



File Name: campagnolo ergo shifter manual.pdf

Size: 3850 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 2 May 2019, 13:14 PM

Rating: 4.6/5 from 698 votes.

Status: AVAILABLE

Last checked: 17 Minutes ago!

In order to read or download campagnolo ergo shifter manual ebook, you need to create a FREE account.

[**Download Now!**](#)

eBook includes PDF, ePub and Kindle version

[❑ Register a free 1 month Trial Account.](#)

[❑ Download as many books as you like \(Personal use\)](#)

[❑ Cancel the membership at any time if not satisfied.](#)

[❑ Join Over 80000 Happy Readers](#)

Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with campagnolo ergo shifter manual . To get started finding campagnolo ergo shifter manual , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



Book Descriptions:

campagnolo ergo shifter manual

Combined, these two guides should keep you out of trouble when tackling this project. Before sliding the levers onto the bars, you'll need to peel back the rubber hoods to gain access to the T25 Torx nut that tightens the clamp. A number of rubber nibs hold everything in place, so make sure to prise them out carefully before peeling the hood back using a spoke head or small hooking device. They need to be pulled back far enough from the front and rear to gain access to the soft and vulnerable alloy Torx nut. The older mark II hoods are mercifully easier to deal with and require only a 5mm Allen key, but go easy on them anyway. Release enough clamp tension to allow the lever body to slide easily past any sharp bends in bars. Don't force it if it gets stuck, because the inner edges can crack. You might have to completely unscrew the clamp, particularly on bars with multiple anatomic bends. Make sure the T25 key is fully inserted; a heavy coating of factory threadlock makes clamp nut removal a challenge, but stick with it. The newest levers come with a shim for longer reach and bigger hands; place this between the bar and lever body before final positioning. It's unlikely these will see much use, though, since the normal reach is considerable. Straddle the bike and get everything even. Ensure the levers are high enough to benefit from a comfortable hood position created by a transition from the bar to the tops. The lever body is shaped to fit at the most acute bar section. If you position it over the broader portion of the bend lower down, where the bar radius is too large, the composite body can be damaged when tightened. Using a torque wrench, if you have one, torque to about 10Nm. On the new 11 speeds, pull the cable down as near to its leading end as possible as pictured; any kinks left in the cable can then be trimmed off when finishing. All irregularities or kinks put into the inner when threading it through will adversely affect shifting accuracy. <http://cocoal.com/uploads/ferguson-tef-20-workshop-manual.xml>

- **campagnolo ergo shifter manual, campagnolo ergo shifter manual pdf, campagnolo ergo shifter manual download, campagnolo ergo shifter manual instructions, campagnolo ergo shifter manual transmission.**

It's an important friction-reducing element, but one that's easily lost if the tip of the cable catches its edge while you're working. Also, watch out for the pale yellow Teon insert in the previous step; it's irreplaceable, so don't let it fall out of the body and disappear between the floorboards. Route cables with either both at the front, or the brake at the front and gear at the back. No ferrules are required going into the mark III body. Mark IIs do require them, but don't try jamming a 5mm brake ferrule into the 4mm gear opening. So, wrap the end with a few turns of stiff tape before cutting. Use a medium file to square off the ends while held firmly between your fingers. Follow with a poking device to ensure the Teon liner isn't blocking the end. We've mentioned that Campy mark II levers require a ferrule into the bodies, but the new mark IIIs don't, so the cut has got to be clean and square. It's imperative to get the lengths right in order to accommodate turning the bars. Any cable outers cut too short will affect performance; the outer and inner can bind and actuate brakes, especially when manoeuvring at low speed. Ensure it's lined up to provide as straight a cable run as possible on the way to the derailleurs. It must be completely seated against the bottom bracket shell, with no gaps. Make sure the radius of the shell matches the curve of the guide. A large guide meant for a carbon or aluminium frame will sabotage your shifting on a steel frame with a small bottom bracket shell, and vice versa. The high gear small cog screw is on the right of the rear mech, while the large cog screw is on the left. For the front mech, high gear big ring is the bottom screw, while low small ring is the top one. Get behind the bike and examine the top jockey wheel; it should stop directly below the large and small cogs without being able to push past these settings, but give it a good shove or

