



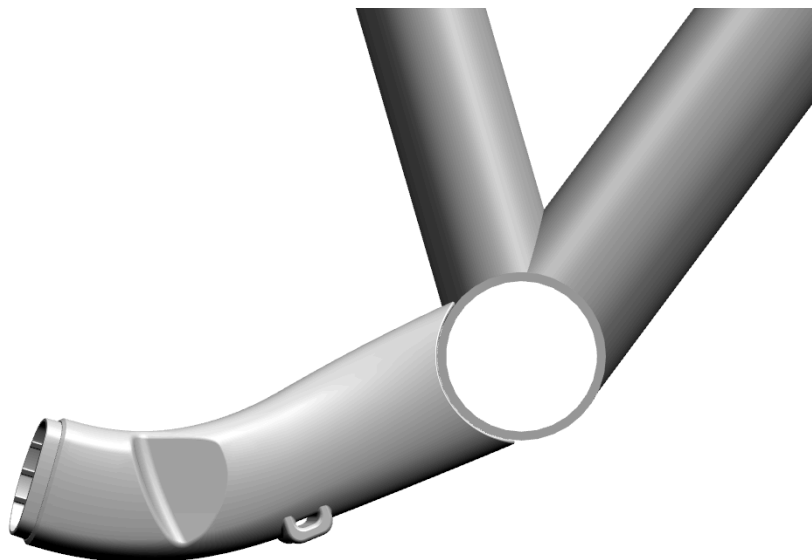
# Drive-side chainstay yoke V1.2 product information

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## 1. Fitment and compatibility

### a. Drivetrain

This component should be used to produce build frames that use a **1x drivetrain that use up to a 42T chainring**



The chainring relief is available in the following sizes: **36, 38, 40, 42T**

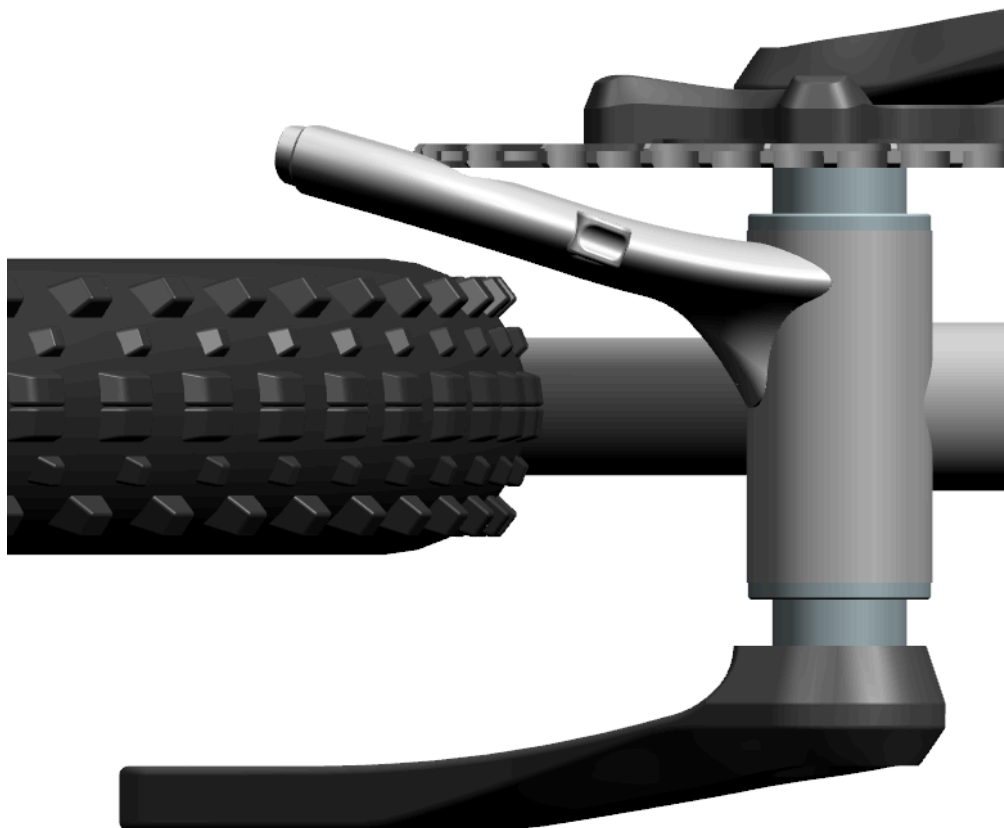
b. Axle spacing and chainline

	Chainline	
BB width	48-50mm (standard)	51-53mm (boost)
68mm	135mm or 142mm hub	Not compatible
73mm	Not compatible	148mm hub

*PLEASE NOTE! There is some division of opinion about what the optimal chainline actually is for for different hub spacings. This table should be used as an approximate guide, you can for example run a 49mm chainline with a boost rear hub- this will require moving the yoke closer to the centre of the BB to allow for more chainring clearance (at the expense of tyre clearance). Contact us at [info@creaturecycles.co.uk](mailto:info@creaturecycles.co.uk) if you have concerns or queries about compatibility.*

c. Tyre clearance

Actual tyre clearance will depend on a range of factors including wheel size, actual tyre width, frame geometry (chainstay length and BB drop) and rim width.



