

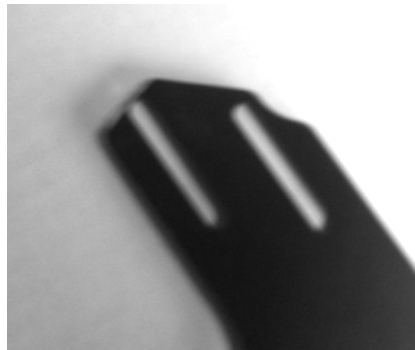
e13 SRS and Intense M3

- *Please familiarize yourself with the proper set up of the e13 SRS Chain Retention System before moving on with these set up tips.*
- *Be sure to order a guide with a bashguard a size larger than the chainring size you plan to use – the basis for this will be realized upon a complete understanding of these setup tips.*

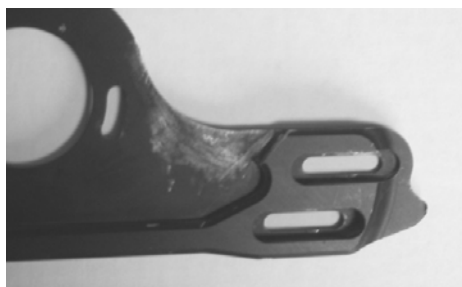
For the time being there are some modifications which need to be made to our SRS guide to get it to function properly with the M3's VPP rear end linkage. The overall concern with this combination is getting our backplate properly rotated. With the lower linkage flipper dropping the chainstay so low coupled with the high percentage of rear end sag associated with the VPP design it's important to keep the above concern in mind. The guide modifications and drivetrain specifications change according to rear hub spacing being used on the frame.

For 135 mm Rear Hub Spacing

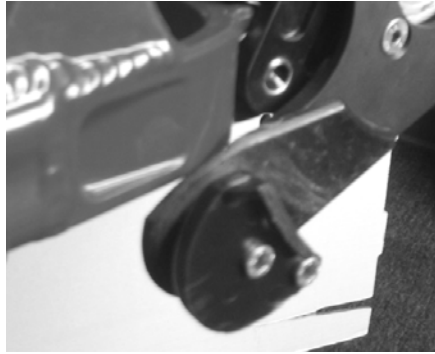
- *Bottom Bracket / Crankarm Length:* Be sure to use a 73x113mm or 73x118 equivalent bottom bracket. This will keep the chainline in ideal alignment. There comes a catch with this setup. By utilizing a BB spindle length of under 121mm a standard 175mm crankarm will come into contact with the rear upright support between the chainstay and seatstay. If filing down the tip of the crankarm is not an option then move to a 170mm crankarm length (which will require much less filing) or go straight to a 165mm length (which will clear the uprights completely).
- *Backplate Modification #1:* The upper left corner of the backplate must be filed down just a bit to clear the chainstay/seatstay upright.



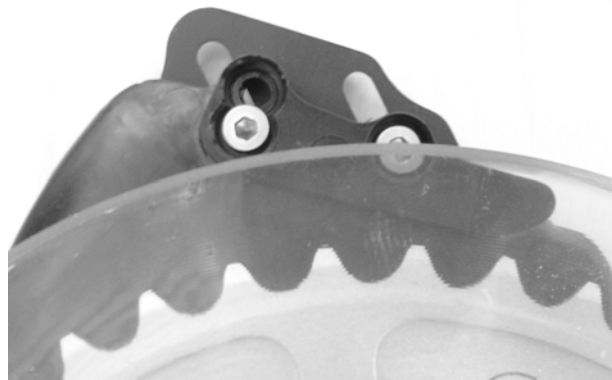
- *Backplate Modification #2:* To get the backplate seated close enough to the frame a portion of the lower support spine on the back side of the backplate must be ground down.



- *Lower Inner Wearplate:* The lower inner wearplate must be trimmed down with a file or Dremel tool to fit up under the chainstay.

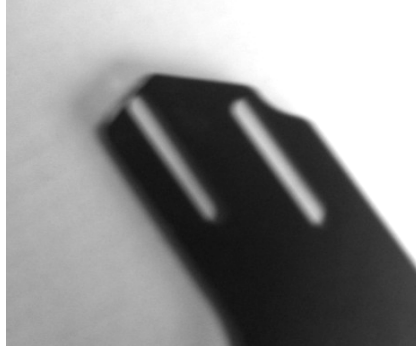


- Follow all setup instructions as listed in the SRS Setup Diagram and provided Installation Instructions.
- *Bashguard:* The need for a bashguard a size larger than the chainring size allows for the use of the bottom hole in the upper wearplate (usually dedicated to 10"+ travel bikes). Due to the nature of the VPP design, it's suggested that the rider run about 40% sag to start with. With this comes the ability for the rider to pedal through near "G-Out" rear wheel positions. The chain becomes highly susceptible to derailment during this period. By utilizing a larger bashguard diameter there is allowed more overlap between it and the upper wearplate (using the lower bolt hole).



For 150 mm Rear Hub Spacing

- *Bottom Bracket / Crankarm Length:* Ideally, be sure to use a 73x128mm bottom bracket. Intense recommends using at least a 123mm BB spindle to allow for 175mm crankarm length clearance with the rear upright support between the chainstay and seatstay.
- *Backplate Modification:* The upper left corner of the backplate must be filed down just a bit to clear the chainstay/seatstay upright.



- *Lower Inner Wearplate:* The lower inner wearplate must be trimmed down with a file or Dremel tool to fit up under the chainstay.



- Follow all setup instructions as listed in the SRS Setup Diagram and provided Installation Instructions.
- *Bashguard:* The need for a bashguard a size larger than the chainring size allows for the use of the bottom hole in the upper wearplate (usually dedicated to 10"+ travel bikes). Due to the nature of the VPP design, it's suggested that the rider run about 40% sag to start with. With this comes the ability for the rider to pedal through near "G-Out" rear wheel positions. The chain becomes highly susceptible to derailment during this period. By utilizing a larger bashguard diameter there is allowed more overlap between it and the upper wearplate (using the lower bolt hole).