tug to make sure. http://dynamic1984.com/user_file/flat-punto-2-manual.xml

The gap between the lower edge of the front changer cage over the teeth on the big ring should be about 3mm. Setting stops is critical to prevent overshifting into spokes or other damage. After setting your stop screws, set the rear derailleur onto the smallest cog and move the shifter for the first click; the chain should shift to the second cog without hesitation. Turn the adjuster barrel counterclockwise about half a turn if it doesn't and try again. Repeat for the rest of the gears. If overshifting occurs, slacken the cable by turning the barrel clockwise. For the chainset, set the limit screws for good shifting without any chain dropoff. Note that the final outer click of the front shifter, on the furthest outward cage position, has a tendency to slip if the cable and stop screw are too tight. Place separate pieces of tape vertically on either side of the lever to conceal the band. With taping completed, reinsert all the little rubber nibs in their respective holes on the body. This will ensure the hoods don't drift, which could interfere with the operation of the return lever mechanism. Ensure everything is tight, and take the bike to a safe, traffic-free zone for a test ride. Slam on the brakes and work the shifters. Make sure you can lock up the rear wheel and that the chain doesn't drop off when shifting. Readjust as required using the barrel adjusters on the brakes and gears. Don't get your hand caught in the front wheel if you do this while riding, though. Sign in to manage your newsletter preferences You can unsubscribe at any time. And today bicycles are easier, more efficient and more fun to shift than ever thanks to easy-to-operate and convenient shift levers integrated into the brake levers or right next to them, and improved shifting components, too. These amazing shifting systems let you change gears almost as fast as the thought crosses your mind. And you never even need to remove your hands from the handlebars.

We get lots of questions on how to shift so we've put together this illustrated guide that demonstrates how to shift Campagnolo Ergopower shifting systems, which are found on many road bicycles. We're always happy to demonstrate in person, too, whenever you'd like to swing by. We're assuming that at some point you've ridden a multispeed bicycle like a 10-speed that was equipped with derailleurs and shift levers, and you're familiar with the basics of how to shift. You shift according to feel. As the terrain changes you operate the shifters to make it easier or harder to pedal depending on what feels right to you. Also, bikes aren't like cars. In other words, there's no need to start off in first, shift into second as you pick up speed, then third, etc. On a bicycle, you find the best gear for where you're riding by shifting until it feels right to you. With experience this gets easy and becomes almost second nature. You have to be pedaling in order to shift, however, it's important to ease the pressure off the pedals when you shift. This is easy when you're heading downhill or rolling along the flats, however, approaching an uphill you'll need to anticipate the need to shift, pedal a few times so you build up a little speed, and you can then ease off the pedal pressure and shift into an easier gear. In general, you operate one shift lever at a time, and shift across one cog or chainring at a time some shifting systems let you shift across multiple cogs if needed. Move the right shifter to make small adjustments in how easy and hard it is to pedal. It controls shifts across the cogs on the rear wheel and there are usually 8, 9 or 10 cogs meaning relatively small steps and changes in effort with each shift. It shifts across the 2 or 3 chainrings on the crankset what the pedals are attached to, which vary significantly in size and make a large difference in pedaling effort with each shift. In these positions an extreme angle is set up, which can lead to noise and accelerated wear.

