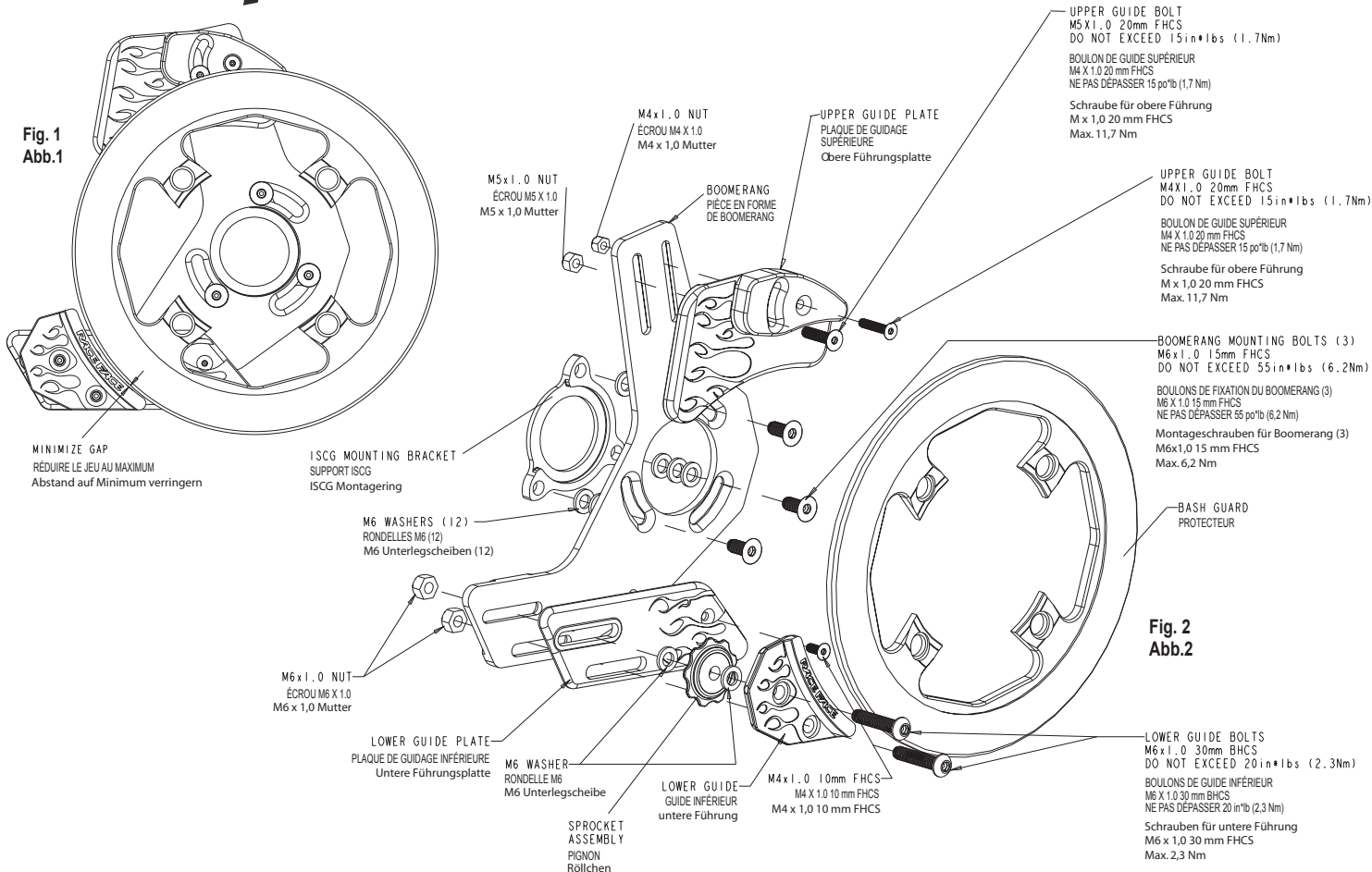




PRODUCT REGISTRATION:

Congratulation on your new purchase! We think you've made a smart move. Now, make an even smarter move and register your product online by clicking through to the warranty section of our web site at www.raceface.com. It's quick, easy and doesn't cost you a penny.

USAGE:

The RF Diabolus Chain Guide is intended for DH racing and/or Freeriding and is designed to work with seamlessly with your RF Diabolus and Evolve DH single ring crank sets.

Two size offerings are made available:

- 32-36T chain rings use the 36T bash guard
38-40T chain rings use the 40T bash guard

Recommended use is with RF DH rings. **Note:** This product is not intended for use with shifting rings.

