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Book Descriptions:

Dura Ace 7900 Sti Manual

Page Count 2 Next, insert the end of the return spring into the notch. 2. Pass the inner cable through, and set the outer casing. Installation to the handlebar Move the bracket cover forward, and then securely tightening the mounting nut with a 5 mm Allen key. When removing parts in order to replace the inner cable, the work can be carried out more easily if the unit cover is removed as shown in the illustration. Be careful not to cover the cable holes or the unit cover when wrapping on the handlebar tape. If the handlebar tape covers these places, it will not be possible to replace the inner cable. Operate lever B at least 9 times to set the lever to the highest position. Attach the same outer end cap to the cut end of the outer casing. Pass the inner cable through the cable hole. The outer casing can be routed in two directions either through cable guide 1 inside or cable guide 2 outside. Cutting the outer casing When cutting the outer casing, cut the opposite end to the end with the marking. Be sure leave some excess in the outer casing, even if cutting it to the full length of the handlebars. Confirm Make sure the outer casing is firmly seated in the outer stopper. Bracket and lever disassembly 1. First use the special tool to remove the E-ring. Use part B of the special tool 2 to align the E-ring with the direction of removal. Next, set part A against the E-ring and remove the E-ring. 2. Insert an Allen key or similar tool into the lever stud hole, and then tap it gently with a plastic mallet to push out the lever stud. When the lever stud comes out, the bracket body and lever body can be disassembled. Loose, worn or damaged parts may cause the bicycle to fall over and serious injury may occur as a result. XBC SZK Printed in Japan. Similarly be careful not to press lever A when operating lever B. Gears will not shift when both levers are pressed simultaneously. <http://accuratesearch.com/userfiles/dcx200-uniden-manual.xml>

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Be sure to read these service instructions in conjunction with the service instructions for the RD7900 before use. Caution on operation Caution on operation FD7900 Lever b will also move when lever a is operated, but be careful not to apply pressure to lever b. Similarly be careful not to press lever a when operating lever b. Be sure to read these service instructions in conjunction with the service instructions for the FD7900 before use. Operation Lever B Lever A Shifts from small to large rear sprocket. Lever B Shifts from large to small rear sprocket. Lever A Shifts from small to large chainring. Lever B Shifts from large to small chainring. Rear Front Lever A Lever b Lever a All levers return to the starting position when released. Lever b Lever b start position If the outer plate touches the chain when the chain is at the gear position shown in the illustration, operate lever a slightly to move the derailleur so that the chain no longer touches the outer plate. The correct way for clamp washer B to face is so that the small hollow on the surface is in the top left corner. 1. Loosen the screw and remove the name plate. Be sure to install the shifting cable cover before use. If it is not installed, injury may occur. CAUTION When removing the E-ring, it may suddenly spring out, so check the safety of any nearby people or objects before removing it. Main lever support Connector lever 2 1 1 2 A B E-ring removal direction E-ring Operate at least once Lever b 1 2 f 1.6 mm Derailleur side 4mm cap Plastic cap or 4mm cap Aluminum cap Aluminum cap Aluminum cap Always be sure to remove the lever stud in this direction. If it is removed in the opposite direction, it may damage the bracket body. Replacing the cable guide 2. Align the stud holes, and then set the special tool 1 in the position shown in the illustration to pressfit the lever

