TRS dual ring guide picker

How to choose a dual ring chain guide

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INTRODUCTION

How to pick a dual ring guide system for your bike

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Step 1 — Welcome to the TRS dual ring guide picker



- Dual ring guides are one of the more complicated guidance systems, so we will need to narrow down a few options to see what will work best for your bike
- When picking a guide, you will need to know a few things
  - Which guide features suit your riding style and bike best (see steps 2-3)
  - How the guide will be fixed to your bike (See step 4-7)
  - If your cranks will work within the specified chainline of the guide (see step 7-9)
  - Front derailleur compatibility (See step 10-12)

Step 2



- There are two bash protection options for the TRS dual guide and one option without bash protection
- The DMB/direct mount bash version and the no bash/Turbocharger version
- The Direct mount bash (DMB) version has a bash guard mounted directly to the backplate of the guide and is perfect for double specific cranks that do not allow for a ring mounted bashguard in the big ring position
  - ⓘ This is because there is no big ring position on a double specific crank

Step 3







- The no bash/Turbocharger version comes with two lower sliders in the box
  - One that allows you to run the guide without a bashguard
  - And one that allows you to use a ring mounted bash guard (sold separately) in the big ring position if your cranks allow it

ⓘ Our bashring is called the Turbocharger, hence the name

- Having a bash in the big ring position also gives you over-shift protection, giving you 100% chain security

Step 4

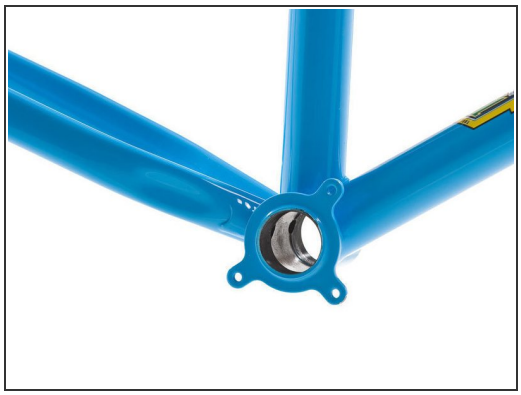


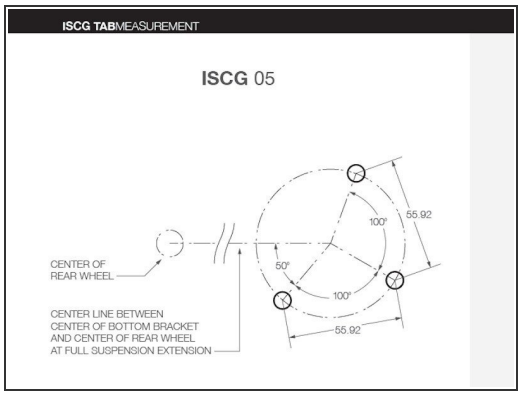


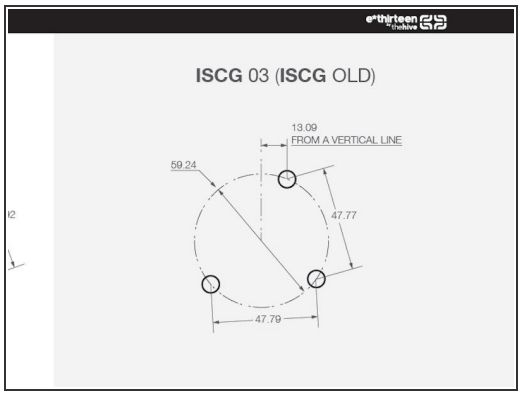
- As far as mounting the guide to a frame, there are four options
  - BB
  - BBwide
  - ISCGold
  - ISCG05

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Step 5







- ISCG05 and ISCGold fit the two different ISCG standards
- ISCG spacers are used to adjust the chain line of the guide to match your cranks
- You can read more about the two ISCG standards here: [ISCG explained]

Step 6

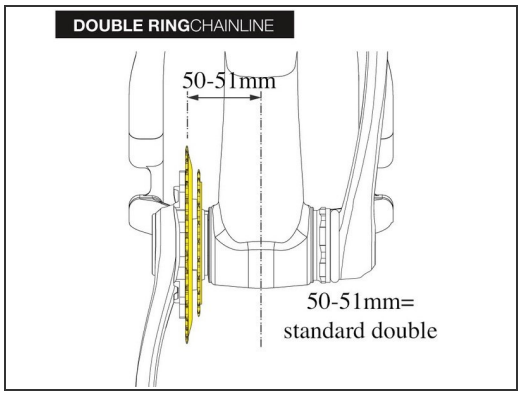


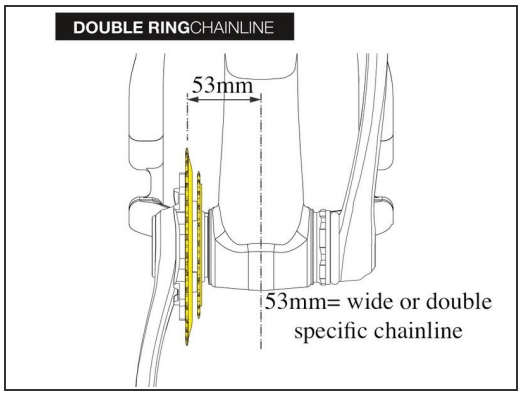


- For bikes without ISCG tabs the guide may be mounted under the bottom bracket
- You must have a threaded bottom bracket to mount the guide to the BB shell
- Frames with press-fit BB shells and no ISCG tabs do not provide any mounting for a chainguide, sorry but there is simply no place for us to reliably mount a guide

