

# TECH BULLETIN

## **IT HAS COME TO OUR ATTENTION THAT SOME PEOPLE ARE EXPERIENCING DIFFICULTY WITH THE SETUP ON E\*THIRTEEN CRANKS ON THE RIPLEY.**

- **USE A TRIPLE FRONT DERAILLEUR.** Make sure to set it up as if there was a larger outer chainring.
- **ANY modern shifter will work.** Shimano shifters are convertible and need to be set on the 3x setting.
- **On older shifters: when in doubt, use a triple shifter.**

Here's a more detailed explanation on how to do it.

There are cranks built on a 2X spacing and cranks built on a 3X spacing.

The e thirteen crank, though with two rings, is built on a 3X spacing. The outer bash is where the third ring would normally go.

All Shimano 10-speed shifters will have the 2x/3x switch on the front shifter. Using these shifters in 3x position, along with a front derailleur meant for a triple crankset will ensure that the shifting will work great. Using a double front derailleur and/or the 2x position on the shifter will lead to lots of rubbing and noise. To change the switch from 2x to 3x, put the derailleur in the second position (not the inner ring!) and then flip the switch with a screwdriver.



For SRAM shifting, the shifter is dedicated to double or triple chainrings. Either will work. We use a double shifter with a triple derailleur since the first shift (from inner to whatever next chainring) uses the same cable pull. A triple front shifter will also work. The use of a triple front derailleur is crucial.

So despite the fact that there's a double ring up front, it won't work in the 2X shimano derailleur position, it wasn't designed to work that way.

To set the bike up properly, leave the front der in the 3X position, and adjust the outer limiter screw so it only goes as far as the middle ring.

Now that we're square on 2X vs 3X, there's one more thing you need to do.

We've all be taught to slam the front derailleur down as close as we can to the chainrings. It won't work properly that way. You need to throw conventional wisdom out the window and think about how a 3X derailleur works. There are ramps that help it get from the small to the middle ring, and if the derailleur is set too low, those will cause rubbing. If you make it so they won't rub, it won't shift properly. You need to set the derailleur height as if there was a third ring on there. Instead of the normal 2-3mm from chainring to the derailleur cage, you might see 10-13mm.

Once you do that, it will shift like a charm. It works great on all of our personal and demo bikes.

## SO, THE GIST OF IT ALL:

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