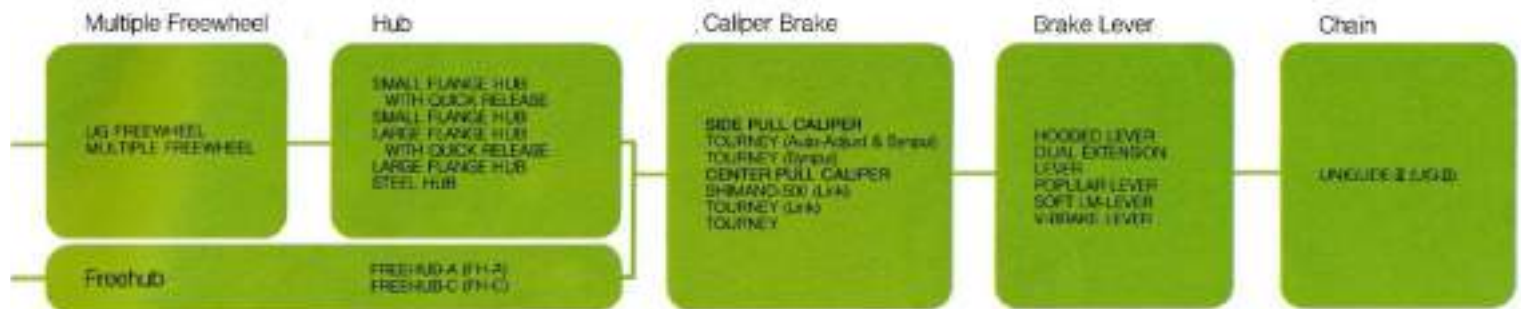
Front Derailleur

POSITRON
SAME AS 5 & 10 SPEED COMPONENTS

Rear Derailleur

POSITRON 400
POSITRON 2
POSITRON 2 30
POSITRON EM





PROFILE OF SHIMANO

Shimano Industrial Co., Ltd. was established in 1921. In the succeeding 56 years Shimano has expanded into an International Company with a world-wide sales network and it has now diversified into three major divisions: the bicycle component division, the fishing tackle division and the cold forging division.

The bicycle component division has concentrated on developing such vital components as gearshift systems, brake systems, freewheels and hubs. At the present time its products are sold in 60 different countries including the United States and Europe, as well as to the Japanese domestic market.

Shimano's ever-advancing technology and ability to develop new products have brought it a high reputation for innovation and reliability in the bicycle industry. Shimano has established itself as the leading bicycle component manufacturer in the world and commands the overwhelming share of the world market.

Shimano opened its fishing tackle division in 1970 and produces equipment such as fibre-glass rods, reels and fishing coolers. Here again Shimano has won a great deal of support in the fishing industry and among anglers for the high quality and originality of their products. With the growth of fishing as a recreational sport the division has seen its business grow quickly, and is now a leading manufacturer in that field.

Shimano's cold forging division utilizes the Company's well equipped facilities and advanced technology to produce cold forged products to meet the demands not only of the bicycle industry, but also of the automobile, electrical and agricultural machinery industries.

Research and Development

Marketing and research are required to satisfy existing and future demand and to continue the creation of high quality products. Shimano's marketing research network covers every area of the world, including the United States and Europe, so that Shimano can immediately assess changing market trends. Such research is not limited to just detecting market trends, it also deals with basic research problems requiring expert knowledge of many diverse fields, including human engineering and medicine. Our engineers put themselves in the consumer's place when applying their know-how to the development of new products.

Shimano's strict quality control is another essential that guarantees the high quality of its products. Shimano's Quality Control Division has independent authority to oversee each step of the manufacturing process from the first stage of development all the way through to production, using its own strictly set standards. An additional specialised checking mechanism critically scrutinizes all the products again at the assembly line before they ever emerge on the commercial market, guaranteeing customers the high quality they have come to expect of Shimano.

Production Facilities

Shimano has four factories, three in Japan and one in Singapore. The main factory is located in Sakai, Japan. It plays an important role as the research center for product development, as well as being the main production plant. It also serves as the headquarters for the different factories and the co-ordination center for all the overseas Shimano offices.

In 1970 the Shimozeki factory in western Japan started operations producing coaster brakes and three speed hubs for export.

In 1974 Shimano established its first overseas plant in Singapore to produce bicycle components for the overseas market. Situated in a free port and in a favorable location from which to conduct trade with South East Asian countries, the Singapore factory is expected to experience rapid growth in the near future.

In 1971, Shimano-Adachi Co., Ltd., was established in Tokyo.

Shimano is growing vigorously, supported by close co-operation between its plants, producing a total of 3 1/2 million units a month. Shimano's dramatic technological innovations and heavy investments in equipment have modernised its large scale production facilities, reducing costs, upgrading the quality of its products and speeding up production. All factors leading to its competitive position in the world market.