While nothing will break if you shift into these extreme gears, it's best to avoid them as much as possible. Unless you ride where it's flat and you don't need to shift very much, you should shift a lot to keep yourself pedaling easily and comfortably no matter what the terrain is like. Think of yourself as the bike's engine and try to maintain a steady pedaling speed with your legs and change gears anytime your legs feel like they're being slowed down or spinning too rapidly. Good cyclists are always shifting to keep their effort steady and easy and you should, too. And remember that you can't

hurt the bike by shifting it. If you have any questions about all of this, just let us know and we'll explain on the phone or demonstrate here in the shop. Shifting is fun! Shifting the right lever see the 6 illustrations below controls the rear derailleur and moves the chain onto the different cogs in the rear. Notice that there are 2 levers you operate to shift, the main lever that's just behind the brake lever and that you push with your fingers, and a secondary buttonlike lever located on the inside of the body of the lever at the top, which you push with your thumb. In both positions it's easy to reach and operate the 2 shift levers, the main lever just behind the brake lever and the buttonlike top lever near your thumb. When you feel like it's too hard to pedal and want to shift into an easier gear, you push inward on the main lever. It clicks with each push and this moves the rear derailleur, which in turn shifts the chain onto the next larger rear cog making it easier to pedal. You can click the lever again to shift into an easier gear, and so on. You can also push farther on the lever to shift up more than one cog at a time if you like. When you feel like it's too easy to pedal and you'd like a harder gear, you push the buttonlike lever on the inside top of the lever down with your thumb.

It clicks with each push and this moves the rear derailleur, which in turn shifts the chain onto the next smaller rear cog making it harder to pedal. You can repeat as needed or you can push the lever further to shift down several cogs at once. Shifting the left lever see the 6 illustrations below controls the front derailleur and moves the chain onto the different chainrings. You move these levers separately, pushing the main lever inward toward the center of the bike and the secondary lever down with your thumb as follows. The left lever operates like the right lever, with 2 levers, a main one pushed with your fingers and a secondary buttonlike lever located on the inside of the lever near the top and pushed with your thumb. Because there are only 2 or 3 chainrings, and they vary in size so much, the levers must be pushed a little further than the right lever to complete a shift. Like the right lever, you can shift with your hand resting on the top of the lever and when you're on the lower part of the bars, too. When you need to make it a lot harder to pedal as you will when you crest a hill and start going a lot faster down the other side, you push inward on the large lever to shift the chain onto a larger chainring making it a good bit harder to pedal. You can do this in a single long sweep of the lever, or two or more shorter motions. When you need to make it a lot easier to pedal as you will when you come to uphills, pushing the buttonlike lever down with your thumb shifts the front derailleur in the opposite direction and moves the chain onto a smaller chainring, which makes it a lot easier to pedal the bike. That's all there is to it. Now, with a little practice you'll be shifting up a storm and having more fun than ever. Remember, if you have any questions about shifting or anything else cycling, just drop by. We're always happy to help.

And, please keep in mind, that if your derailleurs are out of adjustment and your bicycle isn't shifting properly any more we're happy to help you with the problem and get your bike shifting like a champ again. Just let us know. Thanks! Prices are subject to change without notice on all items listed in our catalog. Campagnolo Ergopower manuals show how to rebuild a lever with detailed pictures and easy to follow, step by step instructions. The manual is for 1998 to 2008 Ergo levers. We can rebuild, upgrade, or retrofit your 1999 to 2008, 9 or 10 speed Ergo Levers for you. Please email if you would like an accurate estimate. Send your levers to Branford Bike 2404 10th Ave. E. Seattle, WA 98102 USA. Enclose a letter with the problems you have encountered, the amount of mileage on your lever, your return address, email and charge card information. Please use our Pro Kit. What Year is Your Ergo Lever 1991 to 1997 7, 8 and 9 speed Ergo levers had pointed hoods and a sweeping curved brake lever as in first picture below. 1998 Athena and Veloce 9 speed, and Mirage 8 speed, Ergo levers had pointed hoods and a sweeping curved brake lever as in first picture below. 1998 Record and Chorus 9 speed Ergo levers had rounded hoods and a flatter, curved brake lever as in second picture below. ALL 1999 to 2008, 9 and 10 speed Ergo levers have rounded hoods and a flatter, curved brake lever as in second picture below. 1999 to 2008 Ergo levers are the ONLY models to have Ergo Brain buttons on the rubber hoods and matching ports in the Carbon plastic bodies. Levers 2009 and later have a bend towards the center of the bike at the top of the hood, and a

more pronounced double curve of the brake lever. Ultrashift is the name for simultaneous shifts that can be performed with the right shifter. 3 downshifts and 5 upshifts are possible with a single motion of the corresponding lever. Different internal mechanisms resulted in all Ultrashift levers being not rebuildable.