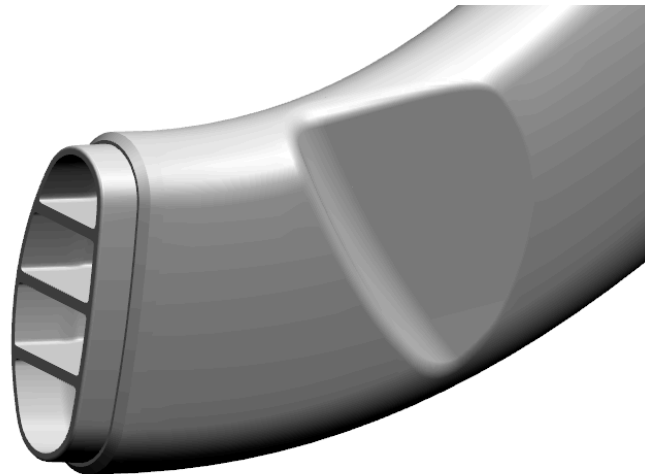
*Example CAD clearance check for 42T chainring, 52mm chainline, 650b x 2.4" wheel  
415mm chainstay length*

	Chainstay length (mm)		
Wheel	420	435	440+
650b x 2.4"	Boost	Boost or Non-boost	Boost or Non-boost
700c x 45	Boost or Non-boost	Boost or Non-boost	Boost or Non-boost
29" x 2.4"	Not compatible	Boost	Boost or Non-boost

*PLEASE NOTE: This table should be used as a guide and starting point for component specification, a physical or CAD clearance check will still be required for each frame design.*

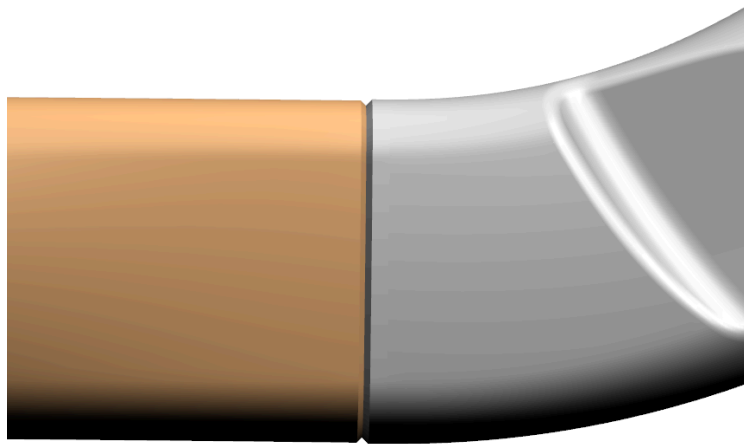
#### d. Tubing

- This component is compatible with a **BSA** standard bottom bracket shell and **Dedacciai MPO240C2022 29ER chainstay**
- The component provided with a machined mitre that fits the OD of the BB shell



*Chainstay socket*

- The chainstay tube should be straight cut to fit the yoke socket (this can be done by hand with a hacksaw and finished with metal files/abrasive wheel) **It is recommended that this process is done before mitering the tube to meet the dropout**



- To achieve the best possible finish, the gap between the end of the tube and the yoke should be kept to under 1mm. If the parts are butted up against one another with no visible gap (as shown above) it is recommended that a small chamfer be cut on the outside of the chainstay to enable weld penetration.

## 2. Welding

- This yoke is designed to be TIG (GTAW) welded to low alloy carbon steel tubing **using 309L Stainless steel filler rod.**
- *Between 1-1.2mm rod diameters work best on the the socket side (depending on the gap width, a large gap i.e. greater than 1mm can be welded with thicker rod e.g. 1.6mm)*

All standard weld preparation processes should be adhered to: ensure all mating parts are clean, free of scale or contamination and degreased (using acetone), and there is sufficient venting.

At the time of writing, it has not been fully determined whether argon back-purge is strictly required.



### 3. Document version information

Date	Version	Signoff
05/02/2024	First issue	JG