



Chainring install on cranks with adjustable chainline

This guide shows how to install a chainring on a crankset which has the adjustable chainline via spacers.

Written By: Cory Sullivan



INTRODUCTION

This guide shows how to install a chainring on a crankset which has adjustable chainline via a 1mm and 2mm spacer which sit on either side of the chainring.

TOOLS:

- [e*thirteen crank spider tool](#) (1)

PARTS:

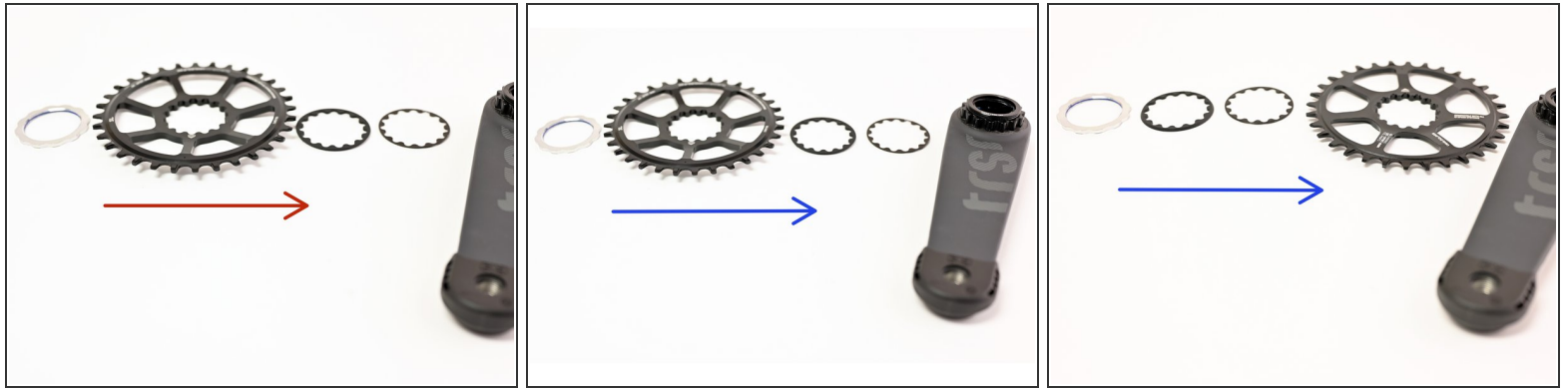
- [e.13 cranks](#) (1)
- [e.13 chainring](#) (1)

Step 1 — Offset and install direction



- i** Start with identifying what offset chainring you have. Is it a -8mm "non-boost"? or -5mm "boost" offset?
- -8mm "non-boost" will work with 142x12, 150x12, 157x12 and 148x12 depending on how the ring is spaced.
 - -5mm "boost" will only work with 148x12 spacing
 - Note the direction which the chainring will install on the crank. The offset should be going towards the frame and not away from it.

Step 2 — Spacer / ring configurations



- **Non-boost** 142x12, 150x12 and 157x12 will use -8mm offset ring with 2x chainline spacers on the crank first. Then the chainring and lockring
 - **Boost** 148x12 will use -8mm offset ring on crank arm first. Then install 2x chainline spacers and lockring
 - **Boost** 148x12 when paired with -5mm offset ring will have 2x chainline spacers installed on the crank first. Then install chainring and lockring
- ⓘ The chainring spacers can also be used to fine tune and optimize chainline to your preference or your bikes specific needs.

Step 3 — Installing the ring



- Thread on lockring with spacers in correct location for chainring offset and rear hub spacing
 - Tighten lockring to 30Nm (Snug + 90 degrees)
- ⚠ If setting up a configuration where the lockring is tightening against a spacer, ensure that the spacers are sitting fully in the grooves of the mounting location so the lockring is fully compressing the system.

Thanks for reading, now get out there and ride!