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SHIMANO GRX GRAVEL COMPONENTS

explore
beyond




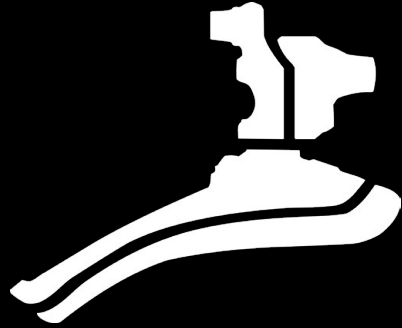
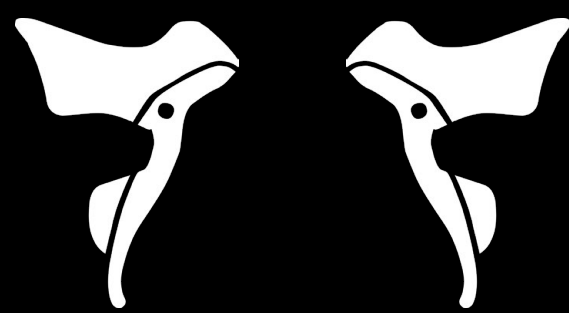





This document takes a deeper look at each GRX component and how they fit into the GRX line-up. If you have any additional questions, don't hesitate to reach out.

With the introduction of Shimano GRX "Gravel Adventure" components we're taking a little different approach to the way we launch this product. Our three different tiers, RX810, RX600, and RX400 can be mixed and matched to form the appropriate set up for you. Within the RX810 and RX600 series we are offering 1x11 and 2x11 drivetrains, while the RX400 series will only be offered in 2x10. The below charts help show how these components can be mixed and matched.



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2x11 & 2x10 Options

	 Front Chainwheel	 Front Derailleur	 Shifting / Brake Lever	 Rear Derailleur	 Hydraulic Disc Brake
2x11 - speed	RX810-2	 RX815	 RX815-L/R	 RX815	RX810
	RX600-11	RX810	RX810-L/R RX600-L/R	RX810	RX400
2x10 speed	RX600-10	RX400	RX400-L/R	RX400	

1x11 Options



Front Chainwheel



Brake Lever (Left Side)



