VELKYNE

USER GUIDE

ADJUSTABLE 1X CHAIN GUIDE, ANTI-DROP

A reinforced plastic arm on an aluminium plate, bolted to the frame's ISCG05 tabs: the chain no longer leaves the chainring on an impact, a jump or a rough shift. 40 g, adjustable in angle and height.



REF. GUIDCH1 · ISCG05 TABS, SINGLE CHAINRING · ALUMINIUM AND PLASTIC, ≈ 40 G

01 · FITTING

MOUNTING THE CHAIN GUIDE

Before fitting

- For a **single chainring**: with two chainrings, the front derailleur already does this job.
- The frame must have **ISCG05 tabs**: the threaded bosses around the bottom bracket, 58 mm apart. The guide bolts on through its two slotted holes with the 6 mm bolts supplied; the 55.92 mm central opening clears the bottom bracket.
- A hex key for the bolts supplied, a torque wrench, a rag. Depending on the crankset, you may need to remove the right crank to slip the plate behind the chainring.

Fitting, in four moves

1. **Clean the ISCG05 tabs** and their threads: the plate must sit flat, with no mud or thick paint.
2. **Offer the plate up to the tabs,** arm above the chainring, and start the two 6 mm bolts in the slots without tightening. If the arm is not in line with the chain, add the supplied shims between plate and frame.
3. **Angle the guide** by pivoting it in its slots: the 100° of adjustment are there to put the arm right above the chain, whatever the frame geometry.
4. **Tighten both bolts** to the torque given for your frame's hardware, alternating. Move on to the fine adjustment, next page, before the first ride.

Specifications

Mount	**ISCG05 tabs**	Spacing	**58 mm**
Opening	**55.92 mm**	Adjustment	**100°**
Arm	**27 mm wide**	Bolts	**Ø 6 mm, 9.5 mm**
Material	**Alu + reinforced plastic**	Weight	**≈ 40 g**

SAFETY

- A **loose guide** can pivot and jam the chain while riding: check the bolts after the first ride, then at every wash.
- Never ride with an arm **touching the chain**: fast wear, and a chain held by force can break.

ROAD, GRAVEL, MTB

MTB on rough ground, gravel on broken tracks, road on cobbles: anywhere the chain jumps off the ring. It replaces scratched paint and a bruised knee with 40 g more.

02 · ADJUSTMENT

HEIGHT, ALIGNMENT, CHECKS

Setting up the guide

1. **Put the chain on the largest sprocket** and look at the arm head-on: it must be centred on the chain, offset neither towards the frame nor outwards. If not, revisit the shims.
2. **Set the height:** loosen the bolts slightly, place the arm one or two millimetres above the chain, no contact, then tighten again.
3. **Turn the cranks** by hand while shifting through every sprocket, smallest to largest. The chain must run freely under the arm across the whole cassette.
4. **Correct any rub:** rubbing on the large sprockets only calls for a slightly higher arm; rubbing on one side calls for a shim. A quarter turn of the bolts at a time.
5. **Tighten for good** and test at a standstill, rear wheel lifted, pedalling fast: no noise, no contact.

Care

Rinse the guide along with the rest of the drivetrain. Dried mud inside the arm is the first cause of noise: a brush and the silence is back. After a muddy ride or a knock on the arm, re-check alignment and tightness.



In place on the ISCG05 tabs: the arm caps the chain just above the chainring.

IF SOMETHING GOES WRONG

- **It rubs on one sprocket only**: the arm is askew. Re-angle it in the slots.
- **The chain still drops**: arm too high, or a chain too long and flapping. Bring the arm closer, check chain length.
- **The guide has turned** after a knock: the bolts lacked torque. Realign, tighten, check the threads.

On video

Independent tutorial, scan to watch.

Installation de guide-chaîne (chain guide installation)
DreamYourBike · French

Need help?

velkyne.com/contact
Our team answers your questions about compatibility with your frame.