

Versions



Mountain-drive with spider BCD (bolt circle diameter) 110mm. Chainring 53 teeth. Remark: Chainrings bigger than 42t. are made of aluminum, with silver finish. Crankarm: 170mm, standard straight shape, polished aluminum.



Mountain-drive version with cone rings (no torque arm required). Chainring 53t. with trouser guard (colour silver, powder coated). You can see the grooves in the backplate of the gear housing for secure holding the cone ring against spinning under load.



Mountain-drive with torque arm, standard 170mm crankarm, straight shape, 48t. chainring



mountain-drive with torque arm, "Cargo"-version with steel spider, hold by 8 screws / nuts. 165mm crankarm (colour silver, offset-type), 36t. chainring (hardened steel).
Remark: All chainrings bigger than 40t. are made of hardened steel, Swiss quality product, made by Schlumpf



Chainring mounted with 2mm washers to diminish chainline from 44.5 to 42.5mm (with a 68mm bottom bracket shell)



Mountain-drive with custom made chainring 40t., no spider, direct fitting (custom design / minimal quantity and price on request)



mountain-drive with 27t. chainring (equals an 11t. chainring in low gear mode).
Application: transportation bike, single/double speed.



With trouser guard for 27t. chainring.
Crankarm: 175mm, black anodized
aluminum, offset-type



Mountain-drive with double
chainring 27 / 38t. for transportation
bike



Mountain-drive "Cargo"-version
with steel spider. 53t. chainring and
6mm washers for an extrem narrow
chainline.



Mountain-drive with Brompton
torque lever. No spinning under load
even with the very thin walled
bottom bracket shell of the Brompton
folder.

Installation can be done with either
cone rings like on the photo (for a
perfect centering of the unit, but with
no torque retain function) or without
chamfering and cone rings for quick
and simple installation without
special tools (you don't need the 45°
milling cutter).

