

**SRAM**  
**X.0**



**X.0 Trigger**

**Technology:** SRAM® 1:1™-Actuation Ratio for precise indexing and control  
Zero Loss Travel - first lever shifter ever  
**Speeds:** 9  
**Indicator:** N/A  
**Details:** Alloy body with Carbon Fiber upper cover, stainless steel hardware  
**Compatibility:** SRAM® 1:1 rear derailleurs, SRAM or Shimano front derailleurs  
**Other:** Teflon coated cables, on the bar cable change



**X.0 Rear Derailleur**

**Technology:** SRAM® 1:1™-Actuation Ratio & direct Route Technology for lighter effort shifting  
**Speeds:** 8 / 9  
**Weight:** 210g long, 197g medium, 192g short  
**Material:** Forged alloy links, machined and heat treated oversized pivot pins, sealed cartridge bearing pulleys, Carbon Fiber cage (medium/short)  
**Compatibility:** SRAM® 1:1 shifters - triggers and twisters  
**Option:** Available in long (aluminum), medium and short (carbon) cages

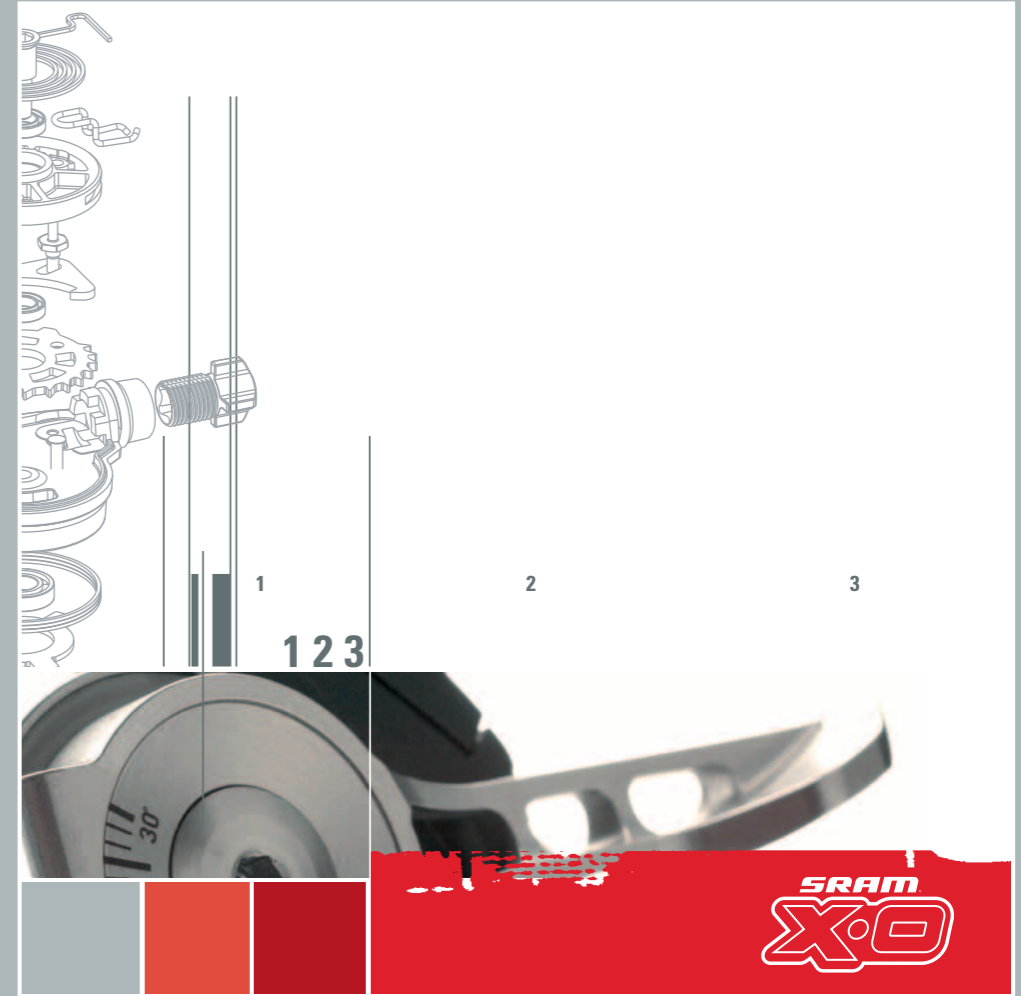


**X.0 Twister**

**Technology:** SRAM® 1:1™-Actuation Ratio & SRS™ technology for light precise indexing  
**Speeds:** 8 / 9  
**Indicator:** Quick View  
**Details:** 50 mm "Shorty" lightweight Grilon, ergo tornado style grip  
**Compatibility:** SRAM® 1:1 rear derailleurs and SRAM® or Shimano® front derailleurs  
**Other:** Teflon coated cables, Index and Micro-adjust front shifter options

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The 2006 SRAM X.0 product line is setting a new benchmark: Mountain Bike shifting at the Formula 1 level. Never before has a shifter and rear derailleur been faster, lighter and more precise than the new SRAM X.0 system. The new X.0 Rear Derailleur has a carbon cage and new design. The X.0 Triggers have been added to the line, and with their patented ZERO loss travel™, you'll enjoy the fastest fully adjustable shifting ever. The X.0 Twister remains a part of the family giving more options to choose shifting styles.

