Gen 2 Prime 9 Installation Guide

Tools Required:

- 5mm allen key
- 3mm allen key
- Chain cutter
- Chain pliers
- Cassette tool
- Chain whip
- Cable cutters
- Supplied b-gap guide

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Cassette:

⚠ NOTE
Box Drivetrains are ONLY compatible with 9, 10, 11 speed HG MTB Freehub bodies. Other variants may result in improper fit and poor performance.

1. Locate the largest space between splines on the freehub body.

2. Locate the largest spline on the cassette and align the splines on the cassette to the splines on the freehub body and slide the cassette onto the freehub body.

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3. Align the splines on the highest cassette cog and install onto the freehub body.

4. Thread the lockring on by hand.

5. Using a cassette lockring installation tool, tighten fully to 40Nm.

⚠ NOTE

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Greasing the splines of the freehub body before installing the cassette can be useful for corrosion resistance on some freehub bodies used in wet conditions.

Derailleur:

⚠ WARNING

Derailleurs are spring loaded assemblies and can cause personal injury if not handled correctly! Be careful by keeping fingers away from moving parts when servicing.

- Inspect the derailleur hanger for proper alignment.

- Install the rear derailleur to the hanger by using a 5mm Hex Wrench to thread the Derailleur Pivot Bolt onto the hanger. Ensure that the B-Adjust assembly is aligned and set against the derailleur hanger properly.

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- Using a Torque Wrench, fully tighten the Derailleur Pivot Bolt to 8-10Nm. Re-check the B-Adjust assembly to ensure there is no gap between the assembly and the derailleur hanger.
- Set the High Limit Screw using a 3mm allen key so that the Derailleur's Upper Pulley is inline with the highest cog.

- Once installed Rotate your cage until the hole in the cage is aligned with the hole in the derailleur body

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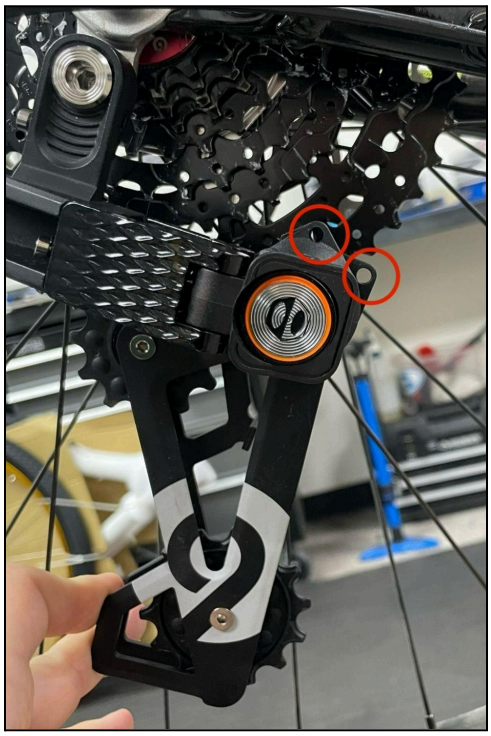

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- You can insert an allen key or other tool to hold the cage in place making chain installation easier

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Chain:

- With the cage held in place as mentioned above you can install the chain on the 11t cog/chainring and through the cage

