DREADNOUGHT V2 //
MAXIMIZING GEAR SHIFTING

DERAILLEUR SET UP - UDH

CHAIN LENGTH

The foundation of good gear shifting is your chain length. We recommend fitting your Dreadnought V2 with the appropriate length chain based on your frame size, a 32 tooth chainring (30 tooth where applicable on Small sizes), a cassette with a 50-52 tooth upper sprocket and a lower guide installed.

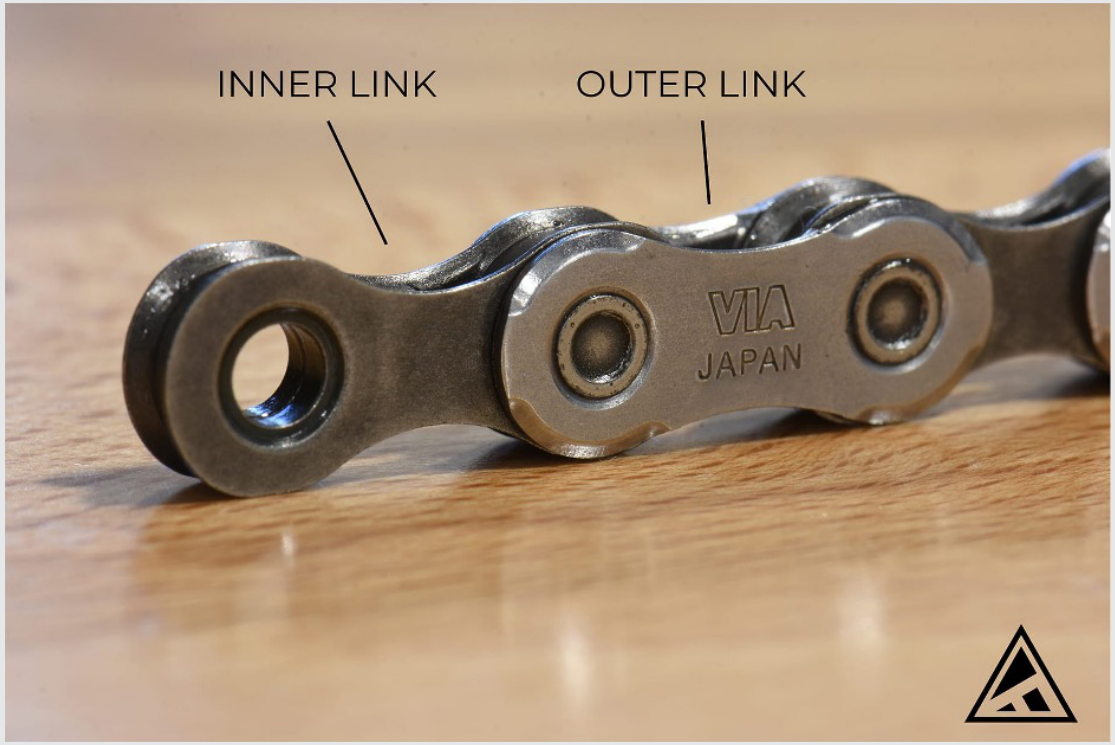
Recommended chain lengths per frame size:

CHAIN LENGTH GUIDE

FRAME SIZE	CHAIN LENGTH Lower Guide Required	MAX CR. SIZE
S1	122 LINKS	30T
S2	124 LINKS	32T
S3	126 LINKS	34T
S4	128 LINKS	36T

Chain manufacturers typically sell chains with either 118 or 126-links. Chain links [in this case] refer to [singular] inner and outer links, and not a combination of the two being counted as a single link. Please refer to the image on page 2.

CHAIN LENGTH CONT.



A size XL Druid V1, for example, will require three inner plates and three outer plates to make a total of six links when lengthening to from 126 to 132-links total. For chains that utilize a 'quick link' to connect the chain, the quick link itself will count as one of the outer plates. A quick way to count the links in your chain is to count all of the outer links, including the 'quick link' and double it. For example a 126 link chain will have 63 outer links (including the quick link).

ADJUSTING B-TENSION

The information here details our best practices when it comes to setting up the B-Tension on your 12-speed derailleur. Due to the Druid and Dreadnought's high single pivot design and idler pulley, correctly setting your derailleur's B-Tension is critical and will ensure smooth and consistent gear shifting.

The tips shown here will work with any derailleur **(excluding SRAM Transmission derailleurs - see T-type setup FOR details)** and not just [12-speed] Shimano derailleurs. Depending on your set up, the only tools required to complete this is a 2 or 3mm allen key.

Before we get started, shift your gears down to the smallest cassette sprocket/ highest gear speed. Looking at the rear of your derailleur locate the three adjustment screws; you'll see the high and low 'limit screws' (situated together) and the B-Tension screw, which is the one we'll be adjusting today.

STEP 1

*See Video Instructions on Page 04

Start by backing off the B-Tension screw until there is no tension on the chain.
You should see some slack form in your chain.

