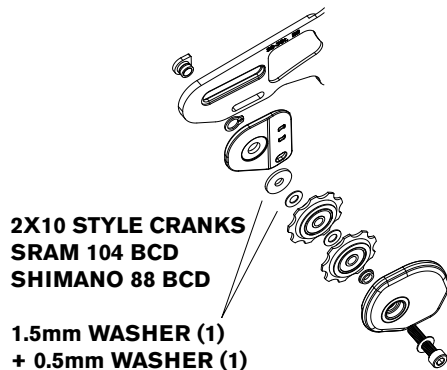


36-38T PULLEY HARDWARE CONFIGURATION



39-42T PULLEY HARDWARE CONFIGURATION



FOR MORE INFORMATION PLEASE VISIT US ON THE WEB AT
MRPBIKE.COM
OR CALL US AT (970)241-3518, WE'LL BE GLAD TO ASSIST YOU!



580 NORTH WESTGATE DR.
GRAND JUNCTION, CO 81505

mrp

2X

SHIFTABLE DUAL-RING CHAIN GUIDE INSTRUCTIONS

IMPORTANT CONSUMER SAFETY INFORMATION

WARNING: RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE AND IT'S COMPONENTS IS EVEN MORE DANGEROUS. IT IS ALSO DANGEROUS TO NOT READ AND FOLLOW THESE INSTRUCTIONS.

1. DO NOT PERFORM ANY MODIFICATIONS OR ADJUSTMENTS THAT ARE NOT OUTLINED IN THIS MANUAL.
2. INSPECT YOUR CHAIN GUIDE BEFORE EVERY RIDE. INSPECT AREAS FOR ANY SIGNS OF EXCESSIVE RUBBING, BENDING, CRACKING OR OTHER DAMAGE. IF YOU NOTICE ANYTHING ABNORMAL, DO NOT RIDE IT. RETURN IT TO YOUR DEALER OR CONTACT MRP FOR A COMPLETE INSPECTION AND NECESSARY REPAIR.
3. MRP RECOMMENDS THAT YOU WEAR PROPER SAFETY EQUIPMENT EVERY TIME YOU RIDE, INCLUDING APPROVED BICYCLE HELMET. NEVER RIDE AT NIGHT WITHOUT LIGHTS.
4. ALWAYS USE GENUINE MRP PARTS. USE OF AFTERMARKET REPLACEMENT PARTS AND UPGRADES VOIDS THE WARRANTY AND COULD CAUSE STRUCTURAL FAILURE.

MRP HIGHLY RECOMMENDS THAT YOU HAVE YOUR NEW GUIDE INSTALLED BY A PROFESSIONAL MECHANIC AT YOUR FAVORITE LOCAL BIKE SHOP IF YOU HAVE ANY DOUBTS ABOUT HOW TO INSTALL YOUR GUIDE, TAKE IT TO A BIKE SHOP. YOU'LL BE GLAD YOU DID.

The 36-38T 2x guide can be used with dedicated, 2x10-style MTB cranks or traditional triple-style MTB cranks with the outer (third) ring removed (requires appropriate front derailleur). The 39-42T 2x guide can only be used with dedicated, 2x10-style MTB cranks.

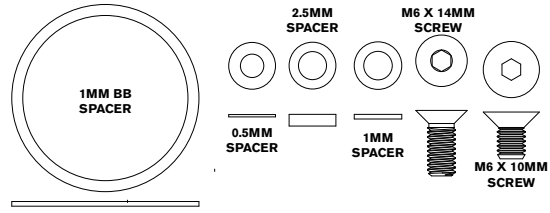
The 2x (two-by) guide is compatible with a wide range of crank models and gearing configurations. Some combinations require a rearrangement of the lower guide hardware for proper function. An illustration can be found on the last page of this instruction manual.

TOOLS NEEDED:

- Appropriate bottom bracket cup removal tool
- Appropriate crank/chaining removal tools
- 4mm allen key
- Torque wrench

INCLUDED HARDWARE

- 36-38/39-42 ISCG/ISCG-05 MOUNT
- M6 X 14mm Custom Head ISCG Screw – X 3
- 2.5mm ISCG Spacer – X 3
- 1mm ISCG Spacer – X 9
- M6 X 10mm ISCG Screw – X 1
- 0.5mm Spacer – X 1 (for triple style cranks)
- 36-38 BB MOUNT
- 1mm BB Spacer – X 1
- 0.5mm Spacer – X 1 (for triple style cranks)
- 39-42 BB MOUNT
- No Hardware Required



NOTE:

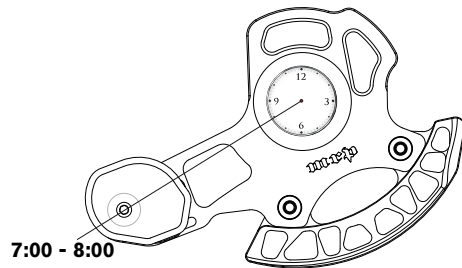
BEFORE BEGINNING YOUR INSTALLATION, IDENTIFY YOUR BB SHELL WIDTH, CRANK MODEL, AND CHAINRING SIZES AND CONSULT THE APPLICATION MATRIX ON THE ADJACENT PAGE. PROPER ALIGNMENT IS CRITICAL TO THE FUNCTION OF THE 2x GUIDE AND THE APPLICATION MATRIX GREATLY SIMPLIFIES THE PROCESS BY LETTING YOU KNOW EXACTLY WHICH SPACERS GO WHERE.