stud. <http://columbiaspeech.com/admin/userfiles/dcw-2004-manual.xml>

Replacing the bracket cover The tabs on the bracket cover each fit to a matching slot on the bracket. Wipe a little rubbing alcohol inside the bracket cover to make installation easier. Note the markings R for right L for left Cable guide Main lever support Do not pressfit the lever stud from this direction, otherwise it may damage the bracket body. Use this hole to replace the cable guide. Notch Return spring E-ring groove 3. Install the name plate. I am also going to put a set of Reynolds DV3K wheels on it. I have installed many a 7700/7800 and 7803 group on many a bike, but never a 7900 group. In looking it over, everything seems to be the same except the routing of the brake and derailleurs cablehousing. As always, thank you all in advance, Steve Have fun with the build. I know its not a guy thing to do, but read the directions if you get stuck. Looks like youre replacing your triple with a compact. Did you go with the 1128 cogset. Im glad the 7900 doesnt have a triple. Id be all over it. Dan Have fun with the build. Id be all over it. Dan I will be using this with a compact crankset. I find it to be perfect for my needs. Steve PS I HAVE read the installation manual. I still NEED help! I will be using this with a compact crankset. I still NEED help! You think someone from Japan wrote them. When I get stuck which is often I put it away and simply sleep on it. Amazing how the right answer comes to me in the morning. If that fails, I ask the forumites here for help on a specific issue. Have fun. Sunny in San Diego this morning. Need a ride. Out Dan You have to remove the little cosmetic cap on the 7900 levers like you did on the 7700s. Tiny screw and small plate dont lose them and be sure they go back on straight. The cable routings are straightforward but you have to figure them out. The shifter cable goes in from the side and the Shimano instructions have very small and badly drawn illustrations you have to hunt for it and fit it in correctly. 2.

Clamping the STI levers is sensitive its a titanium clamp and the clamp mechanism is relocated to accommodate the internal cable routing. It is fine when fastened but Ive seen a lot of people overtightening it. 3. The front derailleur has two steps on the lower ring, one on the top. If you are used to a trim on the big ring and dont read the instructions, youll be frustrated. Adjustment is a bit more precise than with 7800 you dont have a lot of range to play with. And the front shift is a lot more powerful if you are using any chainring except 7900 youll find the shifter can easily flex the big ring under load and make shifting funky or cause overshifts. This is not a problem but requires you get it adjusted right. 4. Rear shifter is same as before, perhaps easier. 5. Brakes are same as before. Brake pads do seem to wear faster than 7800 so plan on spares. However, they are absolutely superb on all rims Ive used them on. 6. The chain now comes with a pin like before. If you like it, fine. I am running one of the KMC high end chains the gold one and it works superbly. Id use the Dura Ace chain til it wears out, then go with KMC. The KMC is quieter and if theres even a small burr on the Dura Ace pin, it catches on things and you have to file it down. 7. Cables are a bit better than on the 7800 series better housings. Mine have consistently come with a few fewer ferrules and stuff so be sure you have extras. Dont know if I was shortchanged but it was annoying to have to find others in the middle of a build. Thats about it. It goes together very smoothly. The only shifting problems are when it isnt adjusted correctly and adjustment does need to be spot on. Then its entirely better than 7800. On the stand you may not notice much difference but under load it shifts much better and especially with a KMC chain is quieter and smoother. And the brakes are so much better they are almost scary dont be a reflex grabber on turns or hills, or you just skid.

The STI levers are a bit more exposed to dirt so plan on being careful of them with a spray can of triflow. You have to remove the little cosmetic cap on the 7900 levers like you did on the 7700s. Tiny screw and small plate dont lose them and be sure they go back on straight. The shifter cable goes in from the side and the Shimano instructions have very small and badly drawn illustrations you have to hunt for it and fit it in correctly. 2. Clamping the STI levers is sensitive its a titanium clamp and the clamp mechanism is relocated to accommodate the internal cable routing. The STI levers are a bit more exposed to dirt so plan on being careful of them with a spray can of triflow. Truly

appreciated! 2 quick questions 1. The shifter cables, do they go in on the side or the bottom. Picture shows the bottom. 2. Do you think those stock pads are OK to use with carbon rims exclusively. Again, thank you so much! Steve Meaning the lettering should face the outside edge of the bike not the center. Check that for sure or it wont be 100% Truly appreciated! 2 quick questions 1. The shifter cables, do they go in on the side or the bottom. Picture shows the bottom. 2. Do you think those stock pads are OK to use with carbon rims exclusively. Again, thank you so much! Steve They are hard to find until you know where to look and you have to roll up the hoods to find them. The cables go in at a sharp angle which prevents the cables from going in unless you point them correctly. And there are a couple other holes on the sides of the levers that look like possibilities you can see the cable track inside the hole, which gives it away. I wouldnt use the stock pads with carbon rims on a regular basis. Ive used them for a couple rides with Edge carbon rims and found they work fine, but they do wear extremely fast then as in, a couple rides. Id use the Swiss yellow ones. I just installed the cables on my 7900 shifters and it was so easy!!!

