

FAQs

1. Why not a fully automatic transmission?
 - a. Although riders normally try to stay within about 5 rpm of their preferred cadence, there is considerable variation of preferred cadences among riders. An automatic would force all riders to pedal at a predetermined pedal rate. The i-shifter allows the rider to shift according to their needs so that they always can be within 5 rpm of their preferred pedal rate.
2. How long does it take to assemble?
 - a. Aftermarket product is supplied as a complete bolt on unit. Just bolt on, connect the cables, and tune the derailleurs and go.
3. How do you tune derailleurs after setup?
 - a. Tuning derailleurs is the same as with conventional drivetrains. You just set the cable lengths for each derailleur independently.
4. Why is this a linear pull shifter?
 - a. The i-shifter is a linear pull design where the shifter cables attach directly to the shifter in a straight line so that the shifter cable does not have to wind around jack spools or bobbins. This helps to reduce sliding friction so that shifting response can be as quick and crisp as possible.
5. Is the i-shifter compatible with Shimano/SRAM derailleurs?
 - a. The i-shifter uses exactly the same cable pull lengths as Shimano shifters. It is not compatible with 1:1 SRAM product but should work well with their 2:1 components. The i-shifter front derailleur is slightly different from other front derailleurs.
6. Why is the i-shifter front derailleur slightly different from other front derailleurs?
 - a. Because the i-shifter uses an optimal shift sequence that minimizes or eliminates cross chaining, it does not require as wide a derailleur cage as other front derailleurs. The front derailleur cage is actually a bit narrower so that it engages the chain more quickly and directly when a front derailleur shift occurs. Because most of the play is eliminated from the movement of the front derailleur, all front derailleur shifts are crisper and cleaner than what is possible with other shifters.
7. Is it available for 9 cog cassettes (27 speed)
 - a. The current version of i-shifter is specific to 24 speed drive train components. Plans for tooling up for 27 speed drive train components are in the works.
8. Why is the handlebar supplied in the package or can I use other handlebars?
 - a. The i-shifter handlebar is specifically engineered to work with the i-shifter technology. Although available in several styles to suit different product categories, only i-shifter handlebars have the special features required for the integrated shifting technology. These bars have been tested at the bar manufacturers factory to ensure that they meet all requirements.
9. Is there an over shift function built into the shifter?

- a. Yes, when shifting the front derailleur, the shifter momentarily causes the front derailleur to move the chain a short distance beyond the center of the chain ring to assist with the shifting function. Once the shifter arrives at the indexed or detent position, the front derailleur moves back to a centered position to prevent chain rattle.
10. Are the grips included in the package?
- a. Yes all handlebar grips are included in the price. When you order everything you need is included in the package.
11. Warranty/Service
- a. The i-shifter has a full two year warranty. We use the best materials available to ensure durability and performance in the long run. The shifter is manufactured in an ISO9001-2000 quality environment to ensure that all product meets stringent production requirements.