QS Quick shift refers to left hand cable pull per "click." Introduction of QS results in more rapid front derailleur movement per click, and fewer overall clicks allowed by shifter. Compatible with all 10speed components. NonQS had many more index "clicks." QS and nonQS shifters are interchangeable for the same number of speeds. Escape Lower end 10 speed models e.g. Veloce have completely different 10 speed internals. Single thumb button click instead of multiple per throw. NOT rebuildable. The parts and process are identical for many other Campagnolo Ergo shifters. It is assumed that disassembly has already taken place. For those that need it the short version of disassembly is Keep a rag or your hand over the top of the assembly to prevent spring loaded parts from escaping your work area. A small dab of grease will hold these springs in position and also allow lubrication after assembly. In an effort to better show how the parts are assembled we chose not to apply grease. Install it now. Then spin the central pivot shaft so that the flats are to the left and right as shown in the image below. If the G springs are in position it should slide in easily. The finger shift lever can be used to help the flats on the central pivot shaft line up with the index gear. That tail can just barely be seen outside the index gear in the eleven o'clock position in the image below. It might be easier to insert that tail if the index gear is raised slightly out of position. Some folks like to apply a little grease to this spring although there is not 100% agreement on this point. Gaze out the window and take a few slow deep breaths. Assembly is going to get more challenging from here forward. One of the tricks we like to get the thumb button return spring to cooperate involves a business card. The image below shows how we slide the business card under the hooked end of the spring holding it away from the index gear. This will start to preload the thumb button return spring.

The image below shows that the rotation has been completed but the business card has not yet been removed. Push the thumb button return lever so it is centered over the index gear and then pull out the business card. While holding the thumb button return lever in position the coil spring bushing I the coil spring bushing washer H should be preassembled onto the coil spring bushing need to be inserted through the hole in the thumb button return lever. To increase the challenge the notch on the end of the coil spring bushing needs to slide over the flats on the end of the central pivot shaft. Expect to execute a couple attempts of this task. When this happens we place a 5mm hex wrench allen key into the front end of the central pivot shaft. The brake lever will need to be pulled all the way back and then the 5mm hex wrench will just barely slide over the top of the brake lever and can be wiggled into the central pivot shaft. This hex key can be used to prevent the central pivot shaft from moving away from the coil spring bushing during assembly. Although the coil spring bushing is behaving nicely yours probably won't. You'll need to hold it in place with your thumb. Use caution when snugging this bolt. It might crush the notch on the end of the coil spring bushing if they are not correctly interlocked. Now the index gear is rotated via the finger shift lever as far as it will go as shown below. During this process you should feel the clicks associated with the various gear positions. If the index gear doesn't move with the same pressure as used for a shift or if there are no clicks it might be time to backup and start over. We like to start by placing the inner tail into the correct small notch in the coil spring bushing as shown below. Then you need to hold that tail in place while winding the other end over the exposed post of the G spring carrier. This might take a couple tries. Don't expect your spring to hold still for a photo like ours did.

We recommend keeping a thumb over that spring. All while holding the center of the spring down with your thumb. Take note that the central pivot fixing bolt retention washer has a couple tabs that need to be placed into the larger notches showing on the coil spring bushing. Once the bolt is

installed a 3mm hex key can be used to carefully tighten it. This is a small fastener and over torquing it could ruin your day. Tutto fatto. Additional terms apply. Our payment security system encrypts your information during transmission. We don't share your credit card details with thirdparty sellers, and we don't sell your information to others. Please try again. Please try again. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Full content visible, double tap to read brief content. Please try your search again later. The Record 12 Ergopower Shifters are not only refined for that extra cog, it allows for a wider range without disrupting your cadence with large jumps between the sprockets and it now provides two different lever positions allowing you to adjust the levers to your personal preference and hand size. What wasn't lost on this new shifter is its trademark, dedicated up and downshift levers for positive gear changes in either direction, and its use of UltraShift, providing multiple cog shifting capacity allowing you to dump up to three harder gears in the sprint and upshift five cogs at a time for easier pedaling while going into the base of a climb hot. Bottom line, these shifters continue the legacy of Campagnolo Record Ergopower with the updates taking it to 12 speeds and securing its spot as the benchmark in which all other mechanical road levers are judged.