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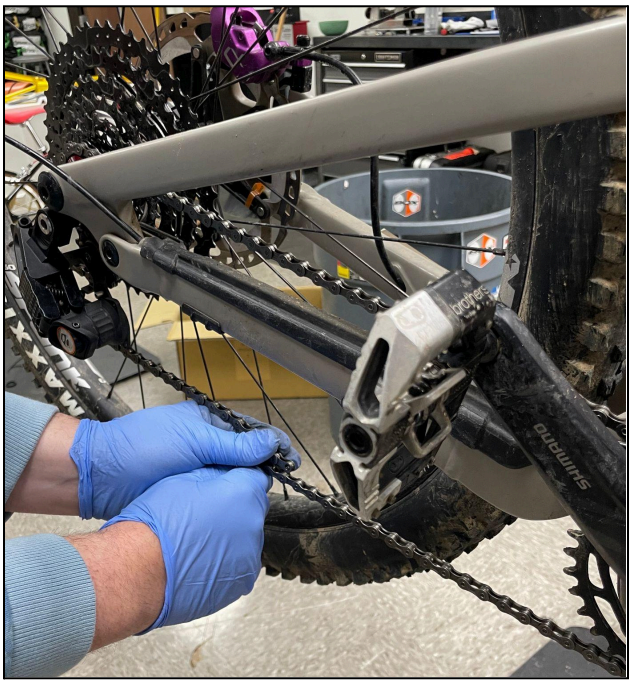
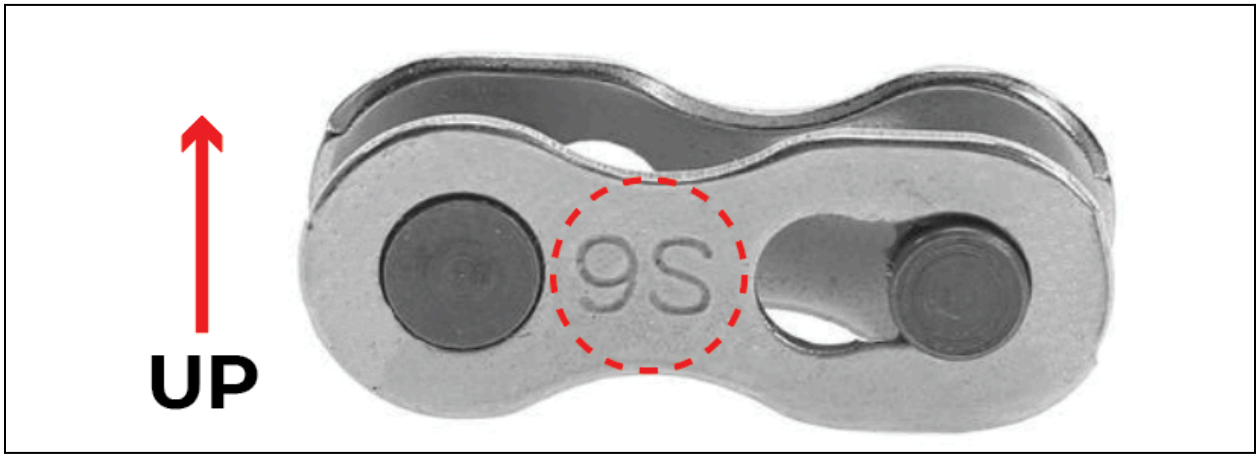


- Hold the cage with one hand and remove the tool holding the cage in place allowing it to return to the cage stop
- Pull the two sides of the chain together applying tension until the cage stop bolt rotates approximately 5 to 10 mm away from the rest location
    - May very slightly based on bike dimensions
- Cut chain accordingly and use the provided connecting link to connect the two sides
- Install the outboard connecting link with the "9-Speed" facing upright and away from the bike.



- Pull the two ends of the chain together and loosely connect both sides.

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- Using Master Link Pliers, fully connect the links by pulling the pliers outward.

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Shifter:

- Use a 5mm allen key to loosen the shifter bolt and use the flip clamp to install it on your handlebars without removing your grip or brake

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- Once in the desired position you can run the pre-installed cable through the shifter cable housing on your bike

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Cable Installation:

- To help with cable installation it is recommend that you reinstall the tool to hold the cage in place from the derailleur installation guide
- From your shifter insert the cable into the cable housing and slide it through the housing out to your derailleur

- Run your cable housing and cable into the derailleur at the point noted as “1” and then around the cable guide pulley at point “2”