Cant wait to get the rest of the bike built rebuilding my Ottrott. Pictures and a follow up. to follow. Curious about the media launch This is reflected in every single component in the groupset. All components are joined together to work as one, reinforcing each other for unparalleled performance. This is how DURAACE achieves ultimate supremacy. For the new DURAACE groupset, we improved upon each and every individual component. Together they form a truly superior groupset. A perfectly balanced total system. Improving performance by maximising efficiency that's how we're able to ensure the best for cyclists with the highest demands. All components are part of an integrated system for optimum power transfer, including the vast array of gearing choices to perfectly match your riding style and needs. Repeatedly tested for maximum efficiency on all terrains, under all conditions. It does this through its broader Hollowtech II arm and a more reinforced outer chainring on its unique asymmetrical fourarm spider construction. The new R9100 cranks set the highest standards for stiffness and lightness. The FCR9100P is Shimano's first power meter, as well as Shimano's first crankintegrated power meter on the market. On its crank arm are the strain gauges. Working perfectly in sync with each other, you can use the extremely precise power data to improve your performance. The new lightweight titanium 11speed cassettes are available in various sprocket combinations, including the new 1130T version. Fast, accurate and smooth shifting is guaranteed in all situations. Yet, it's still aero thanks to the wide rim you'll see at the C40. Available in both rim and disc brake version. This 40 mm carbon wheelset has an increase in rigidity for improved aerodynamic performance, while maintaining a comfortable riding experience. Its braking, handling and acceleration are top notch. Expect to outaccelerate and outclimb the competition.

It boasts increased rigidity for improved drivetrain efficiency and lightweight titanium hubs for reduced friction. Its more defined click feeling ensures you feel more in control with every shift. Thanks to its clever design it can handle a cassette range of 1130. The front derailleur maintains its compact and smooth appearance for the DURAACE R9100 series. For quick and smooth shifting under high pedaling torque. It offers many advantages such as faster, more accurate and powerful shifting in all riding conditions while minimising stress on the drivetrain. Further improvements are its renewed hood cover material and its comfortable ergonomic shape with more grip. This new derailleur is also Direct Mount equipped offering a stiffer foundation for improved shifting as well as minimising the chance of frame damage through a crash. Front derailleur cable routing has also been adjusted to further reduce shift force. The precise and easy front derailleur set up offers more cable routing options and integrated cable tension adjustment. With an increased surface area for heat dispersion, Shimano's Ice Tech Freeza rotor has realised the ultimate in heat control. Now you'll keep it cool on the downhill, even when the heat is on. Simple to set up and easy to maintain through easy tool access and fast wheel replacement. A better clearance for a wider tire makes for a

more comfortable ride on rough roads. Intuitive braking control for a smooth and light operation. Click here to reload the website or go back to the original size to experience the website in the best way possible. This will automatically be checked at www.starbike.com shopping basket so make sure that you are logged in at the WW board. If there does not appear a WW discount position when you check out you do not have enough postings! I've never set up 7900 before, but about everything else.

