



ACROS

ride with us

Anleitung / Manual



CONTENT

	Seite / page
How to use	3
Mounting rear derailleur and shifter	4
Mounting front derailleur	7
Shortening the hydraulic hose	10
Bleeding the hydraulic	12
Service	16

How to use:



Push the shifter in its upper area to shift to a smaller cog-ring or chainring. Push the shifter in its lower area to shift to a bigger ring (the handle plate swivels under your finger to change the internal valve position).

By changing the hoses you can use the shifting inverse.

Choose a position for the shifter at the handlebar that allows you to reach the shifter at all times. Make sure that there is no interference between the shifter or the hoses and your brake lever when you shift.

Mounting rear derailleur and shifter:

Tools:

- 2,5 / 3 / 5mm Allen keys
- maybe zip-ties for the cable-routing

1. Remove the rear wheel of the bike and fix the rear derailleur at the dropout. The screw-head is at the inside of the dropout. (moment: 5Nm = not really tight) Make sure that the hook of the derailleur clings to the hook of the dropout.



2. Fix the shifter to the handlebar. Tighten the screw with the force of the short side of the allen key. This enables the shifter to swivel in an accident, and is gentle to your lightweight-handlebar.

3. Remount the rear wheel. Mount the chain (if you prefer to remove the upper pulley of the derailleur, instead of opening the chain: The pulleyscrew uses a torx20 key; Please check the length of the chain carefully, massive damages can occur especially with a full suspension frame, when the chain length is not correct).

4. Match the index of the derailleur with the cogs by the adjusting-screw. The function of this screw is equal to the cable adjust screw of a cable actuated derailleur. Turn the screw clockwise to move the index to the next bigger cog-ring. Turn the screw counter clockwise to move the index to the next smaller cogring. One rotation of this screw results in a big change of the adjustment.



5. Adjust the range of moving with the two stopper-screws in the same way like in a conventional derailleur. The red screw stops the red arm of the derailleur (big cog-ring). The black screw stops the black arm of the derailleur (small cog-ring).

6. Test the clearance between the upper pulley and the cog-rings. There should be no interference with the biggest cog-ring, but the distance should not be bigger than necessary. Check with all three chainrings.



If the clearance needs to be adjusted: Open the clamping screw of the spring and pull the derailleur back more or less. Close the clamping-screw in this position. Check the clearance again in all gears.

