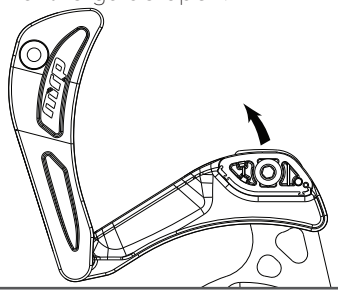
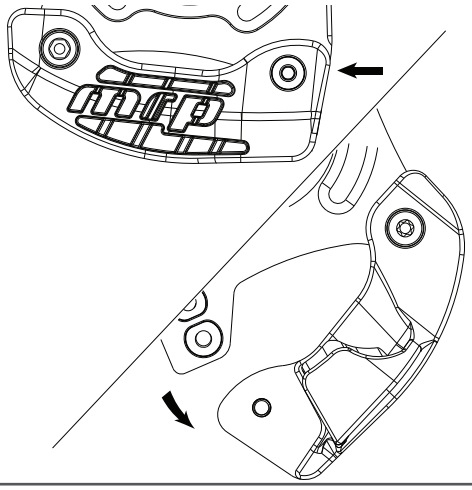
SXg INSTALLATION **INSTRUCTIONS**

1) Begin the installation of the SXg by removing your crankset. Remove the chain from the chainring to ease this process. If you have a Shadow Plus or Type 2 derailleur, disengage the clutch or lock the cage in the relaxed position.

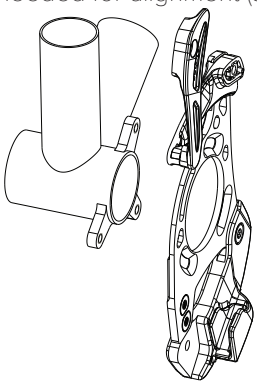
2A) Remove the fastener bolt from the upper guide and swing the front half of the guide open.



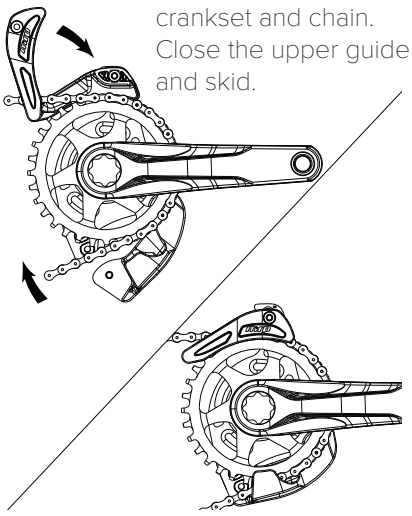
2B) Remove the rear skid bolt located at the rear of the guide. With that removed the skid should swing open and down.



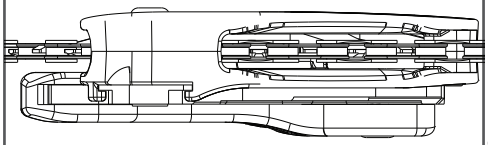
3A) Attach the backplate to the three threaded tabs around the bottom bracket shell of your frame. ISCG spacers are included with your guide, install these washers between the backplate and frame as needed for alignment (step 5).



4) Reinstall the crankset and chain. Close the upper guide and skid.



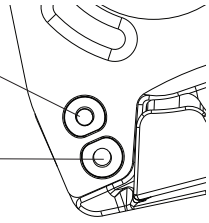
5) To check guide alignment, from above, look directly down on the upper guide and find the joint of the two upper guide pieces and the chainring aligned. Use the ISCG spacers to achieve this.



5B) Orient the rotational position of the SXg so that the MRP logo on the upper guide is roughly parallel with the ground. Tighten the ISCG bolts to 8-9 Nm for alloy models, 5-7 Nm for carbon.