Shimano's cold forging facilities are the most important of all their divisions. With its highly sophisticated equipment and technology, Shimano enjoys a reputation as a pioneer of the cold forging process in Japan and one of the top ranking companies in this line in the world.

Management System Control

Thanks to Shimano's dynamic management control it has been able to implement a philosophy that actively promotes business while maintaining strict control over finances.

Sound management policies have given the company a healthy financial position in spite of the world-wide recession. By maintaining self-capitalisation at around 50% and keeping careful control of the break-even point over periods of market recession, Shimano has been able to keep developing new products and opening up new markets.

Shimano concentrates upon making quality products available at reasonable prices by raising its management efficiency over everything from production to sales, resulting in increased customer satisfaction and confidence in its products.



World-Wide Organization

Products with the Shimano trade mark have spread to most parts of the world and are now being enjoyed by people in over sixty countries. Shimano International continues to develop markets throughout the world with a marketing strategy that assesses and then responds to differing local needs.

In 1965 the Shimano American Corporation was established in New York to take care of all sales activities in the United States. In 1974 the Shimano Sales Corporation was founded in Los Angeles to complement Shimano American.

To meet growing European demand, Shimano Europe was established in 1973 in Dusseldorf, West Germany. It not only provides goods satisfying particular European needs but also is the center for the sales and marketing of Shimano products in Africa and the Middle East.

The strategy for Shimano's marketing activities abroad is not to sell to the world products meant for Japanese domestic use, but to sell internationally-linked products that closely correspond to the diverse, particular needs of each country.

Already an international enterprise, Shimano will continue to search for new marketing possibilities and actively carry on its overseas activities.

Business Achievements

As a member of the Stock Exchange, Shimano has always been aware of its social responsibilities and has made its utmost effort to conduct sound business practices and obtain good returns.

Even when Japan's economy was still suffering from the aftermath of the oil crisis, Shimano succeeded in continuing to pay the same 20% dividend to its shareholders as it had since the dividends were set in November 1964. Shimano is 48.8% self-capitalized and has a floating capital ratio of 151.1%. The financial stability these figures indicate are further reflected in the rising value of Shimano shares in the stock market.

Such results have been achieved by Shimano's continuous efforts to increase management efficiency and strengthen the organization of the firm. Prestigious domestic and foreign economic journals have always ranked Shimano among the top business enterprises.

Shimano continues to draw increasing attention around the World.

SHIMANO INDUSTRIAL CO., LTD.

Established: February, 1921
Capital: ¥1,932,612,000 (about \$6,442,000)

Number of Employees: 1,200

Head Office and Main Plant:

Shimano Industrial Co., Ltd.

3-77 Omatsuchi, Sakai, Osaka, Japan

TELEX: 5374-757 SHIMANO J

Total Area: 37,308 sq. meters

Plant: 36,247 sq. meters

American Office:

Shimano American Corporation

1133 Avenue of the Americas, New York, New York, 10036

TEL: (212) 586-2350

TELEX: 127902 SHIMANO NYK

Shimano Sales Corporation

9259 San Fernando Road, Sun Valley, California, 91352

TEL: (213) 767-7777

TELEX: 562433 SHIMANO LSA

European Office:

Shimano (Europe) GmbH

4 Düsselhof 1, Hülfenstrasse 5, West Germany

TEL: 37200708

TELEX: 8587249 SECH D

Singapore Plant:

Shimano (Singapore) Pte. Ltd.

No. 20, Bimol Sector, Jurong Town, Singapore 22

TEL: 654777

TELEX: 23328 RS 23328

Tokyo Office:

Shimano Industrial Co., Ltd.

1-17-17 Omoi-Minami, Ohtsuka, Tokyo, Japan

Nagoya Office:

Shimano Industrial Co., Ltd.

2-37-1 Oobahinden, Nakagawaku, Nagoya, Japan

Shimonoseki Plant:

Shimano Yamaguchi Co., Ltd.

1414 Higashihinden, Ozukicho, Shimonoseki,

Yamaguchi, Japan

Total Area: 127,303 sq. meters

Plant: 12,163 sq. meters

Tokyo Plant:

Shimano Adachi Co., Ltd.

1-50-26 Ogmachi, Adachi-ku, Tokyo, Japan

Total Area: 306 sq. meters

Service Centers (Fishing Tackle):

Sapporo, Sendai, Tokyo, Nagoya, Takushima,

Fukuoka, Hiroshima, Osaka

NFT:

Nippon Fishing Tackle Co., Ltd.

2-37-5 Kamama, Setagaya-ku, Tokyo, Japan



SHIMANO SALES CORPORATION SHIMANO AMERICAN CORPORATION SHIMANO (EUROPE) GmbH SHIMANO INDUSTRIAL CO., LTD.

Specifications are subject to change without notice.

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