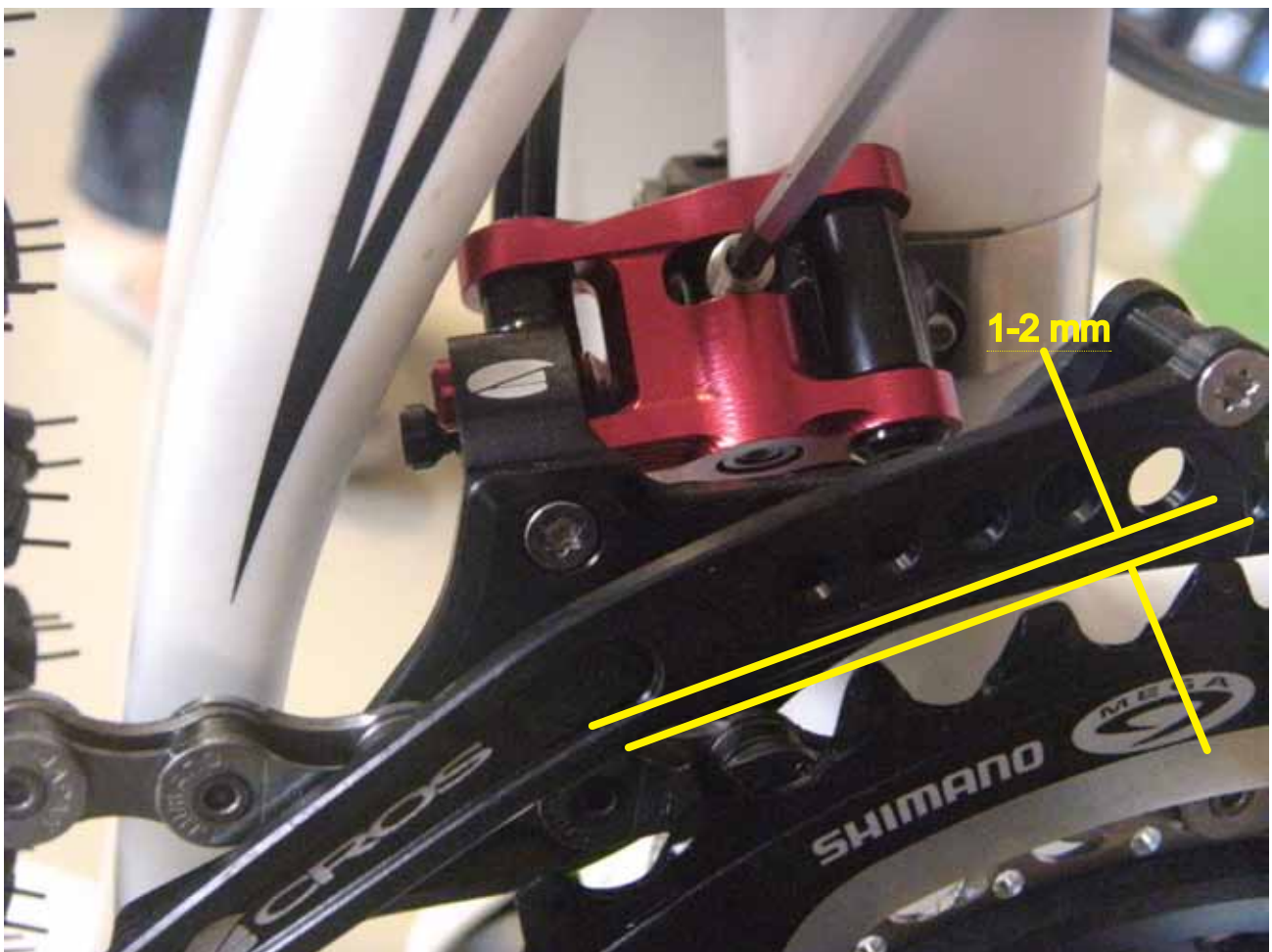
Mounting the front derailleur:

Tools:

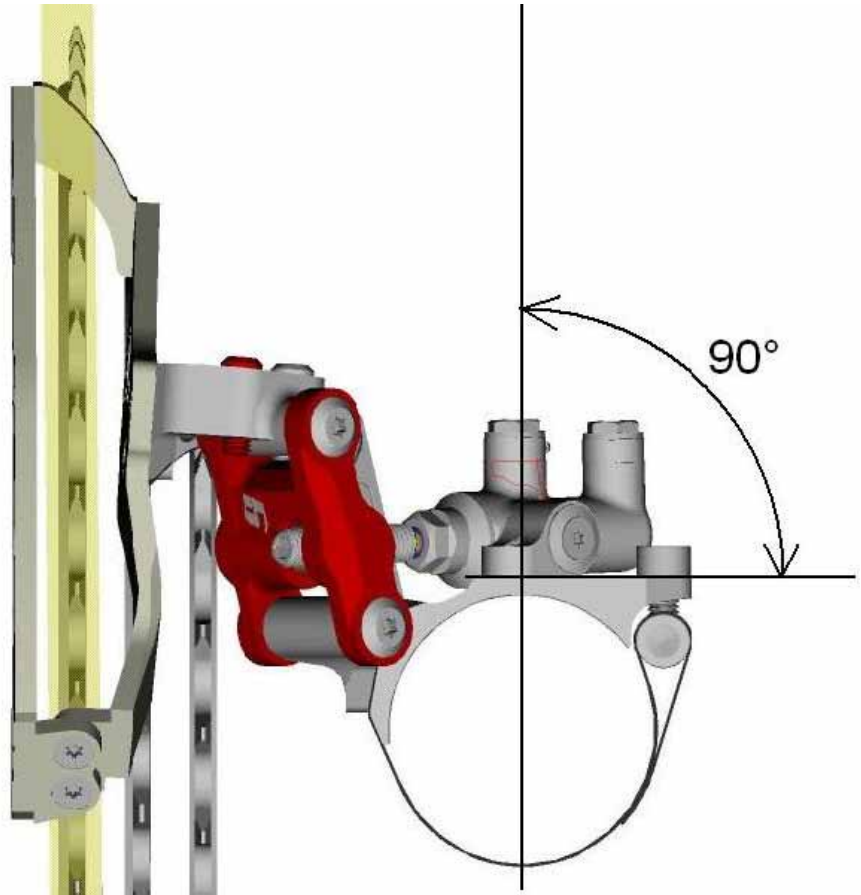
- 2,5 / 3mm Allen keys
- maybe zip-ties for the cable-routing