**SRAM X.0 the new dimension of shifting!**

SRAM X.0 Trigger  
225g pair · 2 position clamp · adjustable pull lever

SRAM X.0 Rear Derailleur  
192g · carbon cage

SRAM X.0 Twister

"Being part of a SRAM X.0 project is an engineer's dream come true! NO LIMITS - it has to be perfect. The mission is to make the worlds best MTB drivetrain."

"As an engineer you always have to make compromises: weight, manufacturing complexity, cost, design, ergonomics, strength... With the X.0 Trigger project we found that everything 'fell in to place' very well - we accomplished all of our goals with minimal compromise - we got it all!"

EXAMPLE: "We wanted to seal the rotating push lever. The best type of seal is a contact seal, the compromise we had to make was more friction. By using special coatings, precision parts and four bearings we were able to optimize the internal friction, even with all the contact seals. The result is way less friction than ever before."

"I spent about 400 hours on my bike testing the new X.0 Trigger over the past two years. Over 30 people test rode the X.0 Trigger from Australia to Italy to Colorado."

"We wanted the same precise feel for the lever travel on the front shifter. By using a linkage mechanism instead of a spool we overcame the physics of a front derailleur and now the X.0 Trigger shifter shifts all three chain rings in the front with equal effort and rotation (40/40). The challenge is that the front derailleur has uneven moves between the small to middle and middle to big chainrings. The first shift has low spring tension and big cable pull. The second shift requires overcoming a bigger spring tension and less cable pull."

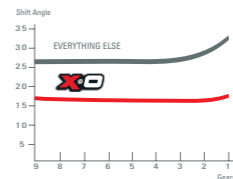
Are you happy with the result? Scott: "Absolutely"

"The 30 degree +/- adjustable start position of the Pull Lever makes everybody happy. The adjustability allows the rider to choose between fast single shifts or easier multiple shifts. If you ride winding singletrack you like to switch single gears fast. You just rotate the lever closer to the handlebar for lightening access. If you ride in an area with a lot of ups and downs, where you need multiple shifts in one throw, you rotate the lever more towards the rider. The thumb has to reach out further, but then you can grab 3-4 gears easily. Peaty loves this feature, it allows him to dial in the shifting 100% to each course, all around the world."

"We are now well below 200g! The carbon parts shaved off another 16g!"

"One of our top design goals was to make it small enough that it could be mounted left or right of the brake lever and angle it for optimum ergonomics for every individual, sounds easy but it was more like trivial pursuit."

Mr. X.0 - Scott McLaughlin - For nearly 10 years now, Scott's been cranking out engineering designs for some of the coolest bike parts in the industry. He was in charge of the X.0 rear derailleur development, and now he's on to bigger and better - the X.0 Trigger!



DEGREES

Constant angle per shift, despite every other shifter with changing angles

16

"Aluminum cages are stiff - but stiff is not everything. Carbon has 4 to 5 times higher impact energy absorption than aluminum. This makes it more reliable, durable and impact resistant - and on top it is lighter!"

# The KEY success of the X.0 Trigger is its integration of functions into one design!

we SAVED weight - we REDUCE size - we INCREASED strength - we INCREASED stiffness



"We created the first carbon cage for rear derailleurs a couple years ago. The BlackBox™ Racing program helped to test and develop it more quickly. Athletes like Steve Peat gave valuable feedback which we used to perfect the production version."

Travel does matter: Lost travel: all standard shifters need 7 to 15 degree of "lost travel" just to engage the shifting pawl before you even begin to shift gears. X.0 is the first trigger type shifter with zero degrees of "lost travel" - ZERO loss travel™ - The pawl is always engaged!

The NEW X.0 cage assembly is made of several materials with distinct properties. Sandwicheed in the middle of the inner and outer cage plates is a multi layer carbon fiber weave with an epoxy resin. This provides superior strength and stiffness, and is lightweight.

Bonded to one side (of each plate) and surrounding all exposed edges is an over-molded layer of 40% carbon fiber filled polyamid composite. The composite protects the carbon from the chain and reduces wear.