

1X DRIVETRAIN WRAP-AROUND

Benefits of 1x drivetrains

1. Better - lighter shifting. The chain line directly relates to the shifting quality and lifetime of components. This position can be optimized for 1x systems.
2. Simplicity. Single shifter is easier to get used to. Less thinking and more pedaling.
3. Ease of Installation. 1x systems only have one cable, and less components, making installation easier and quicker.
4. Weight. Shorter chain, single chainring and no front derailleur means that a 1x drivetrain can be significantly lighter than a 2x or 3x drivetrain. Lighter overall weight of the bicycle.
5. Cleaning. Without a FD, the chain can be moved well away from the crank. This makes it easier to clean and less likely to build up mud.
6. Chain retention. The clutch mechanism effectively lessens chain bounce over rough terrain. We use clutch rear derailleurs on all our adult 1x bikes.
7. Chain retention. Narrow Wide chainring keeps chain in line and negates the need for a front chain device.
8. Easier climbing. Major climbing advantages over 2x and 3x drivetrains.
9. Aesthetics and Function. Bike design can more closely follow function, and intended design language without the additional complications and requirements that multi-chainring setups and front derailleurs present. This means better looking, better working bikes.
10. Improved ground clearance. More ground clearance with a single chainring.
11. Cleaner cockpit. With less shifters on the bar, the cockpit is cleaner and there are less cables to worry about.
12. Maintenance. 1x systems are easier to maintain than 2x or 3x systems and parts are easier to find
13. Wear and Maintenance. Availability of parts and spares - older systems are becoming more difficult to work on due to this. Yes, 1x is much simpler and easier to find parts for as well as easier and cheaper to maintain. Also less components to wear against, compared to FD changing gears.
14. Frame design. Suspension platforms can be dialled in and perfectly tuned to a specific single chainring.
15. Frame Design. No FD - means this area can be utilized for other elements or design features such as suspension pivots & geometry can be purposefully optimized.
16. Less chainrings = More space = More/bigger tyre clearance.
17. Less noise ultimately means a more enjoyable ride.
18. With less chainslap, the paint on your frame stays neater for longer.
19. Component designers and manufacturers spend R&D money on the newest and most prominent tech - and so with 1x leading the charge - 2x and 3x systems are not getting any attention from an R&D perspective anymore, meaning that the tech is quickly becoming outdated compared to the newest 1x systems

1X DRIVETRAIN FAQ's

Answering the most often asked 1x questions.

1. Can I change my double/triple chainring to a single chainring setup?

This should be possible on most bicycles, provided the crank spider has a suitable single speed chainring option. Ensure that the single chainring is an appropriate size for your riding and that it has sufficient frame clearance.

2. Do I need a chain guide to run a single chainring?

It depends on the terrain you plan on riding. Rougher terrain could benefit from running a chain guide. Narrow-wide chainrings and derailleur clutches have made it possible to run single chainring setups without a chain guide.

3. What advantages are there to a single chainring setup?

There is no possibility to cross-chain your drivetrain. Reduced movement of the chain increases the lifespan. Simplicity means reduction in components, weight and ease in cleaning.

4. What do I need to know to change to a single chainring setup?

Start by selecting an appropriate chainring size, that is compatible with your frame and crank. Consider your cassette size, and how the particular single chainring will influence your gear range.

5. Do I need a new crankset for a single chainring setup?

Possibly, double and especially triple chainring cranks have variable chain lines. Simply installing a single chainring on such a crank, can result in issues with shifting and chain retention.

6. What is a narrow-wide chainring?

Narrow-wide chainrings have alternating narrow and wide teeth profiles, this reduces chain bend and makes it less likely for the chain to drop from the chainring. Not all narrow-wide profiles are the same, and some have greater chain retention abilities while others may be quieter, however, all will remarkably reduce chain drops over uneven terrain.

7. What is a derailleur clutch?

Derailleur clutches aim to reduce chainslap and the resulting chain drop by holding the jockey wheel cage steady over rough terrain. Most derailleur clutches use a mechanism to increase the friction required to move the jockey cage.

8. How do I turn my derailleur clutch on?

Most derailleurs with clutches have an on/off switch somewhere on the derailleur - ensure that the clutch is "on". An exception to this is SRAM derailleurs which have an always on clutch.

No work should be undertaken unless you are confident it will resolve the problem. Improper work can lead to more damage. When unsure, best to consult your LBS for the work. Contact your original place of purchase for any warranty, or major mechanical problems.

1X DRIVETRAIN FAQ's

Answering the most often asked 1x questions.

9. Why would I turn the derailleur clutch off?

This should be possible on most bicycles, provided the crank spider has a suitable single speed chainring option. Ensure that the single chainring is an appropriate size for your riding and that it has sufficient frame clearance.

10. Why do my gears change when I backpedal?

This is not unusual or a problem on a 1x drivetrain.

11. When I turn the clutch on my gears are harder to shift, or not set correctly, why?

Having the clutch on may increase the lever force as you need to overcome increased friction in the derailleur cage (particularly when shifting into an easier gear), this is normal and part of the trade off of reduced chainslap and drops. It is important that the gears are set with the derailleur clutch "on", otherwise they may not shift correctly when it is switched on.

12. Often, my chain drops at the same place. What is wrong?

"There is likely a burr or deformation somewhere on the teeth of the drivetrain. Inspect your components thoroughly to see any obvious signs of damage on the drivetrain. Replacing the defective component, should resolve the chain dropping. If not resolved, your LBS (Local Bike Shop) should be able to assist you with the matter. "

13. My chain drops, even when I am on smooth terrain. What is wrong?

The cause can likely be from a stiff link in your chain. Set the chain in a straight chain line, and back pedal. A stiff link will make a 'click' sound when passing through the rear derailleur wheels. Lubricate and flex the chain to loosen the stiff link.

14. There is a 'ticking' sound on my bike, what can I do?

There are a number of reasons for strange sound on your bicycle. Your LBS are best geared to try and resolve audio anomalies on your bicycle.

No work should be undertaken unless you are confident it will resolve the problem. Improper work can lead to more damage. When unsure, best to consult your LBS for the work. Contact your original place of purchase for any warranty, or major mechanical problems.