1. Fix the front derailleur to the seat tube with its band-clamp. The clamp fits to diameter 34.9mm (1 3/8“) tubes. Spacer for smaller diameters are available (28.6/31.8mm and special diameters).

2. Adjustment: The front derailleur position must be high enough to avoid contact with the teeth of the big chainring (1-2mm distance when the FD is shifted to the middle chainring!). In contrast to the usual, horizontal shifting front derailleur, the diagonal shifting principle of the ACROS A-GE FD requires a greater distance to the big chainring.



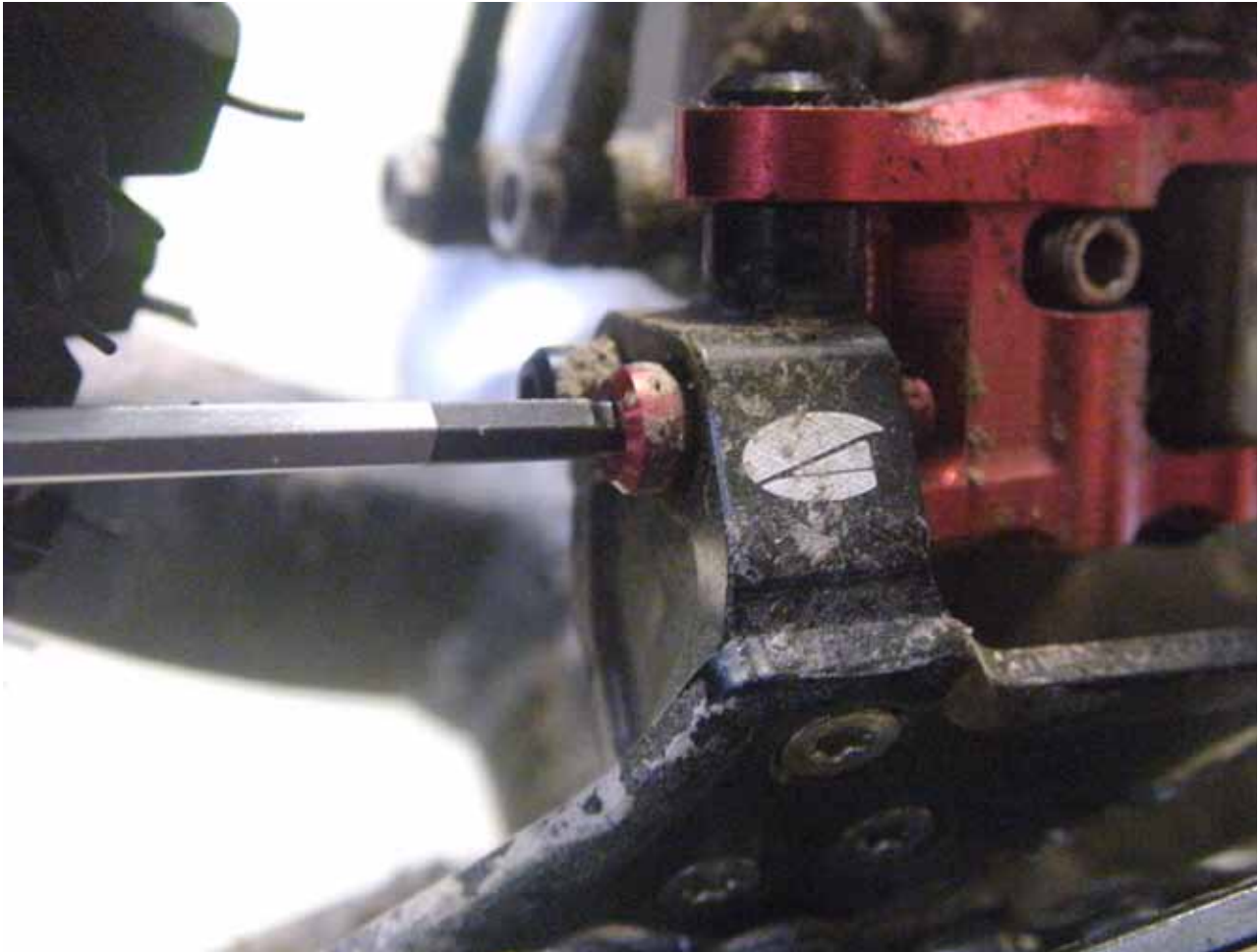
Rotate the front derailleur around the seat tube until the back side is 90° to the centerline of the bike. The ACROS A-GE FD cannot easily be adjusted with its chain cage parallel to the chainrings (the chain cage changes its angle for each chainring!). Tighten the screw of the clamp.