Step 7

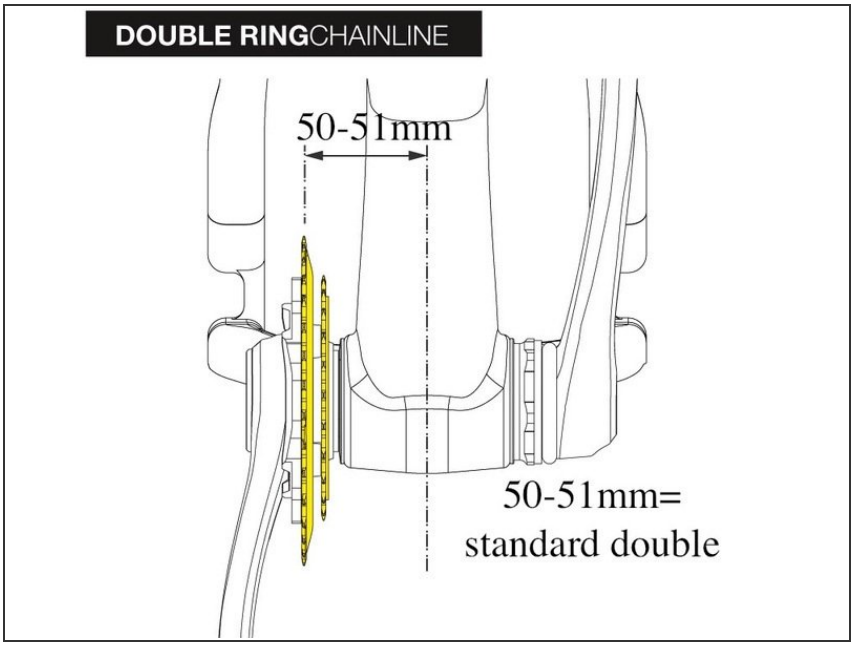






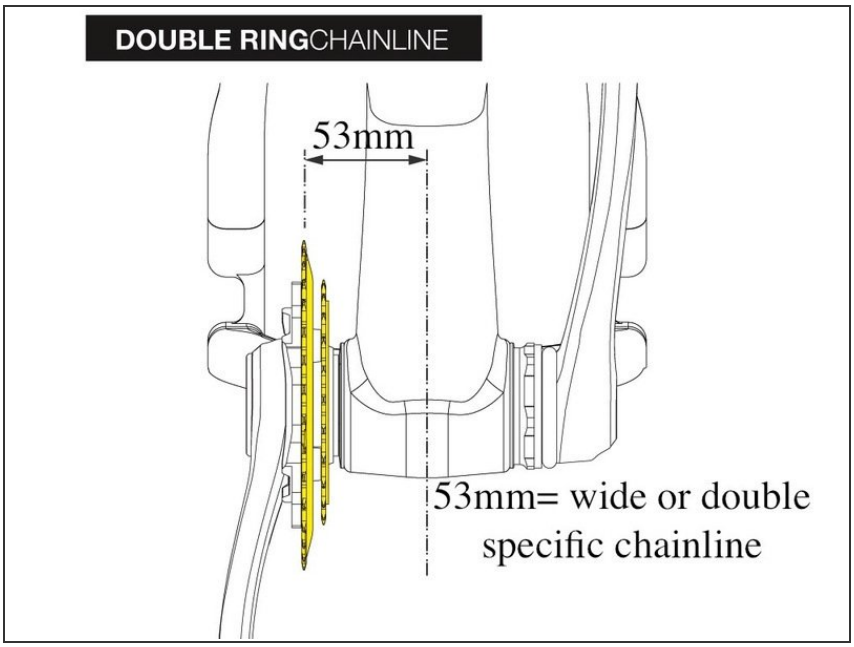
- We offer two different BB mount backplate
  - BB
  - BBwide
- The BB and BBwide backplates differ in their chainline
  - ⓘ Chainline can be checked by measuring from the center of the frame, to the center of the big ring
- For more info see Chainline explained

Step 8



- BB mount is for a traditional or standard double crank with a chainline of 50-51mm
- Standard doubles are essentially converted triple cranks missing the big ring, sometimes a bash is used in the big ring position
- ☒ All e*thirteen cranks are standard doubles

Step 9



- BBwide is for double specific cranks as those cranks use a wider chainline
- Wide doubles are double specific and typically have a chainline of 53-53.5mm to the middle of the outer ring
- Wide doubles have no bash mounting position (both Sram and Shimano now offer these cranks)

Step 10



- Front derailleur function is vital to the performance of dual ring guides. An improperly used front derailleur will cause the guide to function poorly.
- Be sure to choose a derailleur that is designed to work with your chosen chainring sizes.

Step 11





- Guides not using a Turbocharger bash ring must be used with a double specific front derailleur
- Check with your derailleur manufacturer to make sure your derailleur is 2x specific

⚠ If your frame uses a direct mount front derailleur you must use the direct mount derailleur that matches your large chainring size. Direct mount front derailleurs are chainring specific.

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Step 12



- For guides using a bashring in place of the big ring, a triple front derailleur should be used.
- Check with your derailleur manufacturer to make sure you have the correct front derailleur.

Thanks for reading, now get out there and ride!