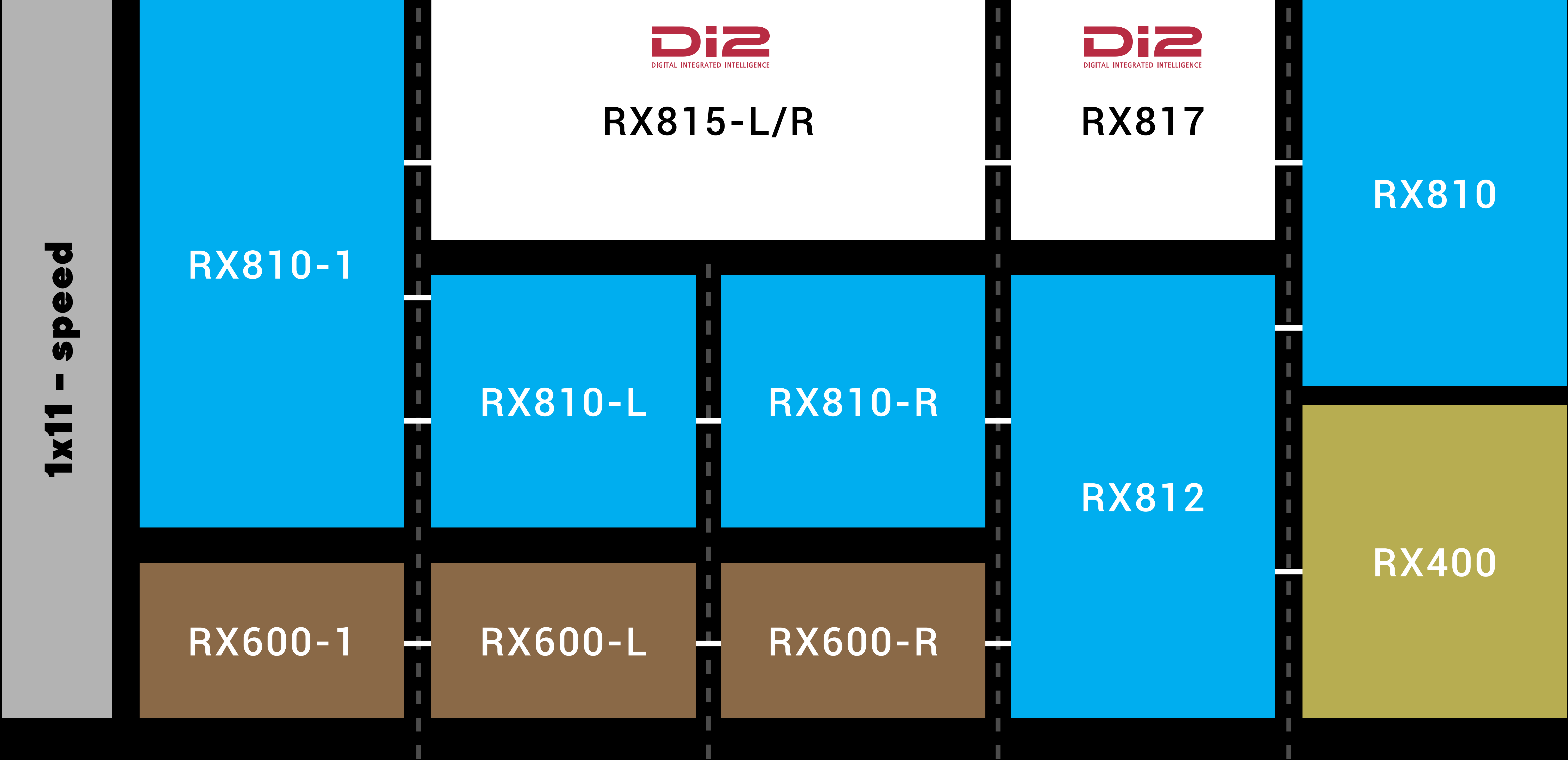
Shifting / Brake Lever



Rear Derailleur



Hydraulic Disc Brake



*In combination with MTB 11-speed cassette

Each of these groups will use cassettes and chains that already exist in the Shimano line-up. The below chart looks at what model cassettes and chains we recommend to use as well as the gearing combinations that will be offered.

Speed	Rear Deaillieur	Recommended Cassette	FC gear combination	Chain line
1x11-speed wide	RD-RX812 RD-RX817 (Di2)	CS-M8000-11 (11-40T, 11-42T) CS-M7000-11 (11-40T, 11-42T)	FC-RX810-1 (42T, 40T)	chain line + 2.5mm vs. current conventional road
1x11-speed close	RD-RX810 RD-RX815 (Di2)	CS-R8000 (11-30T, 11-32T) CS-HG800-11 (11-40T, 11-42T) CS-R7000 (11-30T, 11-32T) CS-HG700-11 (11-34T)	FC-RX600-1 (40T)	
2x11-speed			FC-RX810-2 (48T-31T) FC-RX600-11 (46T-30T)	
2x10-speed	RD-RX400	CS-HG500-10 (1-32T, 11-34T) CS-HG50-10 (11-36T)	FC-RX600-10 (46T-30T)	

Our 1x11 option will offer a 40 or 42 tooth front chainring and will more than likely be paired with an 11-40 or 11-42 tooth cassette. You could possibly use the 2x rear derailleur on a 1x11 set up and pair that with an 11-30, 32, or 34 tooth cassette for a tighter range with closer gear steps.

For 2x11 our chainring options will be 48-31 or 46-30. Those chainring options can be paired to an 11-30, 32, or 34 tooth cassette. The 2x10 spec will only offer a 46-30 chainring combo that can be paired with an 11-32, 34, or 36 tooth cassettes.

That covers the high level layout of the group. Now let's take a deeper dive into each component and some of their unique features starting with the cranks.

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FC-RX810-1/FC-RX810-2

The RX810 series cranks will be offered in 1x11 and 2x11 options. The single front chainring cranks will come with a 40 or 42-tooth chainring, while the double will come with 48-31 gearing. The double crank has a 17t jump between the two rings, which is the largest Shimano has ever produced. Both cranks are offered in 170, 172.5, and 175mm lengths and both can be converted from a single chainring to a double arrangement.

