



## SRS/STS CHAINGUIDE INSTALLATION INSTRUCTIONS

Thank you for purchasing an e.thirteen SECURITY chain retention device. The SRS and STS are unlike any other chainguide ever produced. Because of this, the engineers who developed your e.thirteen SECURITY chainguide recommend that you have a trained service technician at your local bike shop install and tune your new guide for optimal performance. You can find local bike shops listed in your yellow pages or online. **EVEN IF YOU ARE AN EXPERIENCED MECHANIC, PLEASE READ THE ENTIRE INSTRUCTION PACKET BEFORE YOU BEGIN INSTALLATION.**

### -Some Helpful Information-

Your e.thirteen chainguide is the lightest and strongest chain retention system that we have ever seen. It is extremely free running (no-drag), sheds mud easily, and is easily serviceable. As you learn to use your chainguide, you will find that our bashguard, built from proprietary alloys, will allow you to mow through immovable objects at speed. You should inspect your cranks and drive spider frequently for straightness, as huge impacts can bend them. (Imagine what they would look like without the e.thirteen Supercharger bashguard!) Proper installation and frequent cleaning will keep your e.thirteen chainguide running smoothly, quietly, and drag free.

**Use only non-ramped standard width (3mm thick) chainrings for best performance; wide BMX or DH type chainrings are not recommended.**

We recommend the use of our e.thirteen chainrings for best performance.

### IMPORTANT!

-Your new guide is designed to use a flanged fixed cup type bottom bracket when using the supplied ISCG mounting plate.

-It was made to fit a wide variety of frames, but fit up on some frames that were not designed to accept a chainguide may require modification to your guide, frame, or both. Contact your frame manufacturer before any modification of your frame as it may void your warranty.

**-Carefully cut the guide parts from the plastic part tree by using a hobby knife. Be sure that the entire tree is removed from the part. Use only a knife as wire cutters; scissors, etc. may damage the part.**

### Parts List:

- 1 – Back Plate
- 1 – ISCG mount (not shown)
- 1 – Parts tree (upper slider, lower slider, outer slider, and idler)
- 1 – idler bearing
- 1 – Polycarbonate Bashring (not shown)
- 2 – m4 x 15 mm Cap screws
- 2 – m6 x 25 mm Cap screws
- 2 – m4 nylon insert locking nuts
- 2 – m6 nylon insert locking nuts
- 3 – m6 x 10 mm Flathead screws
- 3 – m6 x 16 mm Flathead screws
- 4 or 5 – m8 washers
- 4 or 5 – Ex. long chainring bolts
- 4 or 5 – Ex. long chainring nuts
- 15 – m6 washers

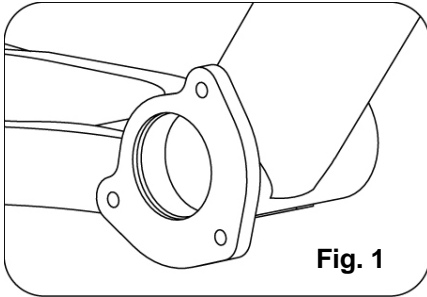


### INSTRUCTIONS FOR FRAMES WITHOUT INTERNATIONAL STANDARD CHAINGUIDE TABS

**1)! Inspect all existing drivetrain components to determine straightness!** Your new chainguide was designed to protect your drivetrain, but performance will be hindered by out-of-round spiders and chainrings, or bent bottom bracket spindles. For your own safety you should replace any damaged components on your bike before riding it. **Bent parts=bad performance!**

2) Remove both crank arms, chainrings, chain, and drive side bottom bracket cup. Also loosen the non-drive side bottom bracket cup 2-3 turns.

3) Fit up the ISCG mount flange to your frame. For a normal installation, the counter bored area cups over the bottom bracket. For spindle lengths of 125 mm and over, OR on frames that were not designed to accept a chain guide you can mount ISCG mount flange with the cupped side facing away from the bottom bracket. Use your flanged fixed cup type bottom bracket to sandwich the ISCG mount flange against the flat face of the bottom bracket shell. The upper hole on the mount should be about at the 1 o'clock position. See **Fig 1** for approximate ISCG mount flange orientation.