Anyway, on initially setting it up, when I try to shift from the small ring to big ring, I can't get the lever to hit the click to go to the big ring, even though I have the limit screw pretty much wide open. I can move the FD by hand way out over the big ring. I think I've taken the slack out of the cable. Is it simply still too little cable tension? Help! I can't recall where I read that, but once I made the adjustment, my front shifting improved greatly.. 651777.pdf Not sure what I've got going on. I just tried to fiddle with it again, tried tightening the cable by hand, and suddenly the large lever wouldn't move the derailleur at all, like it was jammed. Even when I released the cable entirely from the front der., it was still jammed. Then I took the cable all the way out of the shifter, then it would move normally. The shifter and cable are new. I put the cable in through the bottom as pictured in instructions, can see it coming up through the white plastic piece and into my cable housing. What the hell am I doing wrong! Try shifting up to the big ring and it will just not let me. I am about to explode as it's just frustrating me why it's doing this. I have found that allowing a tiny bit of slack in the cable initially helped. Installing a Jagwire inline adjuster was the other thing that I did that made a difference. The problem with setting up the bike without an adjuster of some kind is that when the cable stretches, you have to do it all over again. Actually, just tried that and seems no matter what I do I can not get the chain up to the big chain ring!!! getting very frustrated!!!! same mech and shifters were fine before, just seems like the front mech won't go far enough up to get the chain on, just rubs the inside and does not catch!!! Never had these issues in previous bike builds. Just to have a look at it. Are you mounting the whole 7900 gruppo or do you have another crank Merida Carbon Lite 7000g. Velocite Selene 8000g. Trek 1500 9500g.

Remember, if in doubt about your handiwork, take it to a professional at your local bike shop. The transition of the drops from the flats will determine whether your bars stay level, or you need to angle them downwards, in order to achieve a comfortably at hood zone transition. Using a 5mm Allen key, open up the clamp to its maximum by unscrewing the clamp bolt, then slide the lever onto the bar to the desired position. Avoid pointing the lever body inwards, which would reduce the amount of offset and increase the possibility of the lever running out of travel and striking the bar. A square ended 5mm Allen key is preferable to a ball end type, as the latter doesn't always provide secure engagement. Tighten firmly about 8nm, to the point where the lever body can't be moved sideways; a strong sideways punch should only dislodge it slightly, if at all. Shimano Ultegra 6700 levers offer reach adjustment with the use of a rubber insert, available in 5 or 10mm thickness, placed at the top of the lever. These should be included with your new levers or new bike. The 5mm brake outer can run straight into the body with no 6mm ferrule. Cut the outer cleanly with a good pair of pliers, making sure there are no obstructions, such as a crushed Teon inner lining or a shard of inner wire. Use a scribe or sharpened spoke to pry open the cut end, after dressing it with a few strokes of a file. To offset a potential increase in friction due to the new aero routing, return spring tension has been slightly increased, so it's especially important that cable ends are deburred and securely squared up and butted into their stops. Allow sufficient cable length to enable free movement of the bars. Reverse the procedure for installation once you've threaded the cable through. A drop or two of oil will make the cables more slippery and lighten the shifting effort while improving shifting accuracy. DuraAce 7900 lever reach is adjustable via a small nylon screw adjacent to the brake cable holes.

Make sure you can lock up the wheel before the lever comes into contact with the handlebar. Before threading, return the cable carrier barrel to its starting position by tapping the release paddle

several times; this will line up the cable anchor seat with the opening in the lever body. A small cover on each lever can be removed, as pictured below, to improve access to cables and the shifter mechanism, or aid in threading the cable through. Outside left simply pries off, inside right needs a small screw removed. If in doubt, remove the anchor washer and have a close look. There'll be a groove on the actuator lever, along with the washer, which will leave you in no doubt which way the cable needs to go. Make sure you've noted the washer's antispin tongue and located it correctly. Apply a drop of lube on the barrel adjuster threads and wind it all the way in. String the cable through the last section of outer, having led the ends square and capped them with ferrules. With the high limit screw set as correctly as possible, use a set of needle nose pliers to pull the cable tight before nipping up the anchor bolt rmlly about 5mm. Designed to adjust the tracking of the upper jockey wheel, turning it clockwise a bit raises the spring tension and tightens the chain a little. The upper jockey wheel should line up directly underneath the respective gear, as pictured. On Shimano units the high screw marked H is placed above the low screw marked L. This tends to be the rule on most of their mechs, both front and rear. Ensure the screw is fully butted, preventing any further travel beyond the desired position. Set your front derailleur so that it just clears the chain in the big ring and small cog, with about a 1 or 2mm gap for the outer edge of the cage, and just barely touching the inside of the cage in the small ring and large cog.

