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01/13/2006



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## REVIEW: e.thirteen Dual Ring Security

### Run a front derailleur with a chainguide? That's crazy!

Words and photos by [Stuart Kernaghan](#)

e.thirteen's Single Ring Security really turned me onto chainguides when I tried it a [couple of months ago](#), and I was sold on the benefits. My only complaint was that you were stuck with whatever ring you were running in the front, and if things got steeper, you either had to muscle through it or get off and push.

Thankfully, there's an alternative for those of you who go uphill as well as down on your big rig. The Dual Ring Security (DRS) from [e.thirteen components](#) uses a special roller that lets you run a front derailleur and granny along with a middle ring.

As with the SRS, the DRS uses a large number of plastic parts mated to an aluminum boomerang; high-quality fasteners keep all the small parts together and spinning smoothly. The bashguard itself is clear injection moulded, impact-modified Makrolon (plastic), and it takes a hell of a beating without complaining.

There are three different size options with the DRS: 5 bolt / 110mm spacing, 4 bolt / 104mm spacing, and 5 bolt / 94mm spacing, so it will fit just about any crank out there. Bashrings are sized for either 36- or 40-tooth chainrings, and there's even an E-type derailleur boomerang available; all e.thirteen guides



The DRS parts trees, boomerang, and bashguard are ISCG compatible. I was testing a 5 bolt / 94mm guide for a 36-tooth ring on Race Face Isis DH cranks.



Cam McRae  
 Elliott Cannon

Installing any chainguide can be a bit of a nuisance, but vastly improved instructions from e.thirteen make the process bearable. It may take you a couple of tries to get the correct number of backing plates installed, but anyone who has ever removed their bottom bracket and / or changed a chainring will be able to figure it out.

Once the guide is set up, you're ready to go. One installation tip to save yourself some frustration - make sure you've got the larger side of the roller on the inside of the guide, or else it won't put the correct tension on the chain and you'll have to take everything apart to set it up correctly.

Putting the DRS to the test on the trail proved to be a bit of a trial-and-error process. The first few rides were a little frustrating, as there were some alignment issues. The chain actually got jammed up in the guide on the odd occasion, which was a bit unnerving to have happen.

After removing the guide back in my trusty workshop (also known as the dining room) and making some adjustments, however, it was all good and the DRS worked without any problems. In fact, I haven't worried about dropping a chain in months. It's pretty nice knowing that your drivetrain will always be there for you, no matter what sort of slop you're riding through - especially at this time of the year - and no matter how hard you've been hammering.

One of the biggest tests for the DRS, as far as I was concerned, was riding trails where there was a lot of terrain changes. It's one thing to be able to plan your shifts, or to get into the right gear for a long, slow climb, but there are also times when you come upon an obstacle or hill without any warning and you need to drop into your granny, pronto.



The DRS worked exceptionally well in dry and wet conditions - note the front derailleur

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The DRS was up to the task on every occasion, and the more I used it, the less I thought about it even being there. As I've said in the past, the true sign of a good component / piece of equipment is when you

don't even have to think about it - it just does its job when it's supposed to. And the DRS is very good at keeping the chain snug while letting you take advantage of your granny gear.

After a summer of hard riding on the Shore and in Whistler, and some really muddy riding this fall, the DRS is still sitting pretty. I haven't had to make any adjustments since the first round of tweaks, and everything is running smoothly. There are a few nice gouges in the bashguard, and while it's looking a little rough overall none of that makes a difference in performance. And if you're really picky about looks - like I am - take a utility knife and trim off the rough edges.

Some people complained about that the roller was noisy on the older model DRS', and it was - the chain clattered as it ran over the roller. It was definitely noticeable, and while it often drove the people I was riding with a tad mental, I got used to it. e.thirteen has addressed the issue for '04 with a softer durometer roller, which should make things a little quieter and get your riding buddies off your back.

So, will I continue to use the DRS now that the test is over? Definitely. It's found a permanent place on my ride, and I'm going to be fitting one of the softer rollers in the near future. If you're the kind of rider who likes the idea of a chainguide but is reluctant to give up your granny, it's worth your time and money to check out the DRS. If you're content to only run a middle ring in the front, give the SRS a spin. You won't be disappointed, either way.

If you're wondering where to pick up a DRS in the U.S. of A., check e.thirteen's [dealer page](#). Riders in the Great White North should give [Yodo Bike](#) a shout. MSRP for the States is \$149.95, and about \$225 in Canada.

[Stuart Kernaghan](#)

**Manufacturing:** 5.0 🏆🏆🏆🏆🏆

**Performance:** 4.0 🏆🏆🏆🏆

**Price:** 4.0 🏆🏆🏆🏆

**Overall:** 4.5 🏆🏆🏆🏆🏆

Pros:	Cons:
<ul style="list-style-type: none"> <li>- Keeps the chain snug</li> <li>- Lets you use a granny gear</li> <li>- Bashguard takes a real beating</li> </ul>	<ul style="list-style-type: none"> <li>- Has to be set up correctly to get peak performance</li> <li>- Bashguard gets worked</li> <li>- Roller is noisy on older models</li> </ul>

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