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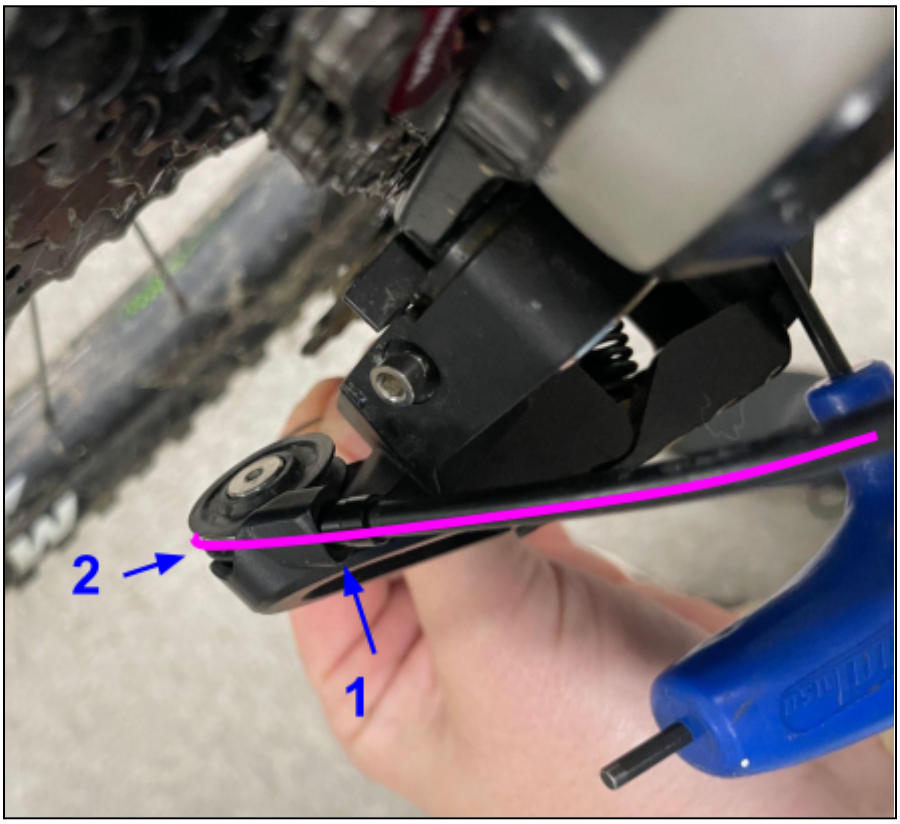

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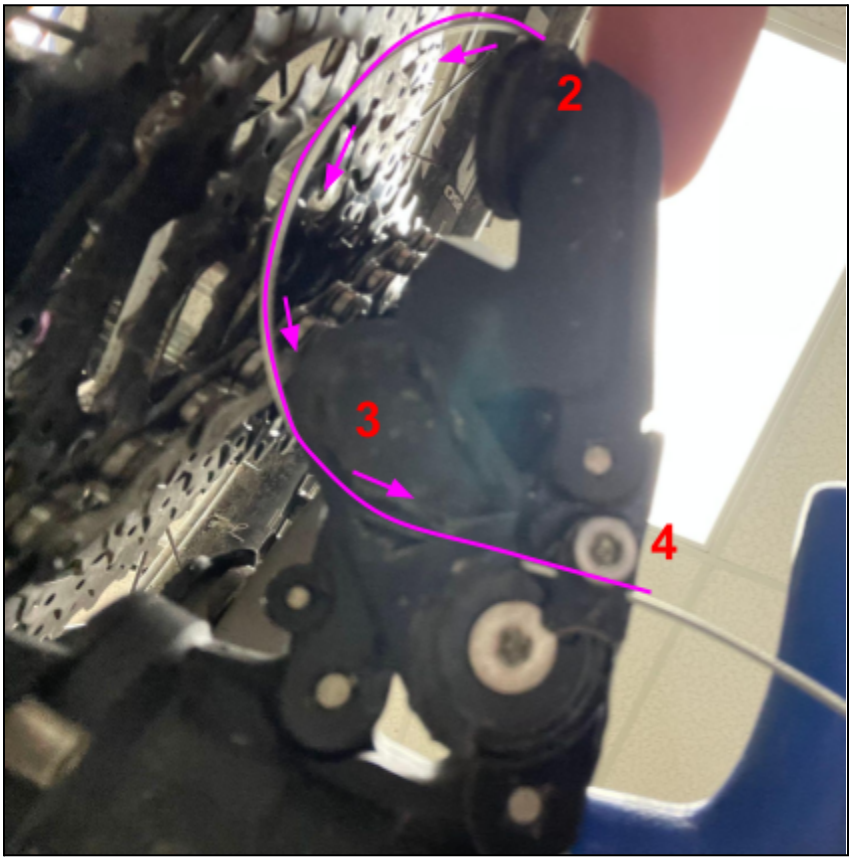

