

e13 DRS and Santa Cruz Bullit

- *Please familiarize yourself with the proper set up of the e13 DRS Chain Retention System before moving on with these set up tips.*

The Santa Cruz Bullit has long been a favorite among Freeriders. Coupled with the e13 Dual Ring Security system it can be one of the most reliable, maintenance free All-Mountain rigs on the market today.

The most important factor to consider with this combination is that the Bullit comes equipped with a 68mm bottom bracket shell. This leaves the DRS backplate further inboard than normal and can cause tire rub. We have found that the maximum tire size that can be run in this case is around 2.5 (relative to tire manufacturer or model). There are a few ways to overcome this if you wish to run a wider tire or are uncomfortable with the lack of clearance.

- *Rotating the DRS backplate.* It is possible to rotate the DRS backplate counterclockwise to allow for more clearance, but be advised that it may expose the lower roller to more obstacles (especially during “G-Outs”) and may not yield the highest performance of your DRS.
- *Re-dish your rear wheel.* By dishing your rear wheel a couple millimeters to the non-drive side you can open up some space between the tire and the DRS backplate. You can usually get away with doing this without noticing any rear wheel tracking issues. And hey, now you’ve got a laterally stronger rear wheel!
- *Put a BB Spacer behind the DRS backplate.* By putting a 1mm bottom bracket spacer behind the DRS backplate you can move the backplate outboard a bit. But doing so means you’ll have to use a 73mm specific bottom bracket. For the most part this extra shell/BB flange gap will allow you the room to install the spacer without affecting the original chainline.