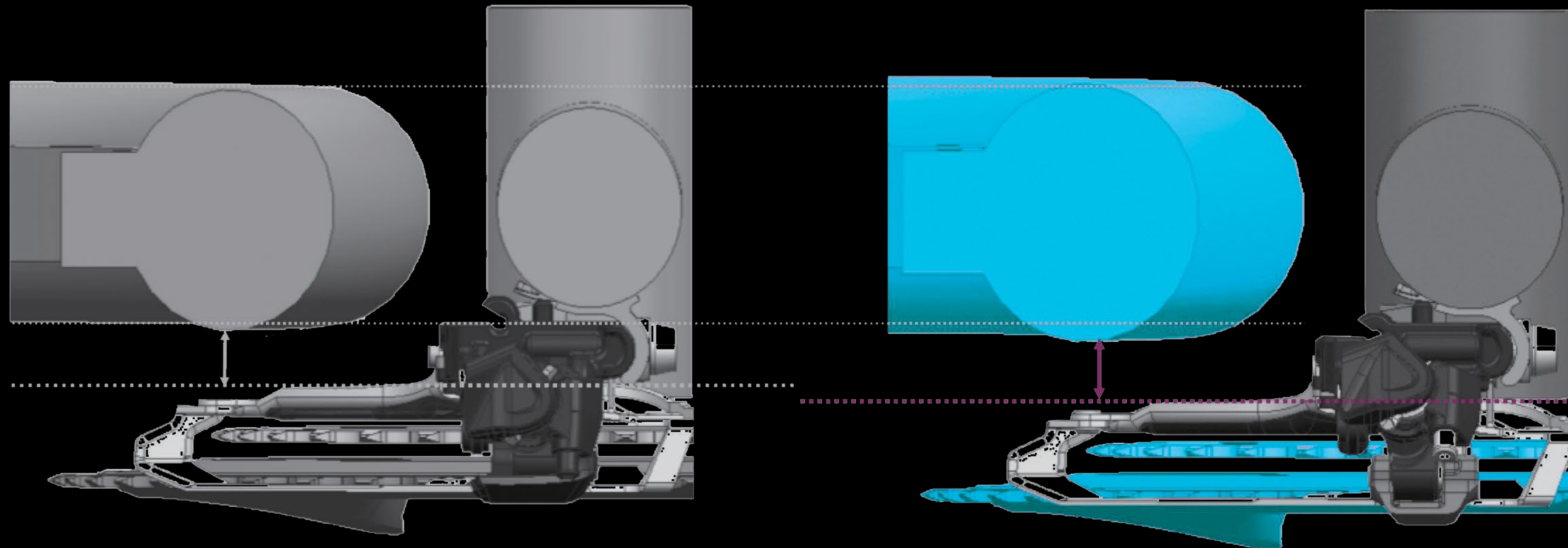
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FC-RX600-1/FC-RX600-2

The RX600 cranks will come in 1x11 and 2x11 options, but the gearing differs slightly from the RX810 model. The 1x11 crank will only come with a 40-tooth ring and the 2x11 will come with 46-30 chainrings. Crank arm lengths include 165, 170, 172.5, and 175mm. Our 2x10 option also uses the RX600 crankset, but the chainrings are 10-speed specific and there are different part numbers for the 10-speed versions.



Current

New

To better accommodate wider tires for gravel riding we've pushed the chainline out 2.5mm. This means that the GRX double cranks and GRX front derailleur must be paired together.

FD-RX815 / FD-RX810

The FD-RX815 is the Di2 front derailleur and the FD-RX800 is the mechanical version. Like mentioned above these front derailleurs are compatible with the plus 2.5mm chainline. Both models will also be the version used with the RX600 cranks.





RD-RX815



RD-RX810



RD-RX817



RD-RX812

RD-RX815 / RD-RX810 / RD-RX817 & RD-RX812

There are 4 different RX800 series rear derailleurs that will cover all 11 speed GRX set ups. The below bullet points break down when to use which model.