- From the cable guide pulley (2) you will then go to the cable arm at point "3" and insert the cable from the back side of the derailleur and run it towards the frontside.
- Ensure the cable pinch bolt at point "4" has been loosened and run the cable under the pinch plate
- While the cable is on the outside of the bike remove the tool from the cage so you can properly set the cable tension
- Use the cable sticking out to properly apply tension and tighten the cable pinch bolt to lock the tension in place.
    - Note there is a cutout in the cable arm for the pinch plate to properly fit in
        - See detailed image below for a closer look

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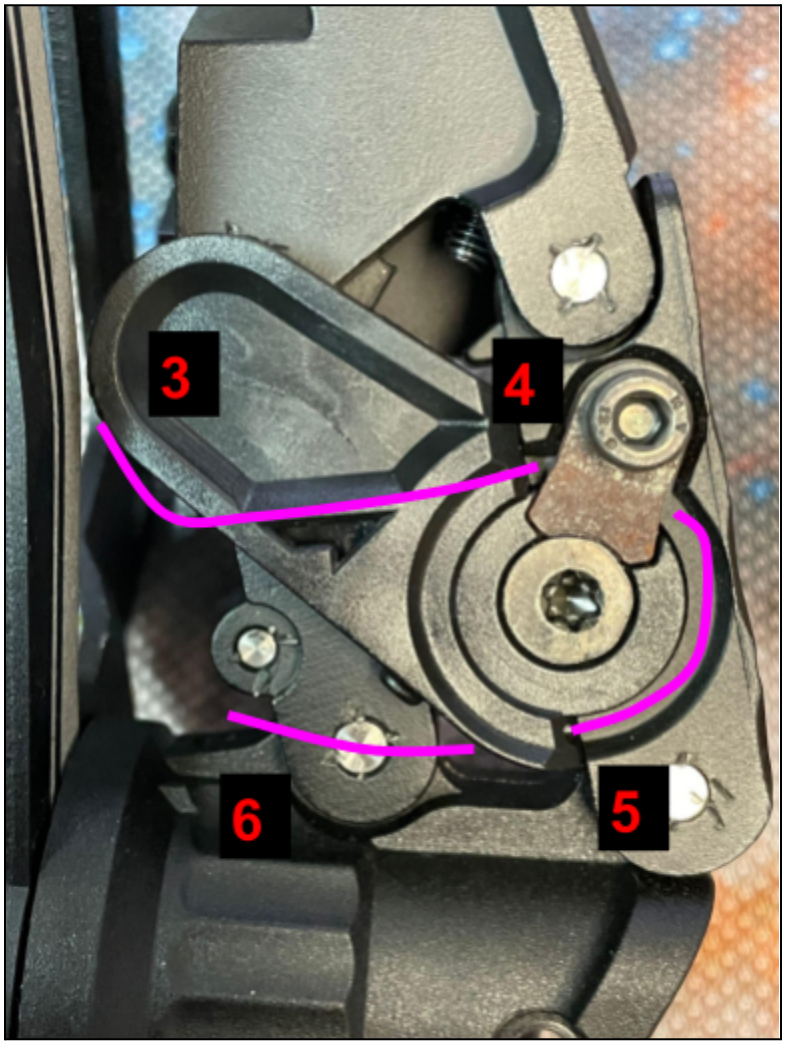

- Once tension is properly set and you confirm the pinch plate is nested in the cutout you can then run the cable back towards the cage through the hole marked at point "5"
- From this point you can cut and apply a cable end crimp