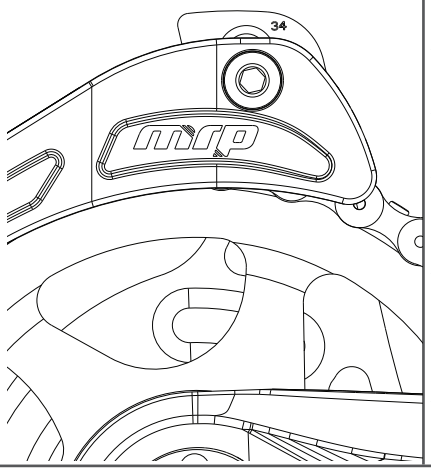
6) Align the rear skid bolt hole with the correct position in the backplate. If you are using a chainring size in the middle of the accommodated range (32T for the small SXg, 36T for the large), choose the upper skid position first (some installations may require the lower position). Tighten the rear skid bolt to 4 Nm.

SM SXg	LG SXg
30/32T	**34/36T**
34T	**38T**

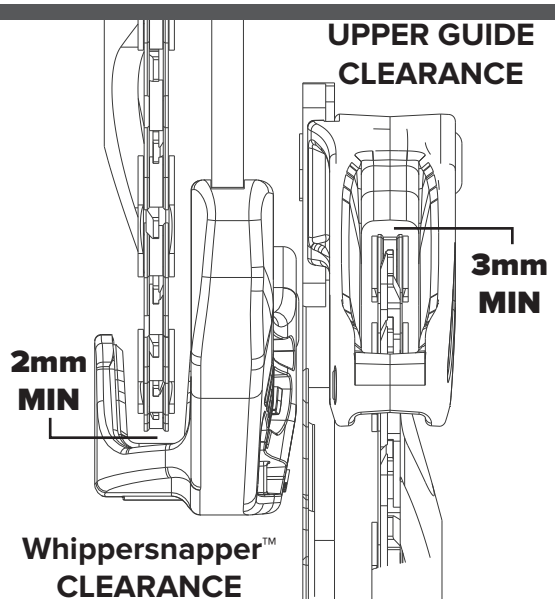


SXg INSTALLATION **INSTRUCTIONS**

7) Position the upper guide in the correct vertical position for the chainring tooth count, and tighten the upper guide bolt to 1.3 Nm



8) Pedal the crank in the workstand and shift through all gears to check that there is no contact between the guide and the chain. Remove the spring (or air) from the rear shock and repeat this when your bike is fully "bottomed-out". Check for the appropriate clearances (illustrated right) and adjust as needed. Clearance between the Whippersnapper™ and chain can be manipulated by changing the rear skid mount location or slightly altering the rotational position of the guide via the ISCG bolts.



For more information visit **MRPbike.com**

IMPORTANT CONSUMER SAFETY INFORMATION

WARNING: RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE AND ITS COMPONENTS IS EVEN MORE DANGEROUS. IT IS ALSO DANGEROUS TO NOT READ AND FOLLOW THESE INSTRUCTIONS.

1. DO NOT PERFORM ANY MODIFICATIONS OR ADJUSTMENTS THAT ARE NOT OUTLINED IN THIS MANUAL.
2. INSPECT YOUR CHAIN GUIDE BEFORE EVERY RIDE. INSPECT AREAS FOR ANY SIGNS OF EXCESSIVE RUBBING, BENDING, CRACKING OR OTHER DAMAGE. IF YOU NOTICE ANYTHING ABNORMAL, DO NOT RIDE IT. RETURN IT TO YOUR DEALER OR CONTACT MRP FOR A COMPLETE INSPECTION AND NECESSARY REPAIR.
3. MRP RECOMMENDS THAT YOU WEAR PROPER SAFETY EQUIPMENT EVERY TIME YOU RIDE, INCLUDING AN APPROVED BICYCLE HELMET. NEVER RIDE AT NIGHT WITHOUT LIGHTS.
4. ALWAYS USE GENUINE MRP PARTS. USE OF AFTERMARKET REPLACEMENT PARTS AND UPGRADES VOIDS THE WARRANTY AND COULD CAUSE STRUCTURAL FAILURE.

MRP HIGHLY RECOMMENDS THAT YOU HAVE YOUR NEW GUIDE INSTALLED BY A PROFESSIONAL MECHANIC AT YOUR FAVORITE LOCAL BIKE SHOP. IF YOU HAVE ANY DOUBTS ABOUT HOW TO INSTALL YOUR GUIDE, TAKE IT TO A BIKE SHOP. YOU'LL BE GLAD YOU DID.