- RD-RX815: Di2, 2x11, 11-30 to 11-34 cassette
- RD-RX810: Mechanical, 2x11, 11-30 to 11-34 cassette
- RD-RX815 & RX810 can be used as 1x, but cassette options remain the same (11-30 to 11-34 cassette)
- RD-RX817: Di2, 1x11, 11-40 to 11-42 cassette
- RD-RX812: Mechanical, 1x11, 11-40 to 11-42 cassette

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RD-RX400 / FD-RX400

To go along with the RX600 10 speed crank, there will also be a 10 speed front and rear derailleur. The model number on both of these components is RX400. The rear derailleur will accommodate an 11-32 up to an 11-36 cassette. The front derailleur pairs up with the 46-30 chainrings on the RX600 10 speed crank that accomodates the increased chainline.



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ST-RX400/BR-RX400

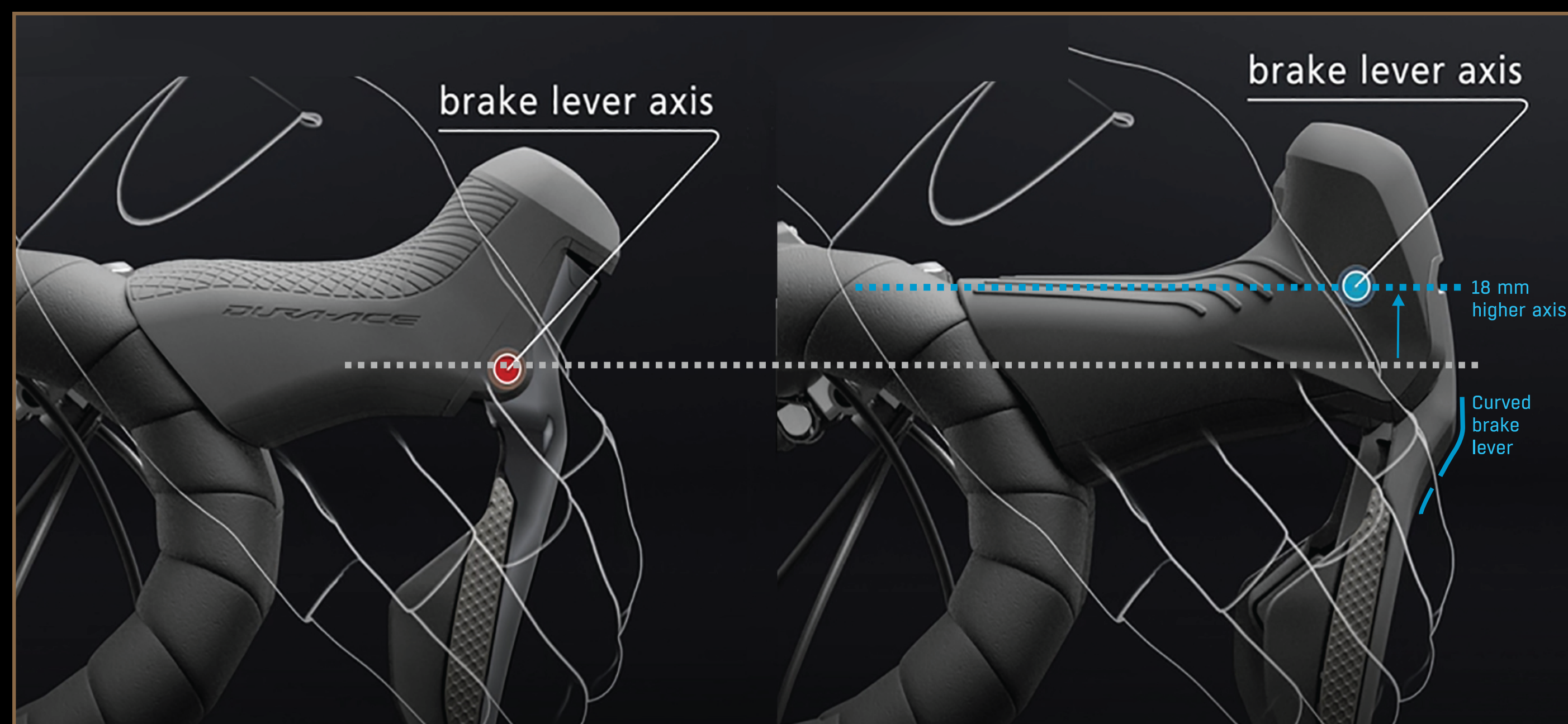
To tie all these 10 speed pieces together we will also offer 10 speed shifter/brake levers. The ST-RX400 shifter levers will be offered as stand-alone levers as well as a complete brake kit. The complete brake will be paired with the RX400 caliper and SM-BH90 brake line. This caliper is also shared on another brake model that we'll dive into later.