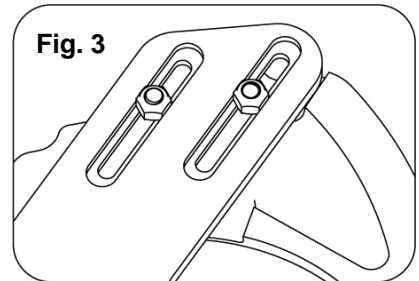
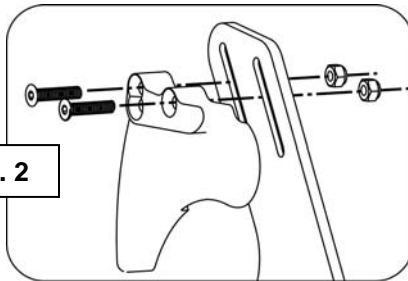
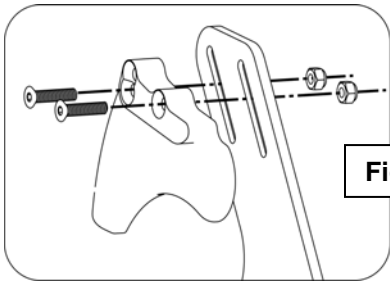
4) Snug your flange type bottom bracket into the threads in the BB shell per normal BB installation. Grease only the threads inside the BB shell of the frame; grease on the threads of the BB cup will pile up and get between the clamped surfaces. Follow the torque specification recommended by your frame manufacturer.

5) Install upper slider on to back plate using the supplied 4 mm bolts and nuts. The upper slider has two positions on the rear-mounting hole for long-travel suspension/hardtail adjustments as shown in **Fig. 2**. Place the 4 mm nyloc nuts in the slots on the frame side of the back plate as shown in **Fig. 3**. Place the upper slider on the crank side of the back plate. Snug down with two m4 socket head screws. (Use a 3 mm Allen wrench)

Long travel (10+”) top slider position (bottom bolt)

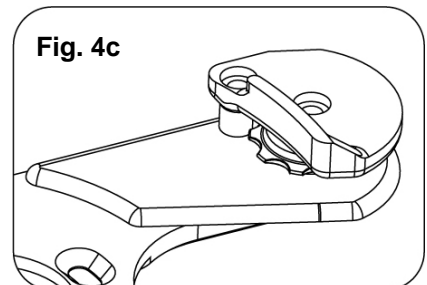
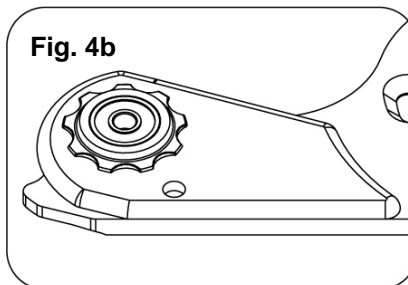
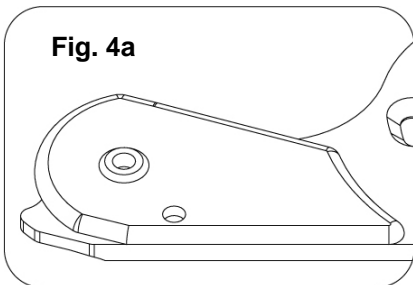
Standard top slider position (top bolt hole)

Position lock nuts in slots



The upper slider is positioned as pictured in **Fig. 2**. Most frames will use the standard top slider position. Some frames with low hanging suspension components may require the use of the long travel position. Consult the application guide at [www.e13components.com](http://www.e13components.com) for more information. Do not tighten bolts, as later adjustment is needed. **Note: NEVER space out the slider from the back plate with washers!**

5a) Press the supplied bearing into your roller using a press or vise. **Do not use a hammer to install the bearing, as crooked installation can destroy the roller. Do the job right! Use the right tool for the job!**

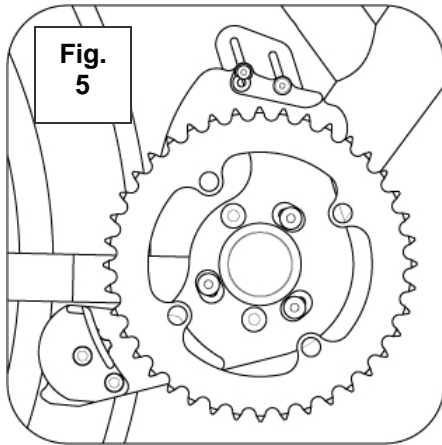


6) **Installing lower slider and chain idler:** Place the lower slider on the crank side of back plate as shown in **Fig 4a**. Next place the idler pulley on top of the lower slider; the hole of the idler should match up with the upper hole on the lower slider as shown in **Fig. 4b**.

Next place the lower outer guard on top of the chain idler as shown in **Fig. 4c**. Place a 2 M6 cap screw thru the hole of the outer plate, the chain idler, lower slider and back plate; carefully place a m6 nyloc nut on each screw in the slots on the back side of the back plate. Carefully thread the bolt into the nut, tighten loosely. (Use a 5 mm Allen wrench). Do not tighten M6 bolts yet, as adjustment will be needed later.