Removing a link can sometimes help with jockey interference in the largest cog, especially if trying to run a little more than recommended for that mech. Maximum is 27 tooth, 28 in a pinch. Actuate the rst small click on the large lever, then set the outer edge of the cage so it just barely touches the chain when in the small ring and the smallest cog. On Ultegra, small ring trim is the same as with DuraAce, but an additional big ring trim adjustment can be accessed by feathering the small paddle; the inner edge of the cage should barely contact the chain in the big ring and the big cog. Finally, make sure the taping doesn't interfere with the cable access holes, or mechanical functions of the levers. The cable outers need to be rmlly taped against the curve of the bars; a cloth reinforced tape can help stop ex and improve brake response. Test ride and readjust as necessary. Established in 1992, every issue is packed with expert reviews of the latest road bikes and gear, inspirational routes and rides, evocative features that take you inside every aspect of cycling and unmatched nutrition, fitness and training advice. Sign in to manage your newsletter preferences You can unsubscribe at any time. Yes, the new Di2 components are so slick that your bike, once Di2 adorned, will be smarter than you. Push a button and you have perfect shifts every time. The front derailleur will automatically trim itself to eliminate cross chain rubbing, and the rear derailleur disconnects its motor when you lay the bike down. The system will even tell you when the battery is low or if there's a malfunction. Plus the battery lasts 1000 KM and will recharge in only 90 minutes. If you can program the clock on your VCR, installation of Di2 will be a snap. The components come with good, clear installation and setup instructions plus Shimano has an even better online tutorial. That site features both a howto video and an interactive installation and operation lesson.

The system is great but can malfunction if the contacts are fouled. Do not be tempted to install the new DuraAce 7900 1128 cassette; it will hang up. The motors in the derailleurs are powerful enough to break or badly pinch a finger. The FD7970 uses a "support bolt" that screws against the frame to orient the cage relative to the crank. The support bolt will damage the frame if you have failed to attach the protector. It is also to be used to disconnect any of Di2's electrical connectors. Use the tool! Do not pull connectors apart. If you are not going to use them, seal them from the weather by installing the provided dummy plugs. This may damage critical seals. Do not use a spray or brush, as they can damage the seals. Lubricating these pivots may damage seals and expose the motor to contamination. None other than our very own 2010 Scattante CFR Pro Shimano DuraAce Di2 Road Bike seen here in our Technical Support area. Featuring our brand new sub1000g CFRA3 Frame, with BB30 crankset, this is definitely a worthy ride upon which to hang a complete DuraAce Di2 drivetrain. You noted above that the 1128 will hang, Shimano's site lists that the rear derailuer can

handle up to 28 cog, have there been a lot problems with the 28's now that they have been out a while. Any similar trouble with the 1127's I need all the climbing help I can get. Now you could probably make it work with 28 teeth, but you will probably have to adjust the B screw and you may not get the absolute finest shifts and that's what you want from Di2. Long story short, you can go up to 27 teeth with no problems, even with a compact crankset. Hope this helps. I have it set up and adjusted as per the workshop manual. I am using a KMC silver 10speed chain and not an Ultegra chain. But the thickness of chain is the same. Could the chain be the issue. The shifting takes a bit longer and just sounds bad as it sounds like a chain that will not shift.

