

FRONT DERAILLEUR 10/11x3

1 - TECHNICAL SPECIFICATIONS

FRONT DERAILLEUR 10S FOR TRIPLE	Capacity (teeth)	Max. chainring (teeth)	Chain line	Chainstay angle
	22	52	43,5 mm	63° - 66°

FRONT DERAILLEUR 11S FOR TRIPLE	Capacity (teeth)	Max. chainring (teeth)	Chain line	Chainstay angle
	22	52	43,5 mm	63° - 66°

2 - COMPATIBILITY

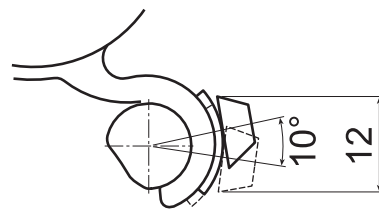
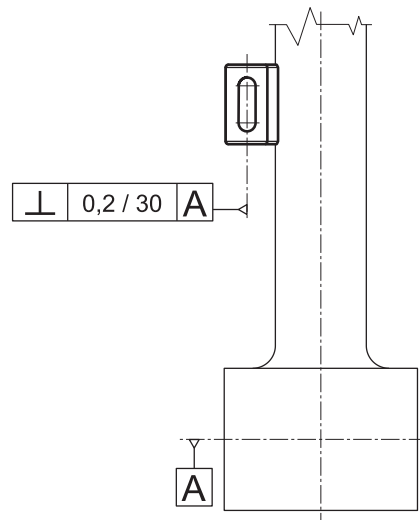
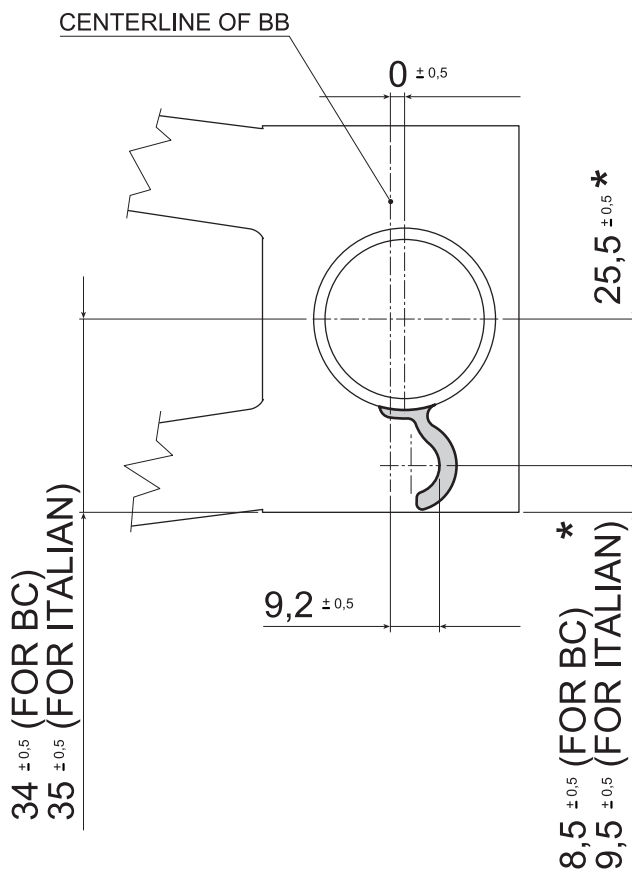
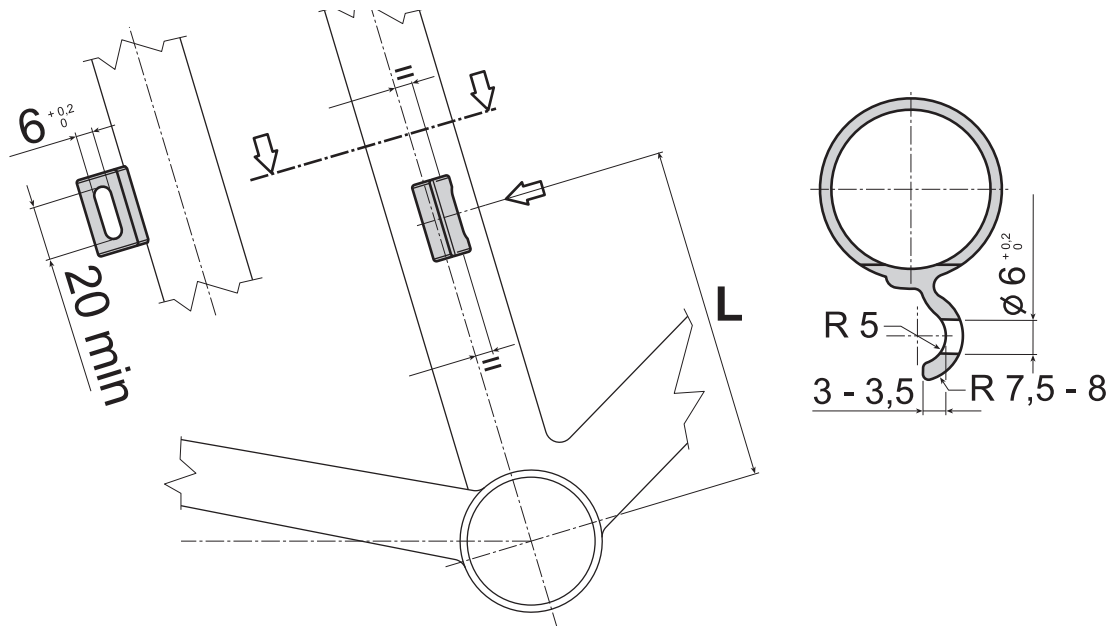
FRONT DERAILLEUR	CRANKSET	CONTROL LEVERS	CHAIN
FRONT DERAILLEUR 10S FOR TRIPLE	Power - Torque system 10s (for triple)	Ergopower Power - Shift 10s (for triple)	Ultra-Narrow 10s
FRONT DERAILLEUR 11S FOR TRIPLE	Power - Torque system 11s (for triple)	Ergopower Power - Shift 11s (for triple)	11s