7) Mount the entire slider/back plate assembly to the ISCG mount flange using one of the 2 sets of three equal length M6 flathead screws. The two lengths of screws that are included with your chainguide are for use with the appropriate number of washers. If needed, space the back plate away from the ISCG mount with the supplied washers.

8) Mount your sprocket in the MIDDLE RING position on your spider. Using the included extra long steel chainring nuts, mount the polycarbonate bashring to the OUTER RING position. The nuts should pass through the middle ring from the backside, then through the spider, and into the bash guard. Line up the relief in the outside of the bash guard with the crank arm. The crank relief should be facing outwards, away from the frame. **Use one of the included big washers under the head of each chainring bolt and torque the chainring bolts to 43 in-lbs** (about as much force as you can generate by holding the SHORT end of an "L-Shaped" 5mm Allen Wrench). **Over tightening and/or the use of loctite will crack the bashguard.**



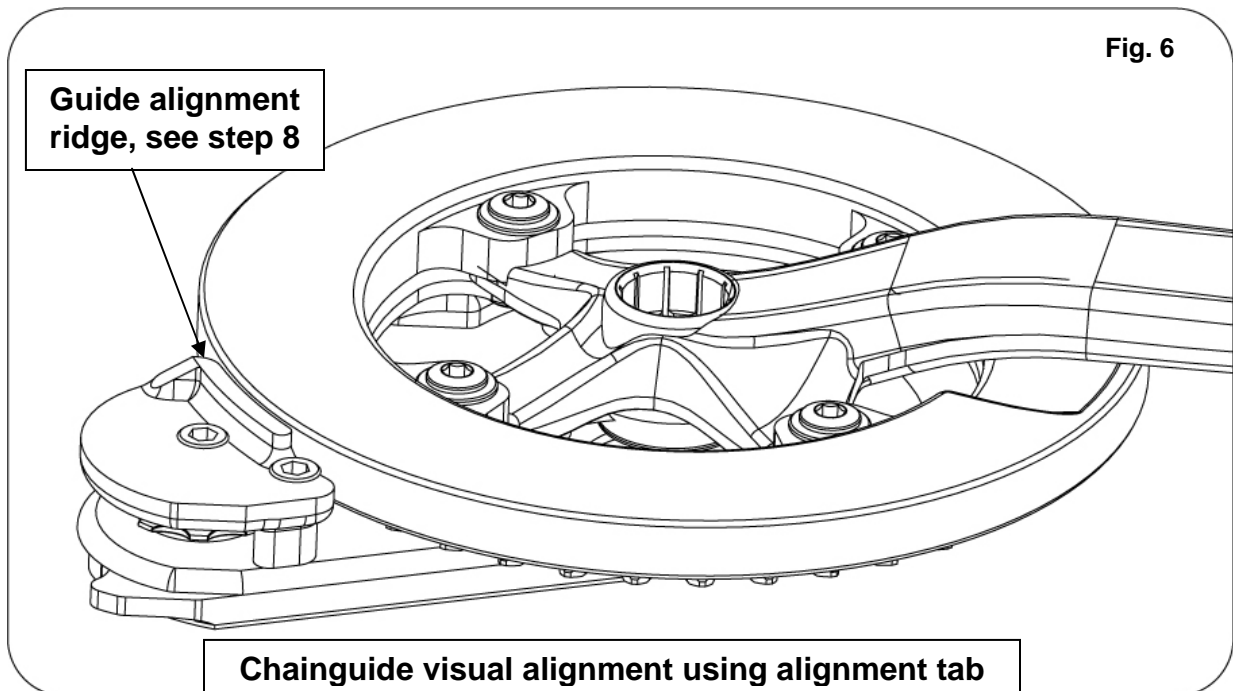
Re-mount the chain onto the middle ring, and fit your cranks to the bottom bracket spindle. Tighten the cranks all the way down. Check the distance between your chainring and the back plate. **Add or subtract washers from BETWEEN the ISCG mount and the BACK PLATE so that the outer surface of the guide alignment ridge on the lower outer slider is parallel to and at the same level as the outside surface of the bash guard. (SEE FIG. 6)** This may take a few tries, use the chart below as a guide for how many washers to start off with, and work from there. **The upper slider should be spaced approx. 1 mm from the inside of the bashguard. The upper slider portion of the back plate is designed to be bent (with a fair amount of force) closer to the chainring for fine tuning if needed. This is usually not necessary**

9) Adjust the upper slider so that the lower surface of the slider is about 3 mm (1/8 inch) from the top of the chain. Torque the screws to **3.5 in-lbs** (about as much force as you can generate by holding the SHORT end of an "L-Shaped" 3mm Allen Wrench).