Campy worked tirelessly to remove any lag in cable pull while shifting for instant derailleur engagement on the front and rear. As such, shifting is faster and more precise even while under a load. Usually, one of our favorite features with an electronic group is how effortless the front shifting is, however, with the Records rapid shifting, it makes swapping the chain between the rings easy and intuitive both on the hoods and in the drops. Add in the trim adjustment that lets you use all 24 gear combinations without chain rubbing and you have a serious contender to any electronic system. Another returning favorite is the VariCushion hoods incorporating varying densities of silicone and a waffle pattern on the inside for additional cushion that takes the sting out of rougher roads. The pebbly texture underneath the hoods, as well as the groove channels at the top, provide plenty of grip and traction with or without gloves and it didn't matter if it was r. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Sorry, we failed to record your vote. Please try again. Upgrade to a different browser or install Google Chrome Frame to experience this site. Buy now on www.lordgun.com OK, Go to site Not just ergonomic but also customizable, the new standard is embodied in the design of the Chorus levers. Apart from the brake lever, constructed in aluminum but with a coating that enhances its finish, it feels almost identical to the Super Record and Record controls. Ergonomic characteristics, such as the new design of the brake lever hoods, the updated design of the brake lever and bigger gear levers make the Ergopower shifters extremely versatile and comfortable. The various positions possible for Ergopower controls mean they adapt better to different hand sizes.

The internal UltraShift mechanism controls the 12speed rear derailleur, letting the rider shift up by up to 3 sprockets and down by up to 5 sprockets in a single movement. Chorus controls deliver the same extremely durable, soft shifting performance of the other 12speed groupsets thanks to the same cables and housings configuration. A simple touch of the shifter follows the movement of the chain on the sprockets. For example, lever 2 of the right Ergopower, moved from right to left, activates the rear derailleur and makes chain shift up by one sprocket from right to left, copying the exact movement. Starting with Veloce, the next step up is Campagnolo Athena, then Chorus, followed by Record and then the Super Record. One of the unique properties of Campag shifters is that you can move through more than one gear on the rear cassette at a time, by holding the lever or button down for longer. Pressing the lever moves the chain into a bigger chainring, offering more resistance, whilst pressing the button moves it into a smaller chainring for climbing. Pushing the

lever will move the chain into a bigger cog, which is easier to pedal, whilst pressing the button will move you into the smaller cogs, which are harder to pedal. If you are not interested you can unsubscribe at any time. We will never sell your data and you'll only get messages from us and our partners whose products and services we think you'll enjoy. By using this website, you agree to our use of cookies. [Learn More](#). [Contact us!](#) They were introduced in 1992 after Shimano's equivalent, STI, proved to be wildly popular. We have replaced both the springs and the spring carriers. We date them to the year of their introduction, 1992. They are 8-speed and must be used with the Campagnolo dedicated 8-speed derailleurs and cogsets. This production is easy to spot because of their brake levers which terminate in a thicker end. In 1993 the levers were redesigned to a thinner taper.