1. Remove the crankset using the appropriate tool.
2. With a 4mm allen, remove the lower pulley assembly from the guide.
3. Install the backplate to the frame

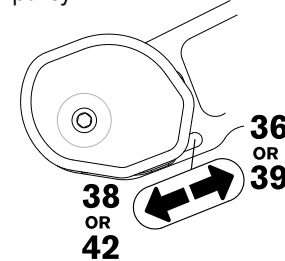
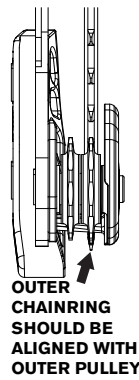
For ISCG and ISCG-05 installation, using a 4mm allen key fasten the backplate to the frame's threaded tabs using the included M6x14mm ISCG screws. If needed, install the included 1mm and 2.5mm spacers as outlined in the application matrix. These spacers always go between the backplate and the frame's threaded tabs. Use the included M6x10mm screw in the upper mount hole if the threads are not deep enough to accommodate the M6x14mm screw. Leave the ISCG screws slightly loose for now.

For BB installation, remove the drive-side BB cup. Install the backplate between the drive-side BB cup and shell. Install spacers as outlined in the application matrix. Reinstall the BB cup hand tight for now.

4. Position the guide so that the backplate's captive slider nut (for the lower pulley assembly) is at a position roughly equal to 7:00 to 8:00 relative to the center of the bottom bracket. In many cases that position will be limited by the chainstay, but as a general rule you should position it as "late" as possible within that range allowing for approximately a 8mm gap between the top of the inner wear plate and the chainstay. When that position is achieved, tighten either the ISCG screws for ISCG and ISCG-05 guides or the drive-side BB cup on BB mount models to secure the guide. **Note:** Once the guide is fully installed and functional, if you experience significant noise resulting from contact between the chain and chainstay, try rotating the guide counter-clockwise 3-5mm.



5. Reinstall the crankset.
6. Reinstall the lower pulley assembly. Consult the diagram on the last page of this manual to ensure every bit of hardware is in its correct place for your particular setup. Please note that for the 36-38T guide different hardware configurations are needed whether you are using 2x10 style cranks or traditional triple style cranks (see back page).
7. Check the alignment of the outer pulley in relation to the outer chainring, these two should be inline with each other. If they are not, consult the application matrix to be certain everything has been assembled appropriately for your setup. Additional 1mm spacers can be installed between the backplate and threaded frame tabs as needed for proper alignment on ISCG and ISCG-05 installations. Never add additional spacers within the lower pulley assembly.
8. Reinstall the chain on the small chainring and then up-and-over the inside pulley.



9. Position the pulley assembly based on the size of your largest chainring in relation to the guide's accepted range. Slide the assembly forward on the tracks if your big chainring falls on the small end of the spectrum and backward if it's on the large end. Tighten the fastener 1.2 - 1.35 Nm. **Note:** Once the guide is fully installed and functional, small adjustments to this position can help tune shifting performance and noise.

10. Check that all fasteners have been appropriately tightened. Check the functionality of the of the guide in a safe environment. If problems arise, start the installation over - paying particular attention to the application matrix and the pulley configuration diagram on the last page of this manual. If problems persist, visit MRPbike.com and review the tech support section or give us a call at 970-241-3518.

APPLICATION MATRIX

Crankset Type	Mount Style	Installation Notes	
		73mm Shell	68mm Shell
2x10: 39-42t	BB	Backplate mounted flush to the BB	2.5mm* BB spacer inboard of backplate
	ISCG	Backplate flush with BB**	2.5mm ISCG spacer between shell backplate**
	ISCG-05	Backplate flush with BB**	2.5mm ISCG spacer between shell backplate**
2x10: 36-38t	BB	1mm BB spacer inboard of backplate	2.5mm* & 1mm BB spacers between shell and backplate
	ISCG	1mm ISCG spacer between shell and backplate**	2.5mm and 1mm ISCG spacer between shell and backplate**
	ISCG-05	1mm ISCG spacer between shell and backplate**	2.5mm and 1mm ISCG spacer between shell and backplate**
Triple: 36-38t	BB	1mm BB spacer outboard of backplate	2.5mm* BB spacer between shell and backplate 1mm BB spacer outboard of backplate
	ISCG	Backplate flush with BB**	2.5mm ISCG spacer between shell backplate**
	ISCG-05	Backplate flush with BB**	2.5mm ISCG spacer between shell backplate**

*Use standard 2.5mm BB spacer (comes with cranks) between BB and 2X Backplate

**Assumes that ISCG tabs are flush mounted with the edge of the BB shell, if they are set back, use the 1mm ISCG spacers (in MRP hardware pack) to space out the distance the tabs are set-back from the edge of the BB shell