WARNING!

Different combinations from those included in the table could cause the malfunction of the drivetrain and result in an accident, personal injury or death.

3 - INTERFACE WITH THE FRAME

3.1 - BRAZE-ON VERSION



(*) ONE OF TWO DIMENSION MUST BE RESPECTED

1

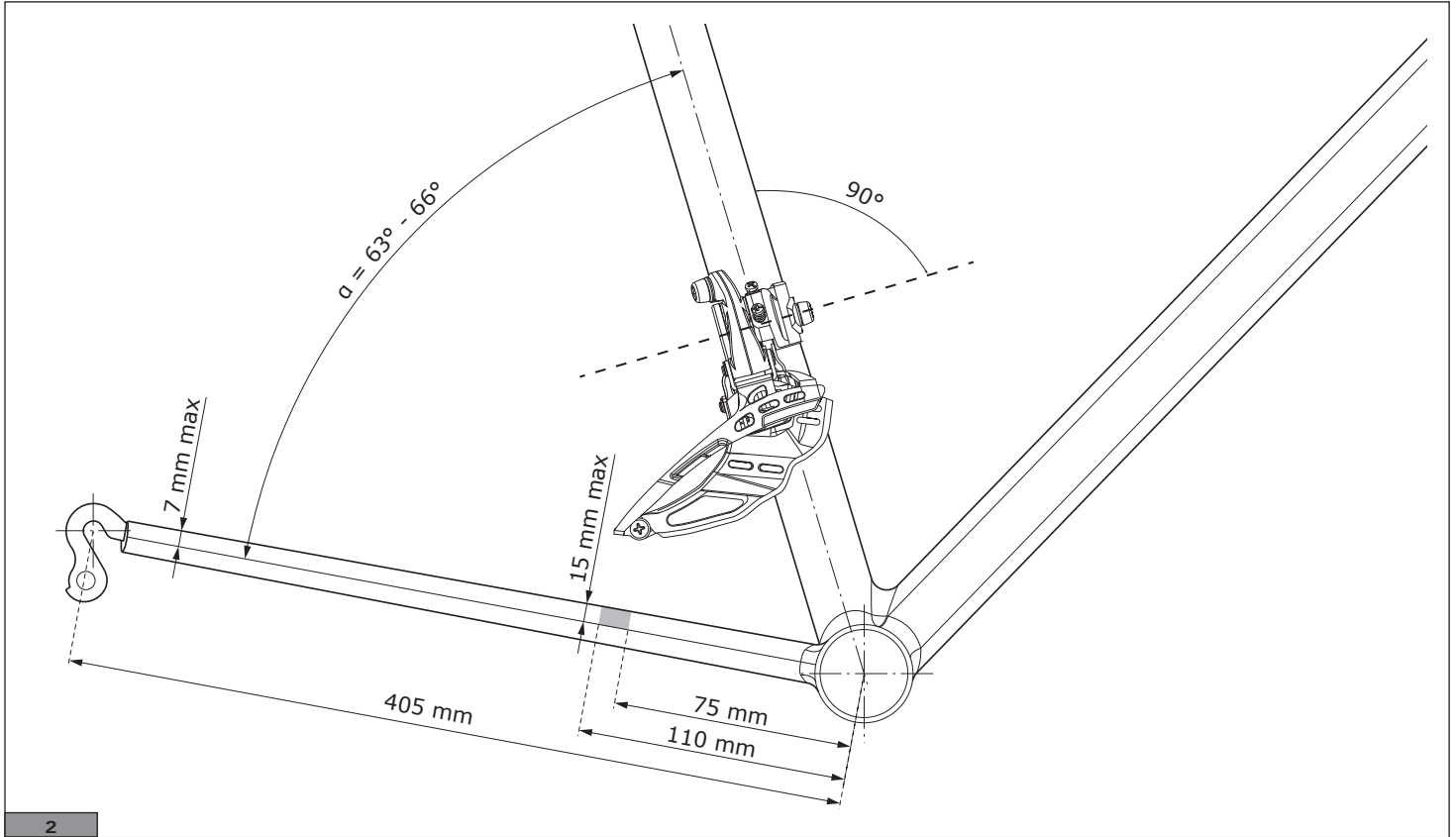
DIMENSION L	CENTERING OF THE MOUNTING BOSS	COMPATIBLE CHAINRINGS