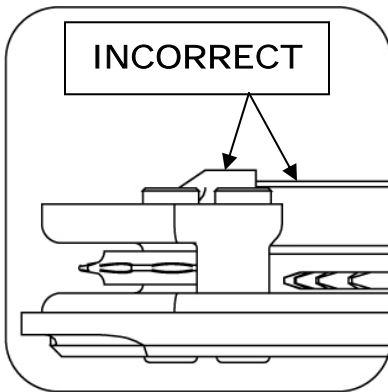
10) Adjust the lower slider so that it is about 3 mm (1/8 inch) from the bashguard. Torque the screws to **8 in-lbs** (just a couple of turns past finger tight; the nyloc nut will hold it tight).

11) Using the mounting slots, adjust rotation of entire chainguide so that the bolts holding the upper slider are at 12 o'clock, and tighten down the M6 bolts holding the backplate to the ISCG mounts. See correct rotation in Fig. 5.

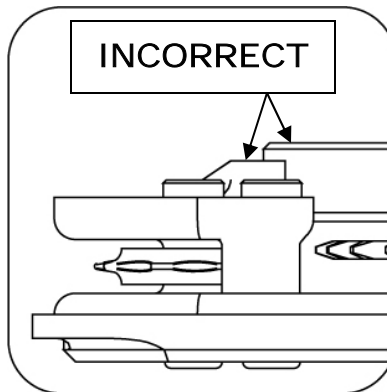
Bottom Bracket Spindle Length	Typical # of Washers Needed
113	0
116	1
118	2
122	3 or 4
127-128	5



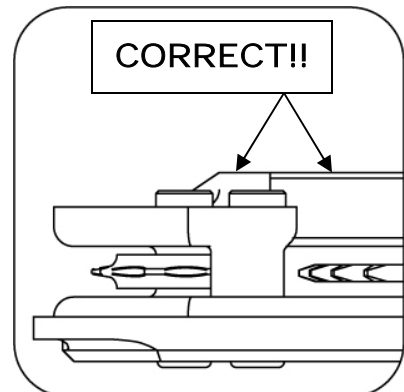
**Back plate spaced too far outwards. Remove spacer washers**



**Back plate spaced too far inwards. Add spacer washers**



**Alignment ridge and bashguard are flush. Perfect Alignment!**



**IMPORTANT NOTE: Always rotate chainguide as far clockwise as possible to reduce possibility of lower idler hitting obstacles. See Fig 5.**

#### INSTRUCTIONS FOR FRAMES WITH INTERNATIONAL STANDARD CHAINGUIDE TABS

- 1) Remove the drive side crank from bottom bracket.
- 2) Follow steps 5-8 of the previous set of instructions. Note the following:
  - Do not space out the sliders from the back plate with washers.
  - The bearing needs to be pressed into the chain idler before installation of idler.
  - The upper slider should be spaced 1 mm from the inner surface of the bashguard. The upper slider portion of the back plate has been designed to be bent (with a fair amount of force) closer to the chainring in extreme situations.
  - Carefully cut the guide parts from the plastic part tree by using a hobby knife. Be sure that the entire tree is removed from the part. Use only a knife as wire cutters; scissors, etc. may damage the part.
- 3) Use supplied bolts and small washers to bolt the guide mount plate to the international standard mount tabs on your frame.

**IMPORTANT!!** We have found that many frame manufacturers weld tabs on incorrectly, rotated to the wrong position, welded crooked or welded too far away from the edge of the BB shell. Always use the chainguide alignment ridge as a final indicator of chainguide setup, and NEVER use stepped BMX or DH type chainrings. Using stepped chainrings will decrease performance. We recommend using an e.thirteen brand chainring for best possible setup and long lasting performance. To avoid frame damage under heavy impacts, whenever possible, use the supplied ISCG adapter, and a flange type BB shell for mounting. This allows your chainguide system to rotate slightly under heavy impact, and always provides perfect alignment.

**NOTE!!** Some frame manufacturers have invented their own "standards" for chainguide mounting. The SECURITY chainguide system supports the ISCG standard. Your guide may or may not fit other mounting systems.

**NOTE:** Updated and printable instructions and pictures of guides on different frames are available at <http://www.e13components.com>. Guide performance is directly related to setup. Check your guide to make sure it is in adjustment after every run to minimize the possibility of failure. If you have a problem with or question about your e.thirteen SECURITY chainguide, contact e.thirteen via e-mail at [support@e13components.com](mailto:support@e13components.com).