Battery is fully charge, tried to hold reset for 5 sec and rear derailleur will shift all the way down and then back up. When I try to shift I get no response from rear. The front works well. I also disconnected the wires and then plug them backin again. Will take it back to the bike shop tomorrow but that's very frustrating. While Shimano recommend a 27max the 28 works just fine with a small adjustment of the B screw. There has been no change to shift quality.If you hope to have your deductible covered, or possibly even make money off the claim, think again. Operate installed appliances within the temperature limits set by the manufacturer. When looking into you home insurance and its likelihood of covering the cst of a new roof, remember that most insurance policies will cover it if the damage is ggrave enough. This is where safety harnesses and assist lines are mandatory. I just wrote an extremely long comment but after I clicked submit my conment didn't show up. Anyways, just wanted to say great blog! A must read post! I am very satisfied to peer your post. Thanks so much and I'm having a look forward to contact you. Will you kindly drop me a mail I'm gonna watch out for brussels. I will be grateful if you continue this in future. Many people will be benefited from your writing. Cheers! To start with, know what project types your loved one likes. This will prevent you from buying drain cleaners and plumbers in the future. You get what you pay for and when paying nothing, you can't really complain. To break free from the chain of limitations, a movie buff can opt to view movies online. A number of them are rife with spelling issues and I find it very troublesome to inform the reality nevertheless I will certainly come again again. He always kept chatting about this. I will forward this page to him. Pretty sure he will have a good read. Thanks for sharing! Going through this article reminds me of my previous roommate!He constantly kept preaching about this.

I will send this information too him. Fairly certain he'll have a veery good read. Many thanks for sharing! Anotther method recommends using drying agents ranging from alcohol to hydrocortisone to nail polish removver to white stick deodorant tto hemorrhoid cream to the bubblegum pink medication you take for a souhr stomach. Keep in mind that what is good for a big dog is not good ffor a small dog. It in fact used to be a entertainment account it. Glance complex to far brought agreeable from you. However, how could we keep in touch He was once totally right. This post actually made my day. You cann't believe simply how much time I had spent for this info! Thanks! Thanks, However I am having difficulties with your RSS. I don't understand the reason why I am unable to join it. Anyone who knows the answer will you kindly respond Thanx!! It's a very eassy on the eyes which makes itt much more enjoyable for me to coe here and visit more often. Did you hire out a designer to create your theme. Outswtanding work! It contains nice data. The account helped me a acceptable deal. I had been a little bit acquainted of this your broadcast offered bright clear concept Many thanks! I'm undoubtedly enjoying your blog and look forward to new posts. I've keep in mind your stuff prior to and you're simply extremely wonderful. I actually like what you have obtained right here, really like what you're stating and the way in which wherein you assert it. You are making it enjoyable and you continue to care for to keep it sensible. I can not wait to reaad much more from you. This is actually a wonderful website. More people must read this and understand thiis side of the story. I've understand your stuff previous to and you're just too fantastic. I actually like what you've acquired here, certainly like what you're saying and the way in which you say it. You make it entertaining and you still care for to keep it sensible. I can not wait to read much more

from you.

This is really a wonderful website. Reading through this post reminds me of my previous roommate. He constantly kept talking about this. I'll send this post to him. Fairly certain he's going to have a good read. Thanks for sharing! Did you make this amazing site yourself. Please reply back as I'm looking to create my very own blog and want to learn where you got this from or what the theme is called. Thanks! Thanks a lot! I'll bookmark your blog and check again here regularly. Best of luck for the next! My last blog wordpress was hacked and I ended up losing many months of hard work due to no back up. Do you have any methods to prevent hackers Or is that not needed. Just wanted to tell you keep up the fantastic work! I ponder why the opposite experts of this sector do not notice this. You should proceed your writing. I am confident, you've a great readers' base already! Btw, the Shimano electric grease that you can order from them is the same stuff. Still, it is essential for you to have personal contact with these people, so that they can connect to you. You will see some will go out of business while others remain in business. These are located on the very top. If you push down thru the rubber you will feel and hear them click. What are these for There's no mention of them anywhere in the literature or online that I can find. The service instructions show them in the illustrations, but there's no mention of what they do if anything. It would be great if they are usable for shifting rear or something when on the hoods. What are the best body weight training leg exercises. How much easier does it get when everything you need can be where you need it, when you need it. Both these jobs requires little formal education, but do require good communication skills, persuasive ability, and the ability to remain calm even when provoked. I like all the points you've made. Any tips or obvious things I'm missing Notify me of new posts via email.