144 mm	50	47 - 48 - 49 - 50 - 51 - 52 - 53
148 mm	52	49 - 50 - 51 - 52 - 53 - 54 - 55

3.3 - CHAINSTAY DIMENSIONING

α = virtual angle between the thru-post tube for the front derailleur and lower drop-out mounts

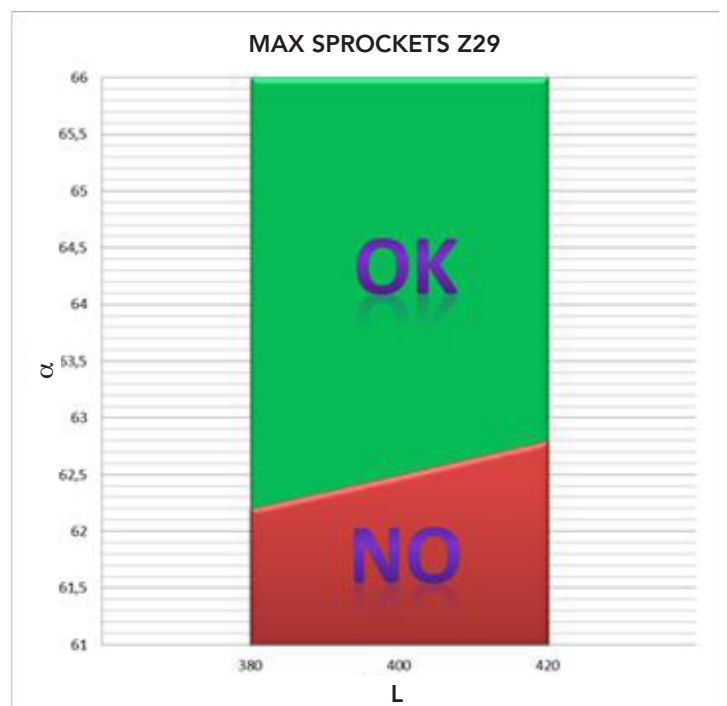
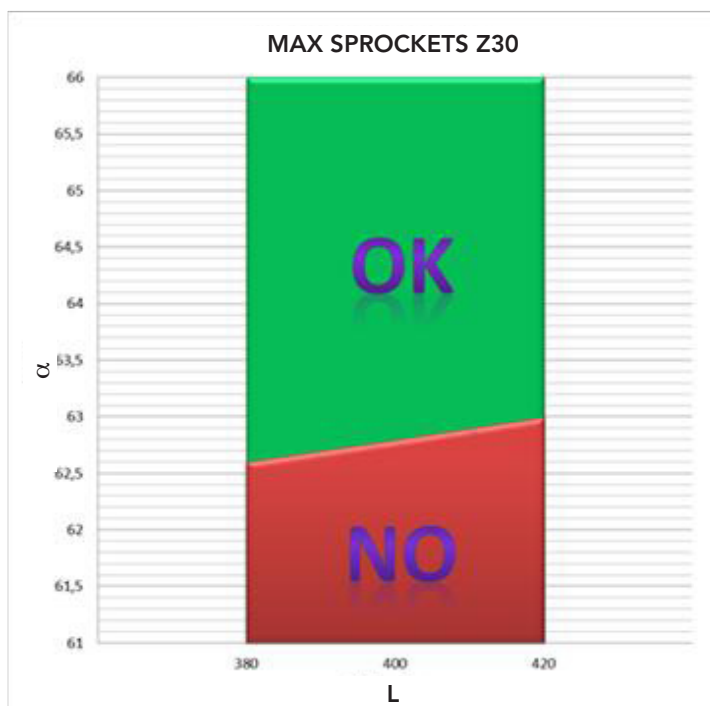
L = length of the lower drop-outs