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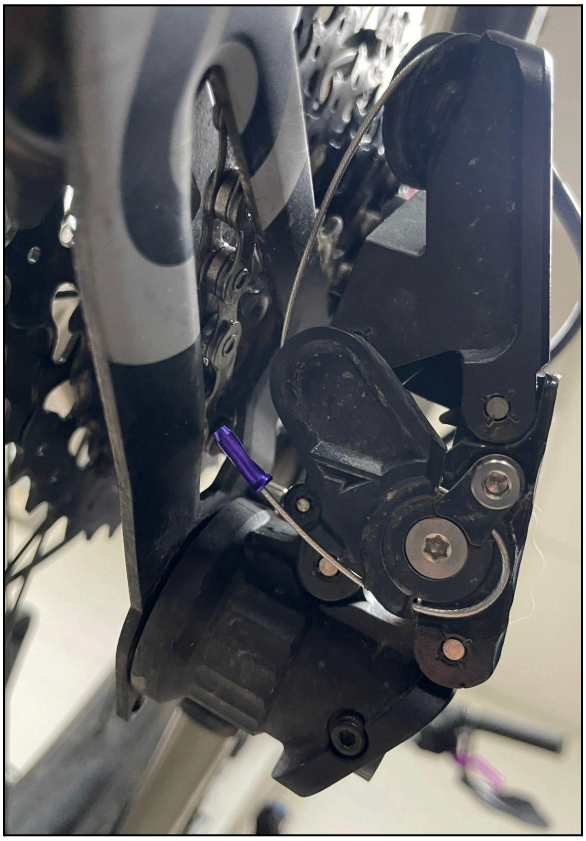

- From the outside of your bike the cable should be almost invisible

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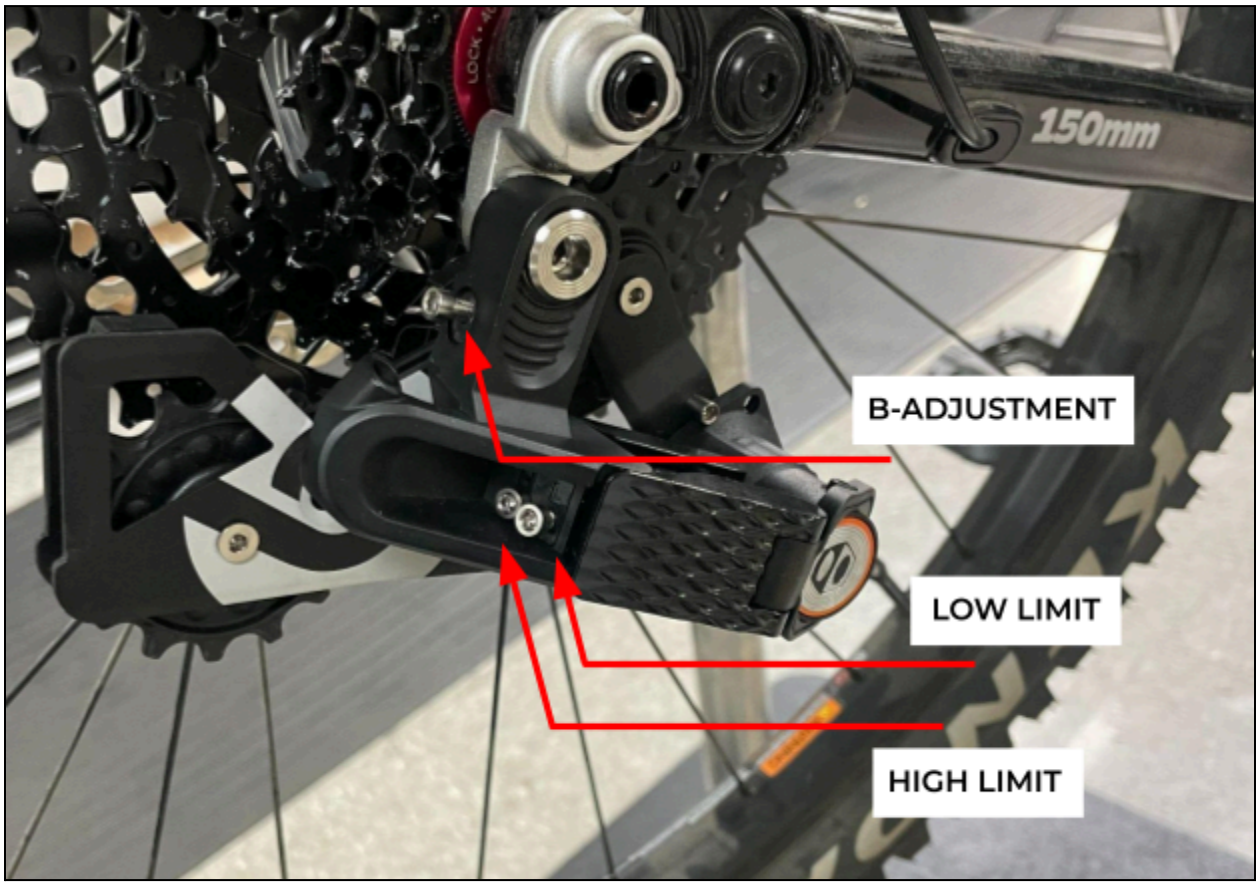
Derailleur Adjustments:



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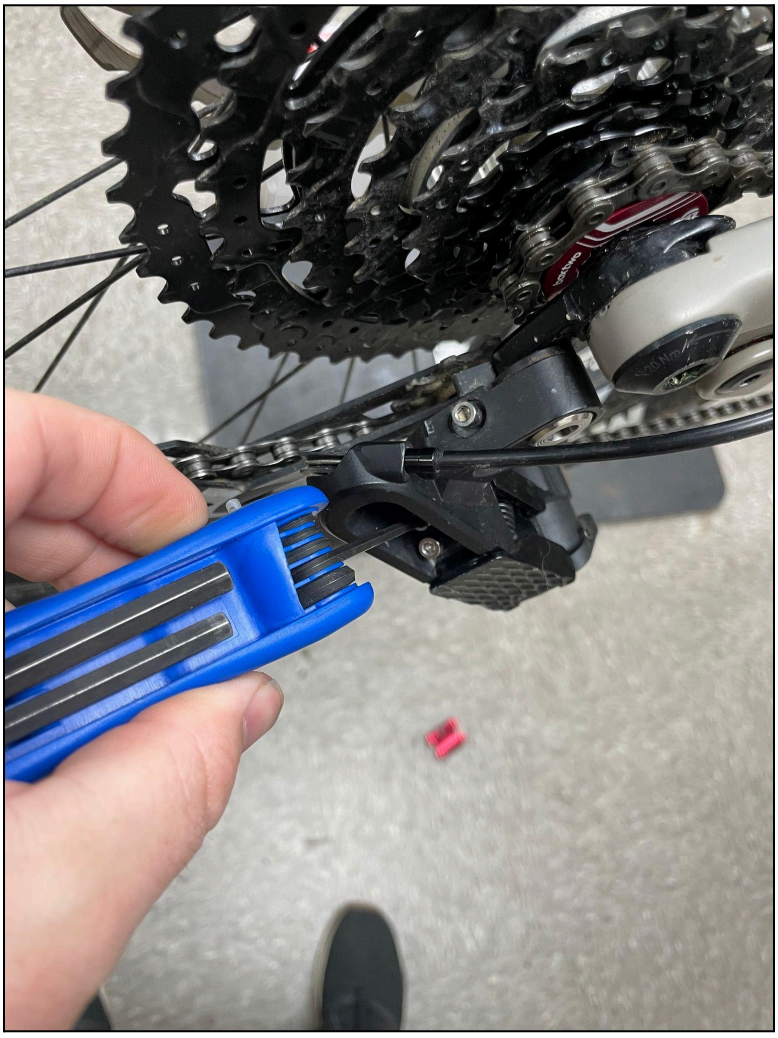

- With the derailleur in the 11t cog you can set the high limit by adjusting the leftmost limit screw
    - Clockwise will move the derailleur towards the center of the bike
    - Counter clockwise will move the derailleur towards the chainstay

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- Carefully shift the derailleur into the 50t cog since the limit is not yet set there is a possibility that either the derailleur may not be able to shift into this gear or may be able to overshift and send the chain behind the cog
- Once in the 50t cog you can use the right limit screw to set the low limit
    - Clockwise will move the derailleur towards the chainstay
    - Counterclockwise will move the derailleur towards the center of the bike