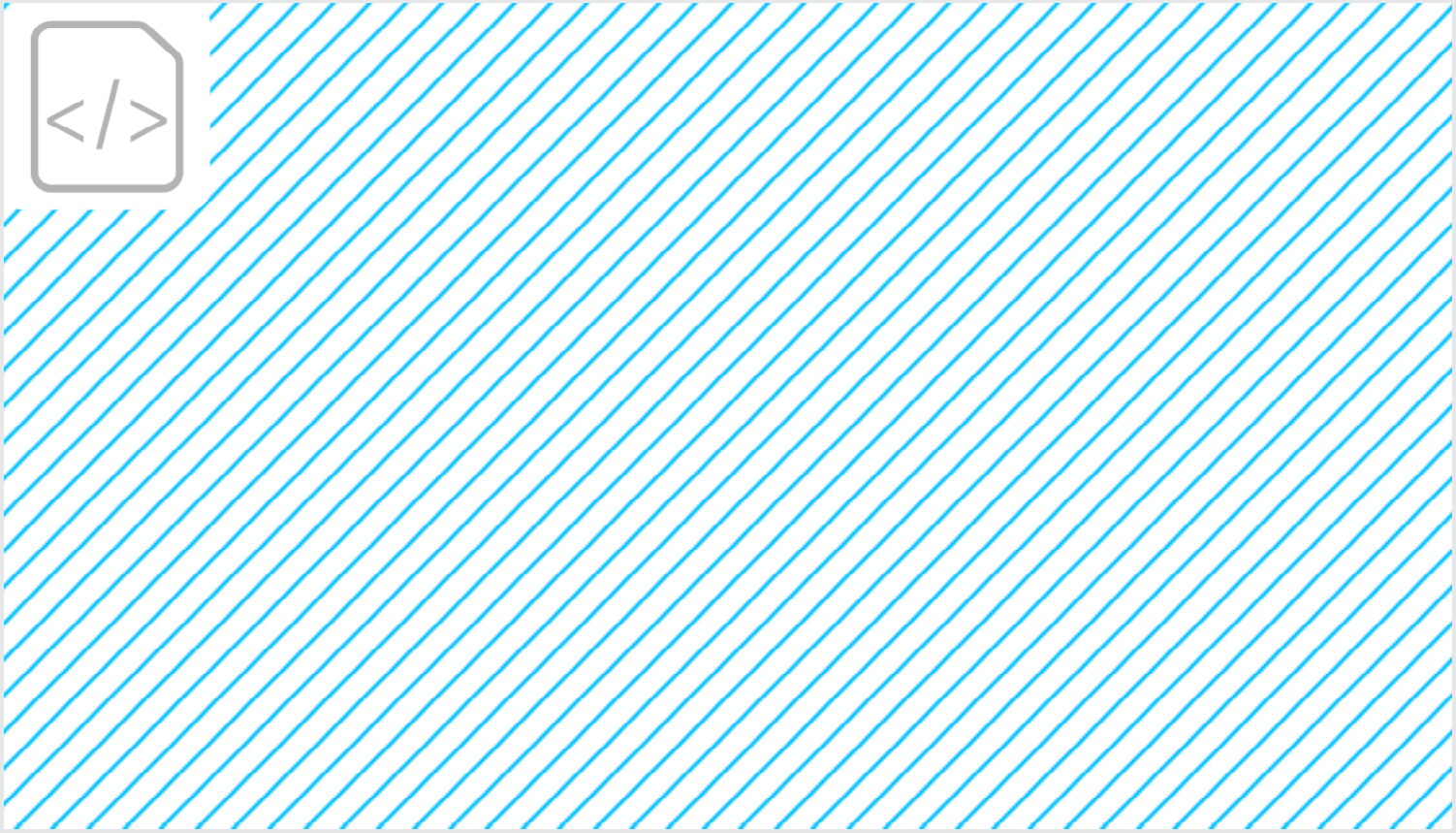
STEP 2

While keeping an eye on your chain (between the derailleur's lower jockey wheel and lower chain guide roller), turn the screw clockwise to start taking up the slack. Once the chain has some tension, we recommend completing another full clockwise turn, or four to five complete full turns for bikes equipped with UDH. From here, you may need to do small increments, but that should do it and you should be ready to ride.

***It's important to note that when you are riding your Druid or Dreadnought, the shock is at or beyond the recommended sag point (35%) which will add tension to your Druid's or Dreadnought's drivetrain. We therefore want to run as little tension as possible when it's in the stand.**

DERAILLEUR SET UP - UDH

VIDEO - SET UP



FURTHER ADJUSTMENTS

If you're not seeing the desired results from your drivetrain, the chain tension on your Druid or Dreadnought can also be affected by other factors. These are: the position of the lower chainguide on your frame's ISCG tabs (please refer to the picture below for the optimal position on an E13 LG1 guide).

To adjust this, locate the two T25 bolts and carefully undo both to the point that the guide becomes loose. Do not remove these bolts as the washers will fall out from behind the mounting plate. Move the chainguide upwards (using the photo above as a guide) so that it adds tension to the chain and tighten the bolts to 6 Newton Meters.

Additionally, the lower 'slider' (which contains the roller) can be moved fore-and-aft alongside the armature that connects the slider to the chainguide, which has two positions, but these steps should be a last resort and very incremental.