The figure assumes that the front derailleur fixing screw axis is perpendicular to the axis of the post tube

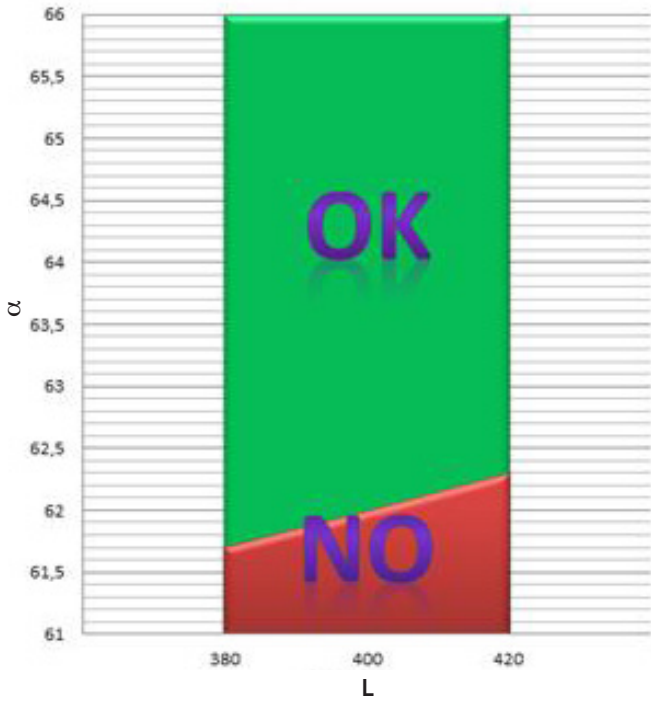


2

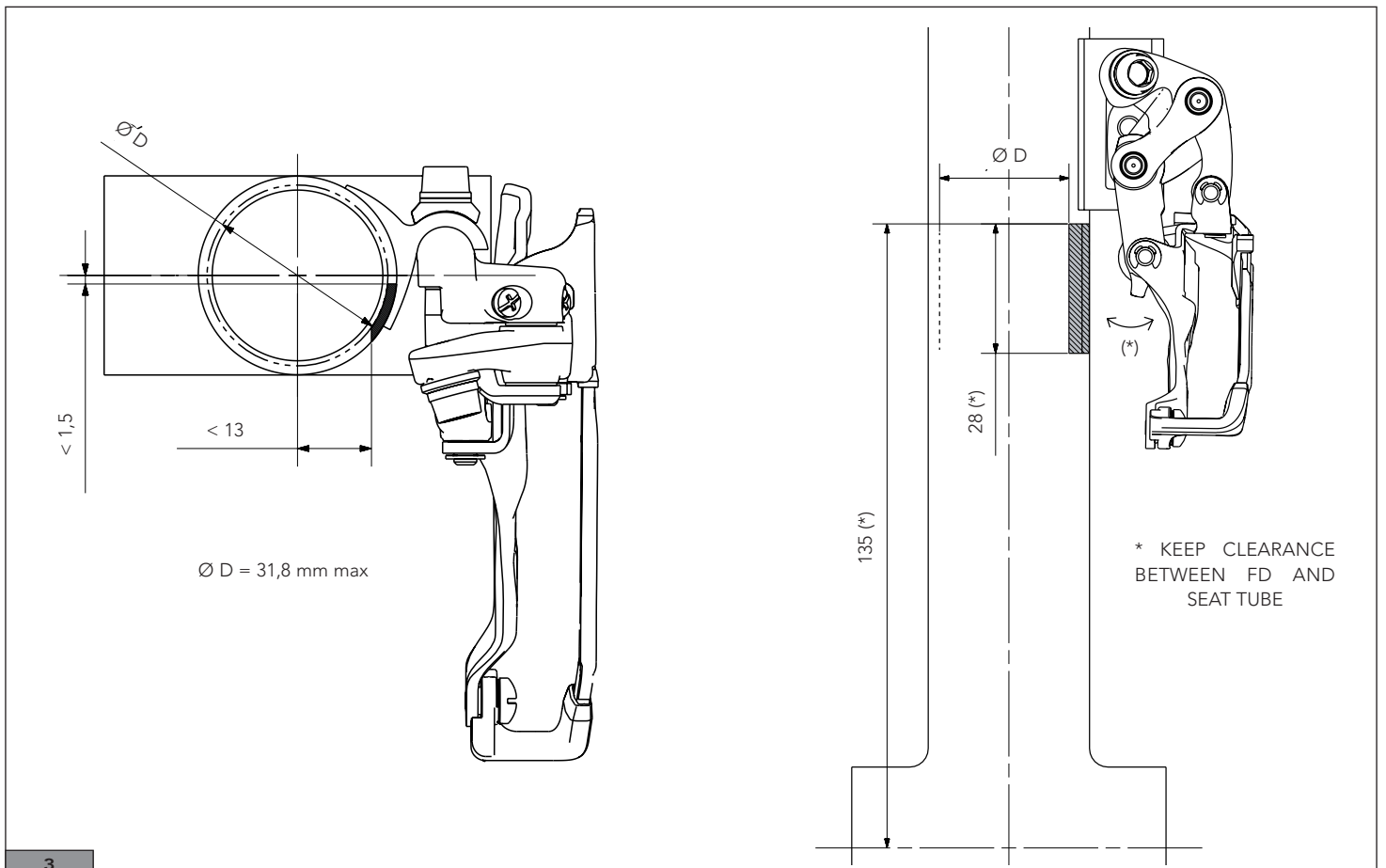
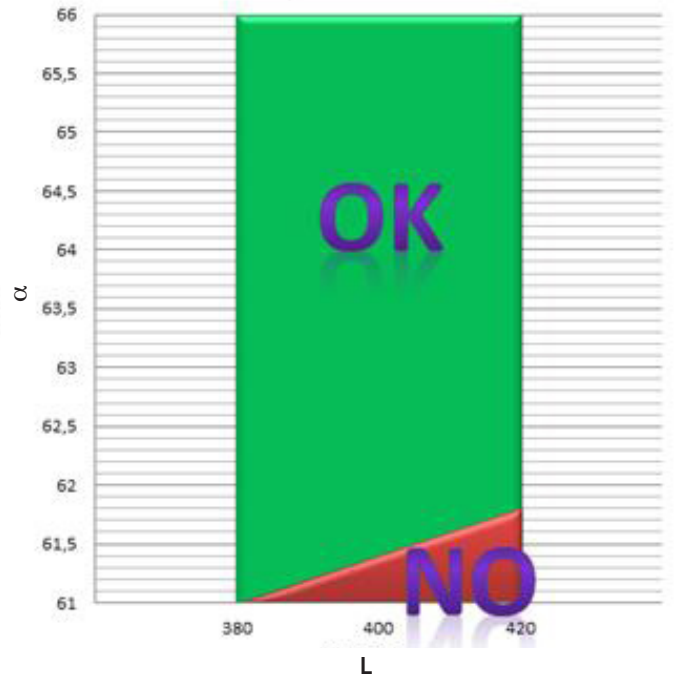
Also different measurements are permitted for the Alfa angle and the length of the lower drop-outs based on the type of largest sprocket used, as indicated in the following figures. The figures refer to the most critical condition, that is with Compact cranksets (main chainring Z50).