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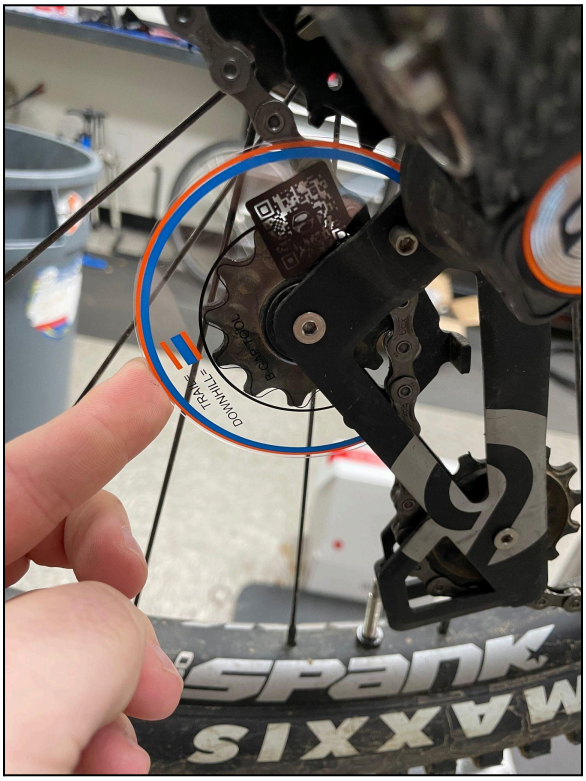

- With the derailleur still in the 50t cog place the b-gap adjustment guide on the derailleur cage
- Based on the drivetrain you are installing you will use one of the two noted ranges
    - Trail (50t) the red line
    - DH (21t) combine the blue and red line
- Ensure the upper pulley teeth are aligned with the black circle
- With the tool you want the lowest tooth on the cassette to align with the range noted on the guide

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- Use the 3mm allen key and adjust the b-screw
    - Clockwise moves the upper pulley away from the cassette
    - Counterclockwise moves the upper pulley towards the cassette

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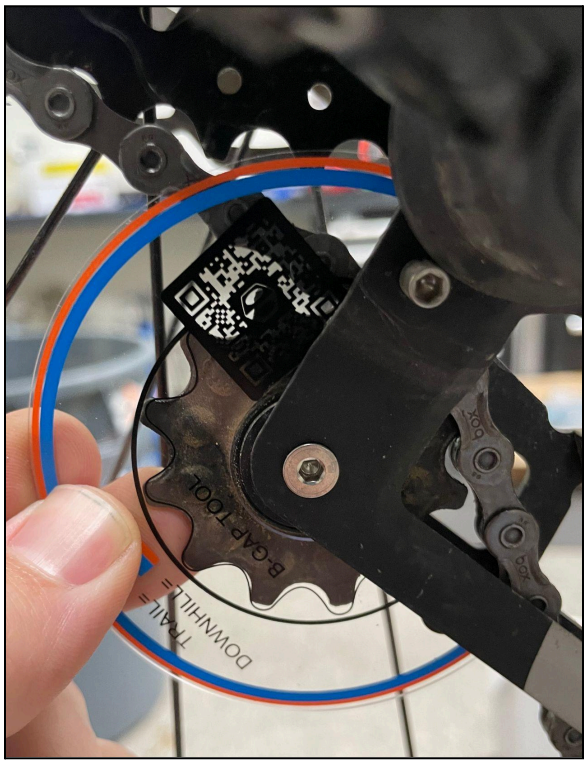

- Above is after adjustment

Shifting Adjustments

1. Shift towards the lowest gear, If the derailleur does not complete a shift or shifting is slow in that direction:
    a. Turn the barrel adjuster on the shifter counter clockwise.
    b. This will increase cable position and move the derailleurs position towards the lower gears.

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2. Shift towards the highest gear, if the derailleur does not complete a shift or shifting is slow in that direction:
    a. Turn the barrel adjuster on the shifter clockwise.
    b. This will decrease cable position and move the derailleur position towards the higher gears.

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Note: Use the gray mark on the shifter body next to the barrel adjuster with the ridges on the barrel to keep track of the finer adjustments you make.

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You should now be ready to ride!
If you have any questions don’t hesitate to reach out to warranty@Boxcomponents.com

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