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GRAVEL SPECIFIC ERGONOMICS

Taking a deeper look at the new gravel levers we've made some changes to better secure your hands in the hoods and make operating the brakes easier. The ST-RX815 levers receive an 18mm higher brake axis which provides a bit more leverage. The lever blade itself is curved slightly making it easier for your fingers to access, and the hoods and the brake lever blades get a textured surface to prevent hands from slipping.



Road ST
ST-R9170/8070

Gravel ST
ST-RX815

ST-RX815

Our current R9170 Di2/Hydro levers are a great feeling road lever, but when the road turns to gravel or dirt that lever might not be the best option. For the new GRX Di2 lever we've increased the hood purchase to better secure your hands in the hoods. This is illustrated in the above right photo. In the shifter image on the left you can also see the new curved lever blade and textured hood. For Di2 there will not be a dedicated 1x left lever. The RX815 lever do feature additional buttons which can be programed as shifters or to flip through the pages on your paired cycling computer.



ST-RX810



BR-RX810



ST-RX600



ST-RX810/ST-RX600

The ST-RX810 and RX600 shift levers will be the two 11-speed mechanical options. These also receive an updated, textured brake lever blade while using the current mechanical hydro brake lever body and hood. The ST-RX815 and RX810 levers will be paired to the BR-RX810 caliper.

The ST-RX600 lever will be paired to the BR-RX400 caliper like hinted at in the ST-RX400 section.

BR-RX400



LEFT SIDE LEVERS FOR MECHANICAL 1X11

The 1x11 mechanical options in the GRX range created an opportunity for special left side brake levers. For a truly finished look, there is a 1x11 specific lever that foregoes any shifter elements. Additionally, GRX features a left lever designed to actuate a dropper post.

BL-RX810/BL-RX600

On a 1x11 mechanical setup, one option will be to run a dedicated brake lever. There will be no shifter internals in this mechanism, it will only serve as a brake lever. These levers have a little bit of side to side play in them to prevent breaking during a crash. The BL-RX810 model will be paired to the BR-RX810 caliper. The BL-RX600 lever will only be offered as a standalone lever, but calipers will be sold separately to build a complete brake.



BL-RX810



BL-RX600

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ST-RX810-LA/ST-RX600-LA

The other option that we can build into the left side brake lever is a lever to control your dropper post! This option can operate most internally or externally routed dropper post. The only stipulation being that the shift cable head needs to be located at the shifter and the dropper post needs to be able to clamp the cable. This lever will be offered as a standalone piece as well as a complete lever, line, and caliper brake kit.