MAX SPROCKETS Z27



MAX SPROCKETS Z25



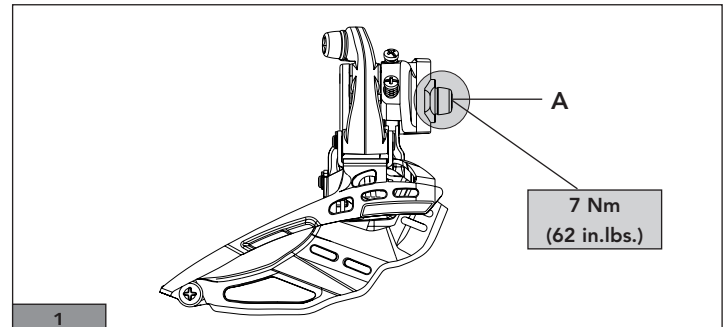
4 - ASSEMBLY

4.1 - PRE-ASSEMBLY CHECKS

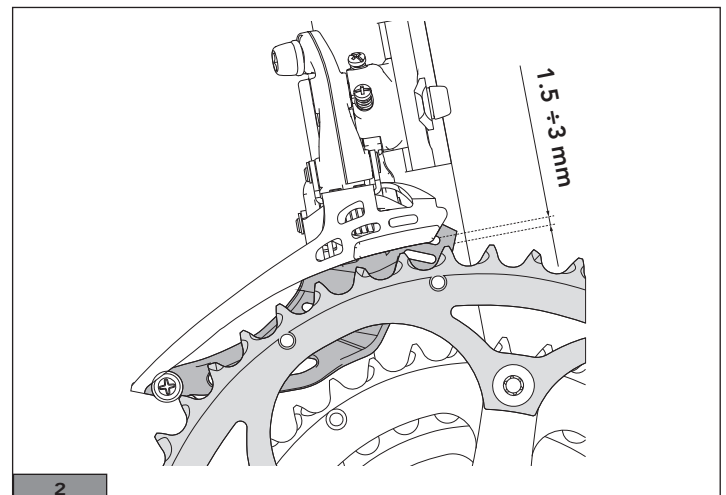
- Check the crankset is fitted correctly.
- Check the derailleur is compatible with your frame.

4.2 - FRONT DERAILLEUR ASSEMBLY

Loosen the screw using a 5 mm Allen wrench (A - Fig. 1) and remove the screw together with the washers, then secure the derailleur on the frame's braze-on coupling.



- Adjust the height of the derailleur so that the cage is at a distance of $1,5 \pm 3$ mm from the larger chainring (Fig. 2).



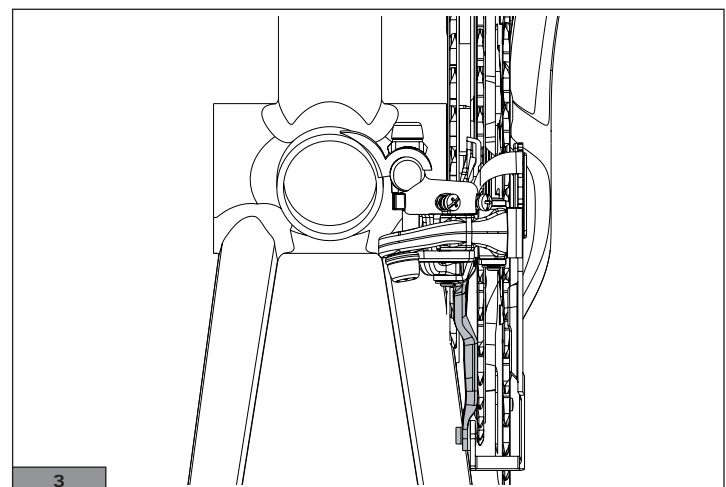
- Align the derailleur: the inner side of the derailleur cage must be parallel with the chainring (Fig. 3).
- Using a torque wrench, fasten the tightening bolt (Fig. 1 pos. A) to the frame, torquing to the following values:
- **7 N.m (62 in.lbs) for braze-on versions**

WARNING!