3. Match the index with the chain rings (the index point for the middle chain ring is a double index). Use the adjusting screw. The function of this screw is equal to the cable adjust screw at the shifter of a cable actuated derailleur. Turn the screw clockwise to move the index to a bigger chainring.



4. Adjust the range of moving with the two stopper-screws in the same way like in a conventional derailleur. The red screw stops the red arm of the derailleur (small chain-ring). The black screw stops the black arm of the derailleur (big chain-ring).



Reference:

Wear of the coating of the chain cage of the front derailleur can be caused by the chain. This will not influence the function in any way. The cage can easily be replaced to restore the FD to a “like new” look.

Shortening the hydraulic hose:

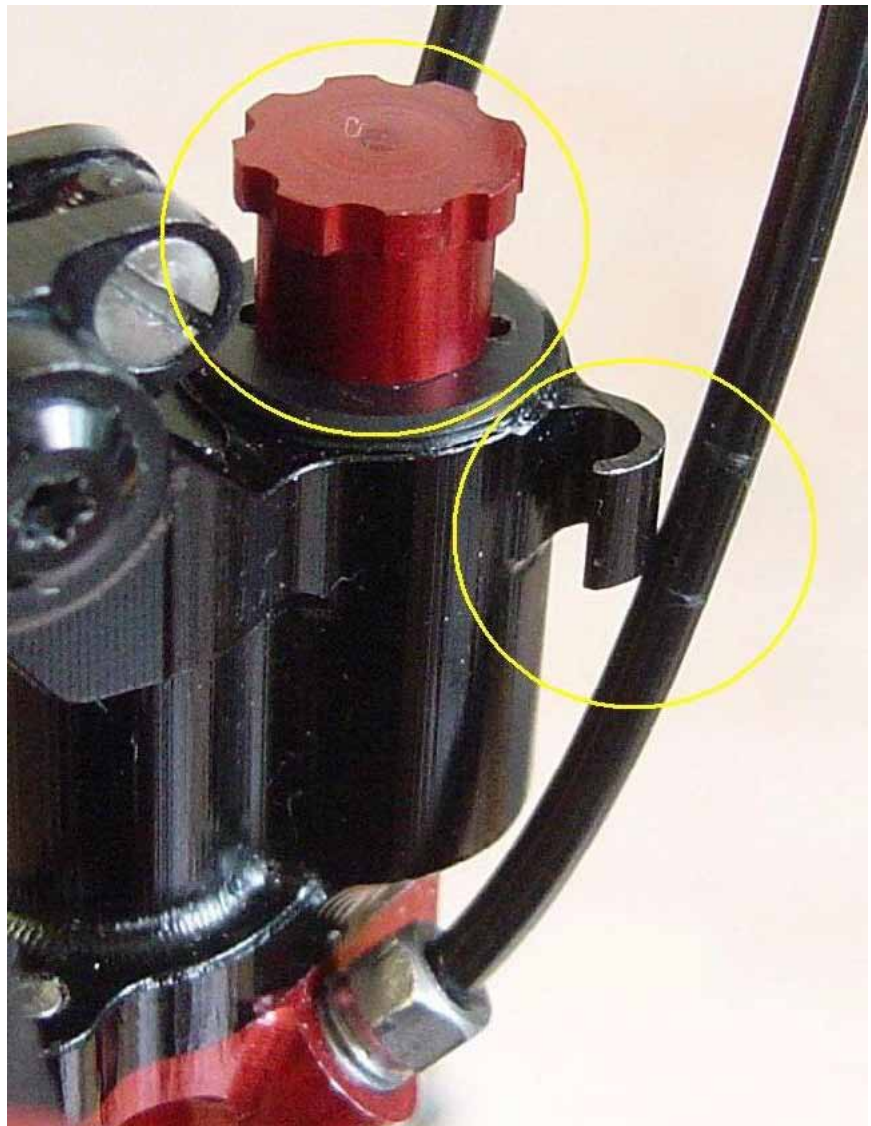
Tools:

- 3 mm Allen key / 6mm fork-wrench
- sharp knife / cable cutter
- ACROS A-GE clamp-seal-ring (metal)
- ACROS A-GE position-screw

Do not mix the connection order of the hoses: The lower hose at the lever is connected to the rear end of the cylinder at the derailleur. After shortening the hydraulic hose you normally have to bleed the hydraulic system.

1. Take the shifter off the handlebar and carefully remove the hoses from the integrated guides.

2. Remove the protective cap and screw the position screw (original accessory) into the hole on the backside of the shifter. After it is completely screwed in externally, you must turn it some more rotations until it is screwed in completely internally as well (the feeling changes when it is screwed in completely. (If you are not sure if it is screwed in completely, just turn some more times, you cannot turn it too often.)some more times, you cannot turn it



3. Remove the 6mm fitting of the hose at the shifter. Cut the hose with the knife on a firm underground. Care for a rectangular cut.

4. Line up the fitting and the new clamp-seal-ring on the hose.



Make sure that the clamp-seal-ring has the right direction! See picture

5. Put the end of the hose completely in the opening of the shifter. Screw the fitting in by hand. Before tightening the fitting with the fork wrench, double-check that the hose is put in completely. Do not tighten the fitting too hard.

6. If the hose is twisted after tightening the fitting, open the fitting a little and turn the hose to a suitable position. Tighten the fitting again.

7. Remove the position-screw from the shifter! Clip the hose back into the integrated guides (free hoses would hinder the shifter). Bleed the hydraulic if necessary.

Bleeding the hydraulic:

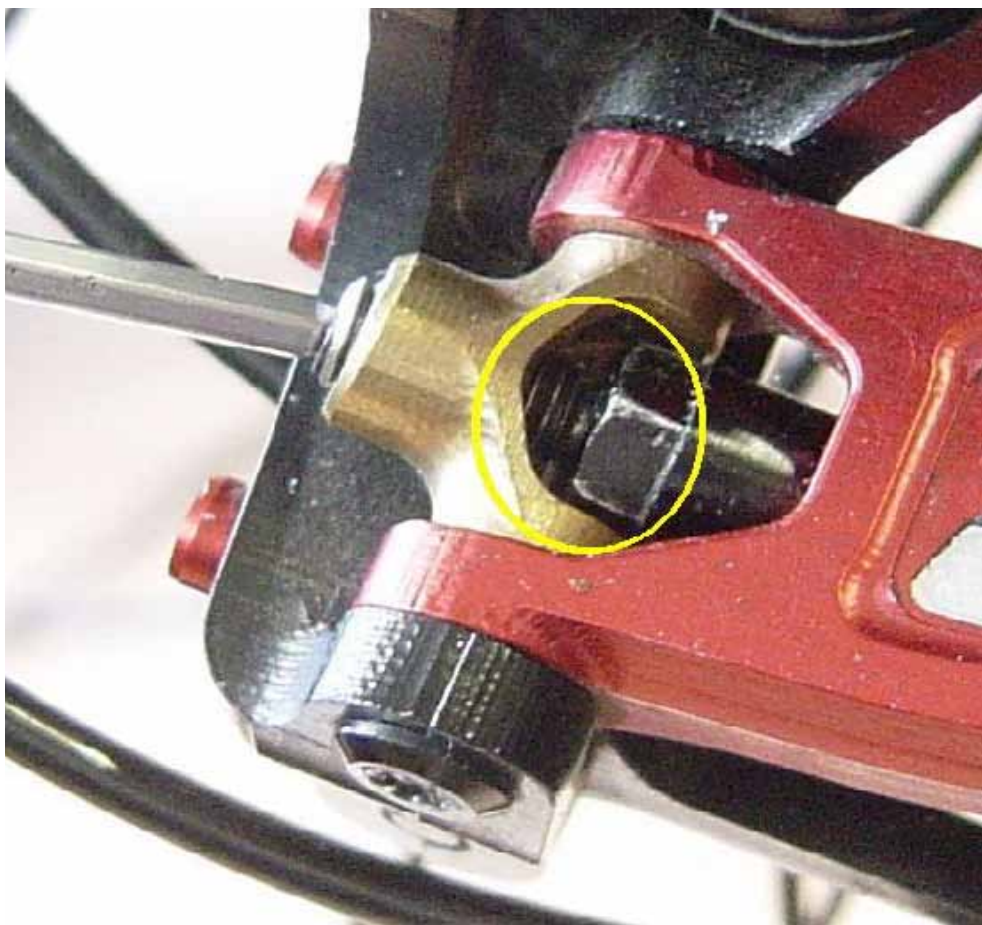
Tools:

- 2 / 2,5 / 3mm Allen-key
- ACROS A-GE position-screw
- 20ml syringe with bleeding fitting
- reservoir with bleeding fitting
- ACROS hydraulic oil

NEVER USE OTHER FLUID, it will destroy the hydraulic!

1. Shift in the smallest cog-ring

2. Turn the adjusting-screw approximately 5 rotations clockwise until the piston-rod is completely inside the housing -> This is the bleeding position of the piston (if there is still resistance in the shifter, screw in the adjusting-screw deeper; You can also pull the derailleur to this position by hand, when the screw is screwed in deeply enough).



3. Bring the axis of the hydraulic cylinder in vertical position, with the piston-rod facing down. If you do not use a work stand, hang up the bike at the front wheel for bleeding the rear derailleur. Bleeding front derailleur: You can make the rear hose connection the highest point of the cylinder by laying the bike flat or turning it upside down. Alternatively you can remove the components from the bike and bring them in the position for bleeding: The rear end of the cylinder must face up during bleeding to enable the air to leave the cylinder.



4. Take the shifter off the handlebar and carefully remove the hoses from the integrated guides. Screw the position-screw (original accessory) into the hole on the backside of the shifter. After it is completely screwed in externally, you must turn it some more rotations until it is screwed in completely internally as well (the feeling changes when it is screwed in completely. (If you are not sure if it is screwed in completely, just turn some more times, you cannot turn it too often.)



5. Remove the two bleeding screws from the shifter.



6. Attach the syringe (filled with ACROS hydraulic oil without air-bubbles) to the bore closer to the body of the shifter. Connect the reservoir with the other bore.



7. Push the oil gently through the hydraulic system. The shifter must be vertical during bleeding (see picture), to avoid small air bubbles to remain inside the shifter. You can help the most stubborn air bubbles to find the way out by tilting the shifter to all directions (ca. 10°). Avoid to actuate the lever during bleeding. Therefore hold the shifter at its body, not at the handlebar clamp. If no oil flow is possible, the hydraulic-cylinder at the derailleur has left the bleeding position. In this case pull the derailleur back to this position by hand.



8. Remove the reservoir and the syringe one after another. Close each of the bores immediately.

9. Remove the position-screw! Clip the hose back into the integrated guides (free hoses would hinder the shifter). Fix the shifter to the handlebar.

10. Hang up the bike in normal working position, and screw the adjusting screw back to its normal position (leave the bleeding position of the hydraulic cylinder).

11. Adjust the derailleur as usual with the adjusting screw.

Service:

Do not use a pressure washer to clean the components! Water entering the construction results in destroyed bearings due to corrosion. A pressure cleaner should in general not be used to clean bicycles.

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