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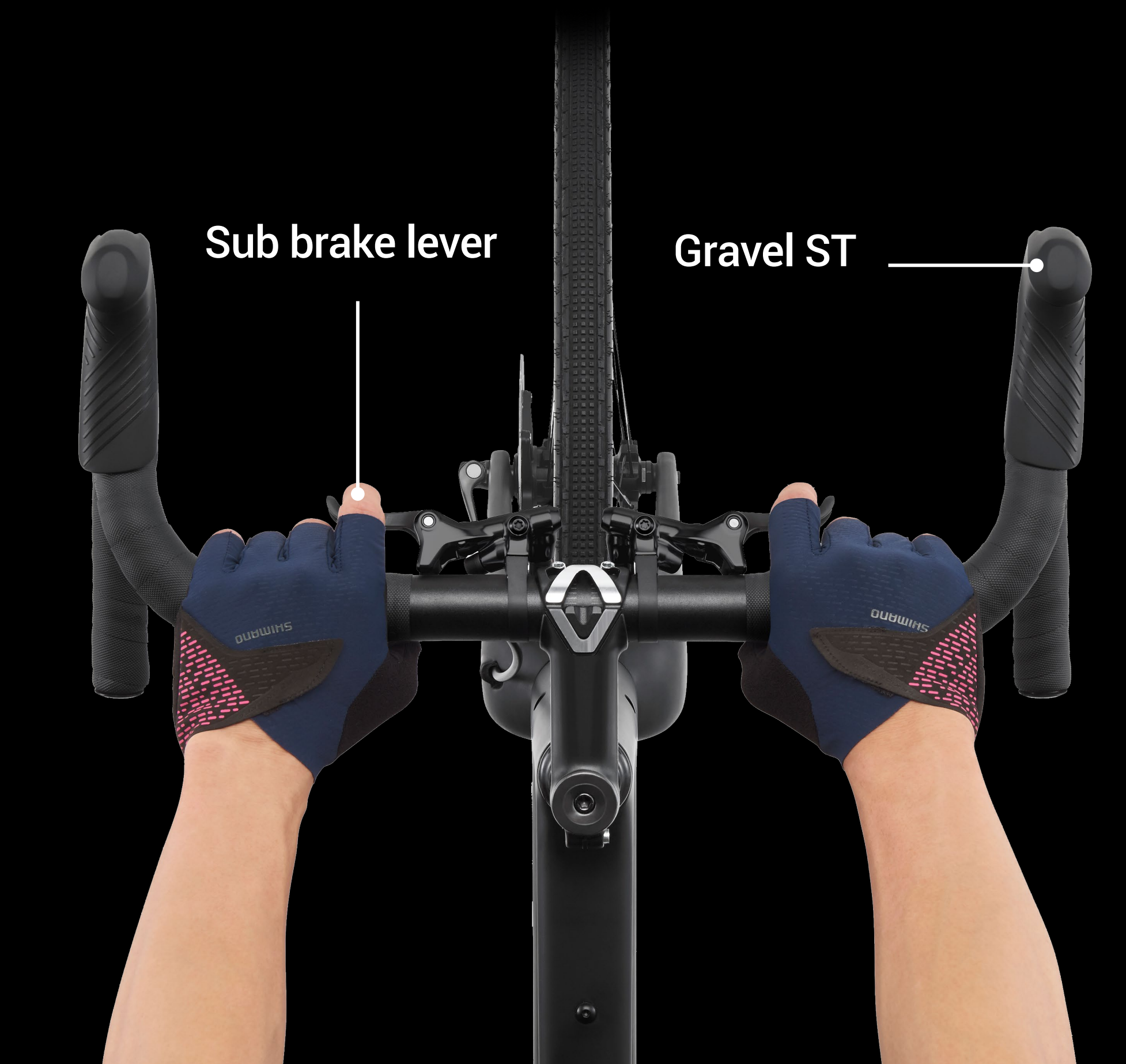
Let's take a look at all the complete brake kit (lever, line and caliper) part numbers that Shimano will offer aftermarket.

IRX400DLF6SC100A IRX400DRRDSC170A	ST-RX400 w/ BR-RX400 for 2x10 Mechanical
IRX4001DLF6SC100A IRX4001RRDSC170A	ST-RX600 w/ BR-RX400 for 2x11 (Right ST for 1x11) Mechanical
IRX810DLF6SC100A IRX810DRRDSC170A	ST-RX810 w/ BR-RX810 for 2x11 (Right ST for 1x11) Mechanical
IRX815DLF6SC100 IRX815DRRDSC170	ST-RX815 w/ BR-RX810 for 2x11 & 1x11 Di2
IRX8103DLF6SC100A	ST-RX810-LA (Dropper Post) w/ BR-RX810 for 1x11 Mechanical
IRX8104DLF6SC100	BL-RX810 w/ BR-RX810 for 1x11 Mechanical



BL-RX812

The BL-RX812 sub lever allows access to the brakes in multiple positions. This piece clamps to the tops of the handlebar and is an inline lever. That means that it must be ran with a hydro ST. The picture earlier in the article shows these brake levers mounted on the left and right side. While you can run them on both sides of the bar there's also the option to only use a left or right by themselves. They will be sold as left and right standalone levers





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WH-RX570

The WH-RX570 wheelset is our GRX branded gravel wheelset. We will offer these in both 700c and 650b options. The front axle is 100x12 and the rear is 142x12. The rims are tubeless ready with an internal width of 21.6mm. Retail on a pair of our new gravel wheels is \$419.99.

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DELIVERY

Unfortunately, not all the new GRX items will be available right away. Here is a quick breakdown of expected delivery times::

July	August	September
Mechanical 1x11 and 2x11	Di2 1x11 and 2x11	Sub levers and dropper lever



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Mechanical 11-speed