If your frame is made of carbon fiber, contact the frame manufacturer to insure that the frame will not be damaged by this 7 Nm (62 in.lbs) tightening torque, or to determine what actions need to be taken to protect the frame from damage.

Even slight damage to a carbon fiber frame can result in an unexpected failure, resulting in an accident, personal injury or death.

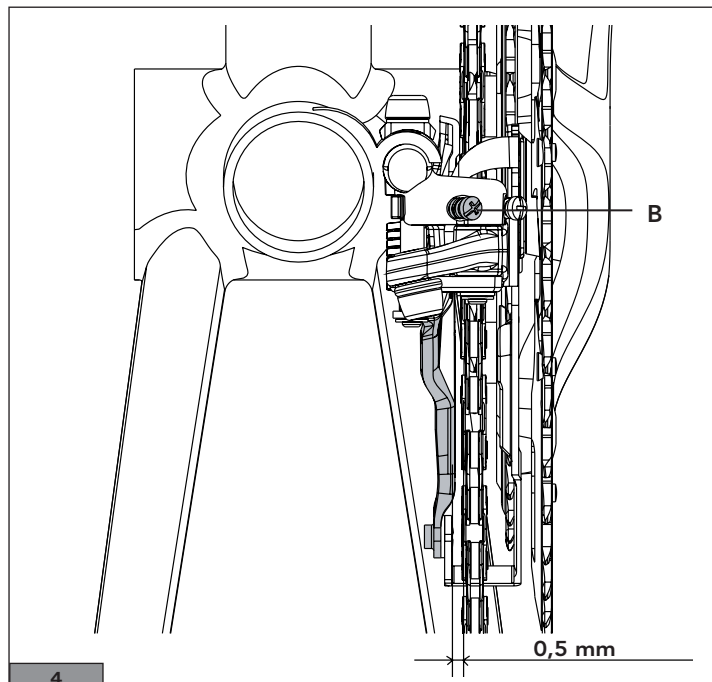
- Install the chain and position it on the smaller chainring and larger sprocket.



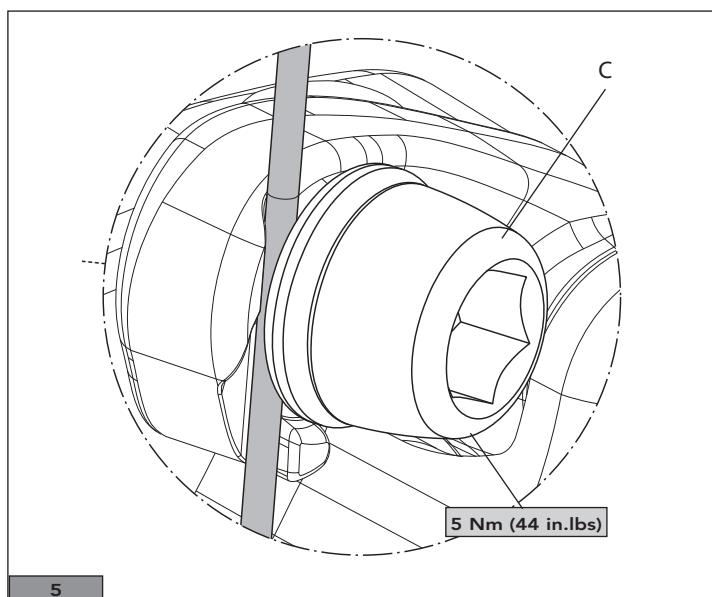
4.3 - ADJUSTING THE FRONT DERAILLEUR

4.3.1 - Lower position

1) With the chain on the smallest gear and on the biggest sprocket, adjust the internal travel limit screw (B - Fig. 4) so that the inside face of the derailleur cage is 0.5 mm from the internal side of the chain (Fig. 4).



2) Install the cable and pull it moderately. Position it on the spline underneath the washer (C - Fig. 5) and tighten at **5 Nm (44 in.lbs)** with a 5 mm Allen wrench.



3) Set the cable by pulling the cable moderately (Fig. 6). If it has lost tension, repeat points 1 and 2.