The later levers also had a lightly serrated grip surface while these original 1992s have smooth brake levers. No tears on the hoods. By continuing to use this website, you agree to the use of cookies. For more information [click here](#). To see your configuration [click here](#). Your configuration is not saved. If you want to buy a customized bike, [click here](#). Or do you want to proceed with the purchase of the standard model? All controls are slightly larger and the thumb shift lever extends further forwards for easier reach when in aero position. The brake levers have a double curvature and an increased curve at the bottom for improved grip when in the drops, as well as a higher pivot point that aligns horizontally with the handlebar's top to increase leverage. Thus, road cyclists with smaller hands will fully enjoy Campagnolo's high-end technology as well. For the rear wheel brake, a 140 mm disc is only permissible when the cyclist weighs less than 82 kg. For using a 160 mm rotor on the rear wheel, you additionally need the Campagnolo rear disc brake adapter for FlatMount item no. 2272988. ATTENTION EXCLUSIVELY compatible with Campagnolo 12-speed components with F, G, or FG label. NOTE All Campagnolo components of the new groups are marked with a letter to indicate their compatibility. So, please check the compatibility of the letter if present on shifter, rear derailleur and crankset. We apologize for any inconvenience. Donate via Paypal at the bottom of this page or [Contact Us](#) for other ways to help. The integration of the shifters with the brake levers in Shimano's STI system was an obvious huge step forward over downtube and barend shifters. Campagnolo did come to market with one feature that Shimano did not have: both the brake and shift cables were aero routed under the handlebar tape.

With the introduction of 8sp Syncro and ErgoPower shifters as well as 8sp specific Rear Derailleurs Campagnolo finally stepped away from its attempt to make its shifting systems backwards compatible with older derailleurs. Center-to-center cog spacing is 5.0mm. They are linked from the general headers below, in rough order of frequency. We are often in the position that we can't see the component assembled onto the bike, so we rely to some extent on the retailer being able to see evidence of misadjustment, poor installation or misuse. Normally, the dealer will then follow the procedure below, for retailers. As an alternative, you can return parts to us at Velotech Cycling Ltd direct, by recorded or registered post. The part needs to be accompanied by a valid proof of purchase of less than 3 years age or 4 years in the case of a registered 11 speed part, 3 years if it is unregistered and a description of the fault, plus a fully completed warranty claim form including contact details so that we can contact you to acknowledge receipt and give you a schedule for return. They will either warranty it themselves, or will refer it to us, or very, very occasionally, Campagnolo in Italy. If the part is OEM, it can come straight back to us, but again we must have a valid proof of purchase and the warranty claim form mentioned above. This is not our rule, but Campagnolo's. Without it, we don't get paid, so won't do the work. If parts are not sent by trackable, signed-for carriage, we will not accept any liability for their loss in transit. For the same reason, this is the only way we will usually return parts, unless otherwise requested in writing, or unless a return by hand is arranged. In general, if the problem is occasioned by crash damage, the warranty on the component will be void in any case, so the ProShop will proceed with normal repair operations on a chargeable basis.

ProShops have had routine wearandtear operations identified to them and should refer anything that extends beyond that, to one of Campagnolos Service Centres. If in doubt, we strongly suggest that endusers contact the Service Centres before asking even a ProShop to engage on service operations before the expiry of warranty. Ergopower is easy to set up provided that you follow the basic rules that are as true for every other index system as they are for Campagnolo Ergopower. This is generally a job for your Campagnolo ProShop or other competent, suitably equipped and trained dealer. Other manufacturers products may not work correctly as they may have different specifications for compressibility, elongation, etc. We generally advise that the factory trimmed end of the gear or brake cable should be fitted into the lever. Lever 3 does the reverse. We can, however, place UltraShift 10 speed internals into Ultrashift 11 speed levers so customers who have 10 speed Record and Chorus, systems, for example, who wish to upgrade to the new shape lever but don't want to upgrade the full transmission to 11 speed, can do so. Whilst it is possible, it is also costly. We generally need to see the levers to be sure as there were a number of running changes to the internal design at this time. In the cross season, we are often asked to change the composite inner lever for alloy see the notes below in the FAQs for some points where that operation is concerned. It's quite important that you get a good clean cut so that when you draw the cables back through their outers, any ragged end doesn't damage the sleeves inside the outer cables. Undo the cable pinch bolt to release the gear cable. If the pinch bolt has flattened the cable, you might want to cut off the damaged part, again to prevent abrasion inside the gear outers. In this case you will need a new gear cable when you reinstall of course. The same concerns apply on the rear brake inner as for the gear.