TOOLS REQUIRED:

- 8mm Hex Key
5mm Hex Key
4mm Hex Key
External BB Cup Spline Tool (required if mounting to a frame without ISCG tabs).
- Crank removal tools:**
8mm long handle allen key for RF X-Type cranks.
Torque wrench with 8mm Hex Driver (recommended for RF X-Type cranks).
Check with crank manufacturer for tools required to remove non RF X-Type cranks.

COMPATIBILITY:

The Diabolus Chain-Guide will fit frames equipped with and without ISCG mounting tabs. Frames without ISCG mounting tabs require the usage of flanged BB Cups along with the supplied ISCG mounting bracket.

INSTALLATION - FOR FRAMES WITHOUT INTERNAL STANDARD CHAINGUIDE TABS:

- Remove the right hand crank arm (use an 8mm long handle Hex key for RF X-type cranks or consult the manufacturer of non RF cranks for specific removal instructions).
- Remove the right hand bottom bracket (BB) Cup using the external BB cup spline tool for RF external BBs (consult manufacture for non RF bottom brackets for specific removal instructions).
- Install the ISCG mounting ring behind BB Cup, see figures 3 & 4 for configuration details.
- Do a pre-fit up to determine if you require the boomerang to be offset from ISCG mounting ring. The boomerang can be offset using the additional 1mm M6 washers provided with your chain guide to provide clearance with your frame components or tire.
- Orient the boomerang to a position where your chain is being directed by the sprocket assembly and tighten the BB Cup. Typically this will be when the lower guide plate of the boomerang is horizontal to ground.
- Reinstall the crank. The optimal spacing setup of your chain guide is achieved when there is a 1-1.5mm gap between the bash guard and upper guide plate. (see figure 5.) Included 1mm washers can also be positioned between the ISCG mount and boomerang to fine tune spacing.
*Spacing guidelines are shown in figures 3 & 4 for RF X-type cranks. You may need to remove your left hand crank to access the 1 mm spacers depending on your install setup. Check that there is no interference of chain ring bolts when rotating your crank. 1mm (white) chain line adjustment spacers can be swapped from drive side to non-drive sides and vice versa to fine tune your spacing.
- Repeat steps 1 and 6 if needed to ensure proper clearance of crank assembly to boomerang.
- Position the upper guide plate to minimize the spacing between it and the chain, making sure it is not rubbing (see Fig 6). Position the lower guide plate close to the Bash Guard, making sure it is not rubbing (see Fig 1).

INSTALLATION - FOR FRAMES WITH INTERNAL STANDARD CHAINGUIDE TABS:

- Remove the right hand crank arm (use an 8mm long handle Hex key for RF X-type cranks or consult the manufacturer of non RF cranks for specific removal instructions).
- Do a pre-fit up to determine if you require the boomerang to be offset from your frame's ISCG mounting tabs. The boomerang can be offset using the additional 1mm M6 washers provided with your chain guide to provide clearance with your frame components or tire. A general rule for the number of washers required between the boomerang and your frame's ISCG tabs is to measure the gap between the end of the tabs and the end of the BB shell and round off this number to the nearest mm and that will be the number of washers you require. You may need to add or subtract washers to achieve an optimal setup.
- Orient the boomerang to a position where your chain is being directed by the sprocket assembly and tighten the BB Cup. Typically this will be when the lower guide plate of the boomerang is horizontal to ground.
- Reinstall the crank. The optimal spacing setup of your chain guide is achieved when there is a 1-1.5mm gap between the bash guard and upper guide plate. (see figure 5.) Included 1mm washers can also be positioned between the ISCG mount and boomerang to fine tune spacing.
*Spacing guidelines are shown in figures 3 & 4 for RF X-type cranks. You may need to remove your left hand crank to access the 1 mm spacers depending on your install setup. Check that there is no interference of chain ring bolts when rotating your crank. 1mm (white) chain line adjustment spacers can be swapped from drive side to non-drive sides and vice versa to fine tune your spacing.
- Repeat steps 1, 2 and 4 if needed to ensure proper clearance of crank assembly to boomerang.
- Position the upper guide plate to minimize the spacing between it and the chain, making sure it is not rubbing (see Fig 6). Position the lower guide plate close to the Bash Guard, making sure it is not rubbing (see Fig 1).

MAINTENANCE:

- Check ISCG mounting bolts periodically for tightness. Re-torque as necessary. This is particularly important after the first ride.
- Periodically clean the pulley wheel as dirt and mud can accumulate and affect performance.
- Inspect plastic parts for wear and replace if necessary.

WARRANTY:

For warranty information on each product, visit www.raceface.com