4.3.2 - Upper position

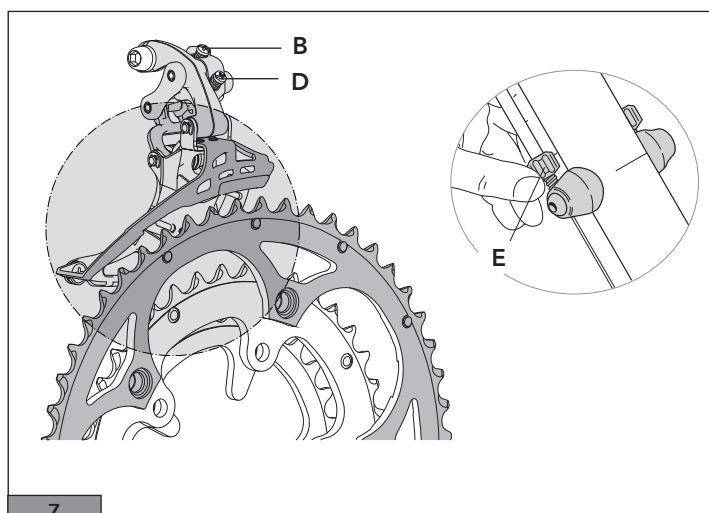
1) With the chain on the largest sprocket, shift by pushing the control fully once. If necessary, adjust the cable tensioner (E - Fig. 7) to ensure smooth shifting.

2) Operate the front derailleur to move the chain onto the largest chainring.

3) Adjust the outer stop screw (D - Fig. 7) against the inner side of the front derailleur (Fig. 7), then unscrew by approximately 1 or 2 turns, ensuring that when the lever is used, the front derailleur remains approximately 0.5 mm from the inner side of the crank.

ATTENTION!

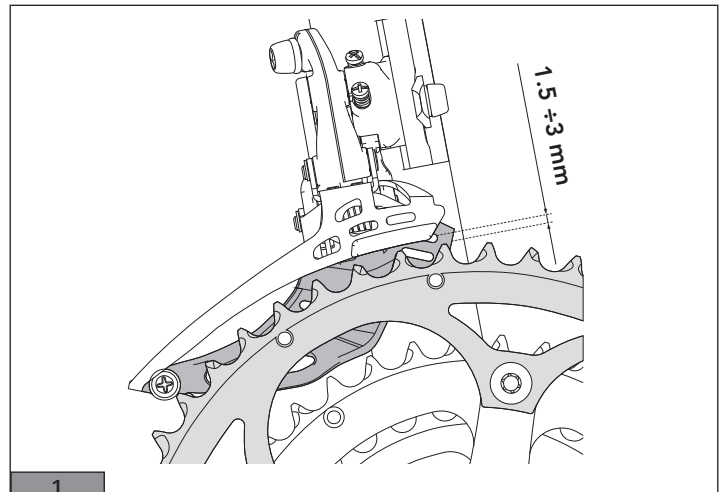
After adjusting the derailleur, test it and check the chain never goes down inside the smallest gear or outside the biggest one.



5 - MAINTENANCE

• **Never remove the front derailleur spring from its seat. If this operation has been carried out, go to a Campagnolo Service centre to restore the front derailleur's functionality.**

- Regularly lubricate all moving parts of the derailleur mechanism and make sure the derailleur bar moves freely.
- Make sure that the derailleur is always properly adjusted:
 - the derailleur cage must be positioned $1,5 \pm 3$ mm from the larger chainring (Fig. 1).
 - the outside side of the derailleur cage must be parallel with the larger chainring (Fig. 2).



• **The life of the components depends on conditions of use and on the frequency and quality of maintenance. To keep the components in good condition, cleaning and lubrication must therefore be repeated frequently, especially if it is subjected to heavy-duty use (i.e. after washing your bicycle, after every ride in wet, dusty or muddy conditions etc.).**

- Dirt seriously damage bicycles and their components. Thoroughly rinse, clean and dry your bike after using it in these conditions.
- Never spray your bicycle with water under pressure. Pressurized water, even from the nozzle of a small garden hose, can pass seals and enter into your Campagnolo® components, damaging them beyond repair. Wash your bicycle and Campagnolo® components by wiping them down with water and neutral soap. Dry them using a soft cloth. Never use abrasive or metal pads.

