THE MICRO GUIDE TO 1x DRIVETRAINS
1x FOR OFF ROAD.
1x for on road.
IT’S AMAZING WHAT’S POSSIBLE WITH 1x.
There really couldn’t be a better time to be a road cyclist. Or a backroads gravel adventurer. Or a cyclocross racer. Or a time-trial specialist. Because the definition of “road” is changing. And, thanks largely to our dedicated 1x drivetrain philosophy that uses super-wide-range 11-speed rear cogsets, what’s possible with a single front chainring is changing too. 1x drive systems for drop-bar cyclists can provide a simpler, quieter, and more secure drivetrain solution to virtually go anywhere. Not to mention an incredible range of gears to tackle an incredible range of terrain – on the bike of your choice.
SIMPLER. QUIETER. MORE SECURE.
No kidding.
**Simplicity.** Seems like a grand notion thought up by some marketing department. Especially when it comes to the most complex system on a bicycle: the drivetrain. Yet, our 1x drivetrain philosophy simplifies rider inputs to one shifter and one derailleur, for sequentially easier or harder gear options. With one ring up front, shifting on the back is simply easier or harder. It means jumps in gears are appropriate to the intended use of the bike, and can be chosen to match each rider’s ability. Questions about when it’s time to switch to the big ring up front are gone. The need to grab a couple more gears out back after shifting the front is gone too. Put simply, everyone benefits from accessing all 11 gears from one hand.
**A quieter ride.** Yes, we aren’t afraid to say it – the quieter a bike is, the better it is. And not just because it’s easier on riders’ ears. A quiet bike is a more efficient one. No chain on front derailleur rub or no chain slapping your beloved frame. With a noticeably lower running sound, our 1x drivetrains remove noise of excess, giving you the chance to enjoy the sounds of far more important things. Like the sound of the air as you whisp by.
A more secure chain. Less parts. A reason as good as any to hug an engineer. Our patented X-Sync™ chainrings have unique tooth profiles that mate the inner profile of the chain with corresponding sharp and narrow chainring teeth, providing unparalleled chain retention. Wet or dry. On road or on race tracks.
FINDING YOUR
1x gear range.
The intended use of your 1x drop-bar or flat-bar bike will have a drastic impact on the gearing selection. Closed course race bikes like cyclocross or criterium benefit from using relatively tight gearing ranges. Conversely, gravel and city bikes are best suited for our wide gear range cassettes because there’s no telling where the adventure might take you, and that’s exactly what 1x is for.

Taking an assessment of your ability further strengthens your 1x gear choice. Gearing so you don’t spin out for the finish line sprint is great so long as you’re appropriately geared to get there. And it can be smart to gear for the climbs, especially if it helps you get to the summit first, pedaling a wide range 1x bike. Remember, 1x gearing ranges can be nearly identical to 2x, so you’re not losing range – you’re gaining an optimized one.

Knowing the type of terrain you typically encounter can also help to determine how wide you’d like to go out back. And more importantly how to choose your front ring. As a guideline, choose an appropriate climbing gear as your starting point if hills and or mountains are on your regular route.

### RIDE PROFILES

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<tr>
<th>Mountains</th>
<th>Rolling Hills</th>
<th>Flats</th>
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<td>10-42</td>
<td>+ CASSETTE RANGE +</td>
<td>11-26</td>
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The difference in gear range between 1x and comparable 2x ranges is surprisingly small. In fact, the small percentage lost in top or bottom end range is more than made up for in the elimination of crossover gears (gear combinations that are virtually the same in the big and small chainrings) found on 2x.
WHAT MAKES THE 1X philosophy unique.
SRAM X-Sync™ 1x chainrings provide the highest level of performance and durability. The SRAM X-Sync™ tall square teeth edges engage the chain earlier than traditional triangle shaped teeth. The sharp and narrow tooth profile, as well as rounded chamfer edges, help manage a deflected chain. To provide the best possible performance in muddy conditions, the X-Sync™ chainrings have been designed with mud-clearing recesses for the inner chain links and rollers.

**XD DRIVER BODY™**

XD is a driver body design that allows the use of the SRAM 1x™ 10-42 Cassette and provides an improved interface.

*SPECIFIC WHEELS REQUIRED FOR XD DRIVER BODY. SEE YOUR RETAILER FOR MORE INFORMATION.*
**X-HORIZON™**

Our **X-HORIZON™** rear derailleur’s ‘straight parallelogram’ design limits all movement to the horizontal axis, which makes ghost shifting impossible and also reduces shift force. For quicker, more exact shifting, the large upper pulley offset design maintains a constant chain gap across all gears.

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**CAGELOCK™**

With **Cage Lock™** technology in the rear derailleur, wheel removal and installation – as well as chain installation – becomes faster and simpler. Just push the cage forward to create slack and lock it into place.
THE DRIVETRAIN RENAISSANCE has officially begun.