

Jtek Engineering

DoubleControl L

Dual input shift control unit Model-L
For use with bicycle shifters



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The DoubleControl L is a dual input shifting controller designed to allow the use of two shifters in combination with a single bicycle drivetrain. The DoubleControl L operates by allowing the use of a primary and secondary shifter lever input. The primary cable routes through the DoubleControl L housing and functions like a normal shift lever to operate the drivetrain. The secondary shift input routes to the DoubleControl L and attaches to the cable attachment point. When the secondary shift lever is actuated, it causes the DoubleControl L to expand the cable housing and thereby shift the drive chain.

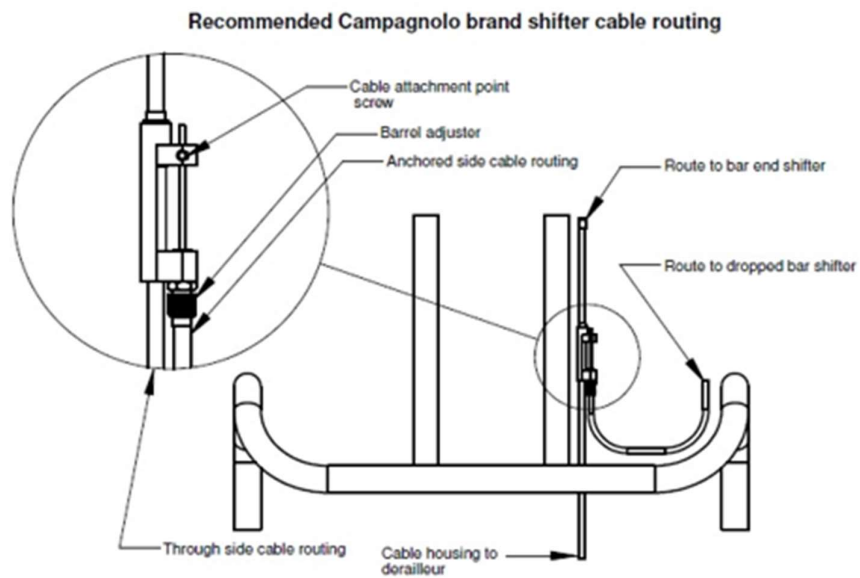
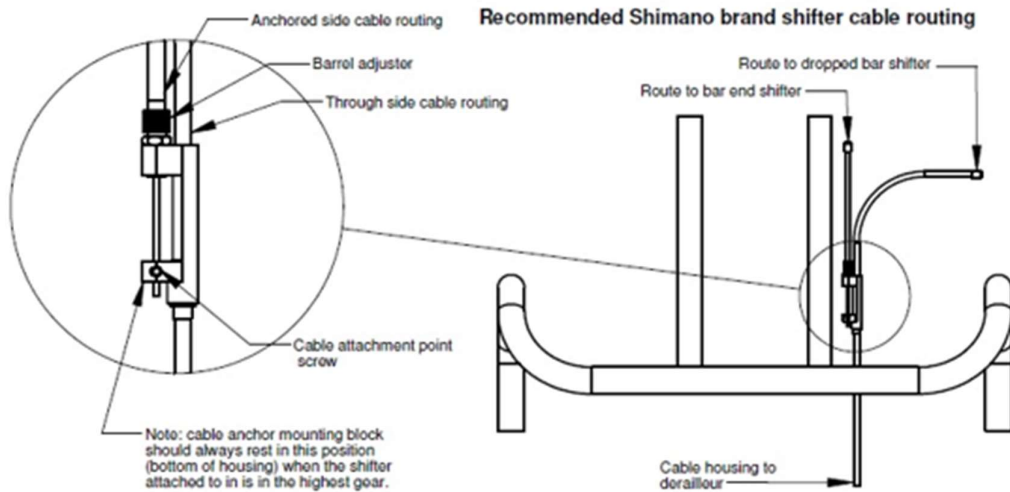
Installation: It is highly recommended that the installation be performed by a qualified person knowledgeable with bicycle service and familiar with bicycle shifting systems and adjustments. Installation will most often require the use of additional cable housing, new shift cables, and cable housing end caps. Make sure supplies are available prior to installation.

Location: The DoubleControl L will need to be mounted in a location where there is a minimum of 20cm (8 inches) of free cable housing that is free to expand slightly in length.

Maintenance: Lubrication is normally not necessary, but may be helpful if stickiness is noticed. A small dab of grease on the inner shaft is all that is needed. Wiping away excess lubrication is recommended to avoid the collection of debris.

Warning: It is important that you understand the operation of this device and the effects on your bicycle shifting system. Make sure you take the time and are careful to learn any changes in handling characteristics new riding new riding positions may have on your bicycle. Improper use or adjustment, may lead to loss of control and severe injury.

NOTE: It is important to understand that the barrel adjuster screw is only for taking slack of the cable that routes through it. It is not for tuning the shifting system. Shifter tuning is done at the derailleur as on a normal system and will effect both shifters. If the cable attachment point block is raised within the DoubleControl L housing when the shifter routed to it is in its highest gear, the adjuster barrel is adjusted out too far. (see note)



Using the DoubleControl L with brakes:

It allows the addition of an extra brake lever when using V brakes or mechanical disc brakes. It IS NOT to be used with short travel (road) brake levers.

The DoubleControl L was designed primarily for gears and if used for brakes it's ONLY for a V brake (long travel cable). There is less compressional force on the cable which is ONE of the reasons V brakes are more effective. Furthermore the PRIMARY road brake lever should use the straight run of cable, the AUXILIARY lever should operate the doubler.