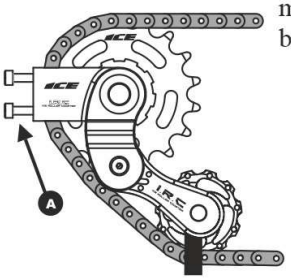
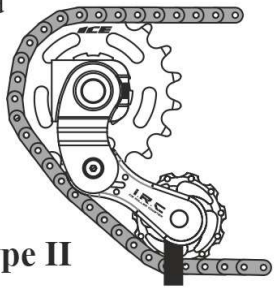
Installation of IRC tensionner
Type I & II

Step 1:

Adjust the back wheel at your convenience.
By using the 2 **BTR screws** (A) located on the back of the **IRC** main frame **Type I** or on the frame for the **Type II**.
Tighten the wheel to the correct torque (preconized by hubs and frame's suppliers). **IRC** is designed for mounting in 15 mm (or 10 mm axle, via two cups adaptors, maintained by an O-ring seal in the right and left body.)



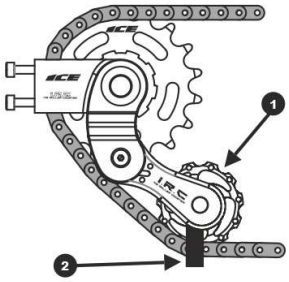
Type I



Type II

Step 2:

You will then have to extend your chain of two / three links depending on the chain used:
-Around 2 links for a classic chain.
- Around 2-3 links for half-link chains.
This extension is based on your actual chain system to be adapted on IRC system.
Adding a half link may be necessary on a classic chain depending on the desired setting for more precision.

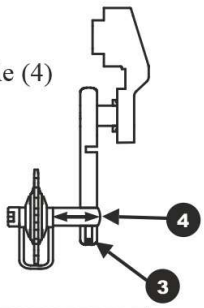


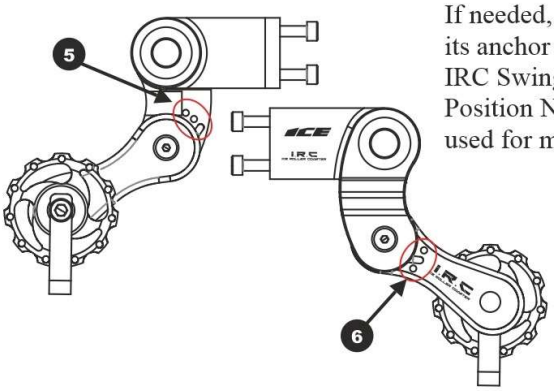
Step 3:

Pass your chain beetween the pulleys (1) and the alloy bridge (2). Then close the chain with a QR joining link or a chain rivet extractor.
The chain shall be highly tensioned, to prevent it from jumping when accelerating.
If so, please increase the tension by modifying the place of the spring on the body or on the Swing Arm.

Step 4:

Loosen the intra screw (3) located at the bottom of the swing arm, then laterally adjust the axle (4) in order to obtain a correct chain line. (The axle should move from left to right).
Once the chainline set at the right place, tigthen the intra screw (3)





If needed, adjust the angle and tension of the IRC spring by modifying its anchor points on the main frame of the tensioner (5) or on the IRC Swingarm (6).
Position N°1 on the body , and on the Swing Arm being the position to be used for maximum tension.