

RIPPIN' TRAILS

tr12

TRP



TRP











Rear Derailleur: One key drivetrain feature that separates the new TR12 derailleur from the cycling industries existing products is the Hall Lock, named after Aaron Gwin's mechanic, John Hall. The Hall Lock is a lever integrated into the derailleur mount, which locks the movement of the B-knuckle around the mounting bolt when closed. The Hall Lock can be opened to easily remove the rear wheel. When closed, it provides additional stability and less noise to the shifting perfomance.



Shifter: Sequential Shifting - like a Ralley car. Speed of shifting is key to Aaron, which is why he wanted something a little different.
As a result, TRP engineers looked at the cable release lever and devised a system to move it in a linear path to mimic the motion of a rider's thumb, rather than rotating it away.
This unique positioning allows for a more consistent contact patch providing overall better grip and shifting performance when the trail gets rowdy.

HALL'S HACKS


JOHN HALL - LEAD MECHANIC

Ratchet Clutch

You shouldn't need to adjust the TRP ratchet clutch when it's new. "More times than not, I will wait until the clutch is worn before I make an adjustment to tighten it up," says Hall. "The factory setting is perfectly fine."

Hall Lock

ALERT – ALWAYS HAVE THE HALL LOCK LEVER OPEN WHEN INSTALLING THE DERAILLEUR, WORKING ON IT, OR CHANGING THE WHEEL – THANK YOU.

Out of the box the Hall Lock is loose and should be adjusted. "After I have installed the derailleur and get everything adjusted. I tighten the set screw to the point where it stops itself," says Hall. "I want it to be as tight as it can be, while still being able to operate the Hall Lock lever with my fingers. "That seems to be a really good spot. It keeps everything good and tight and the noise down, but when it takes a hit from a rock it doesn't have so much tension that it can't move out of the way."

Proper chain length

When sizing the chain, John suggests that you, "Run the chain around the smallest cog on the cassette through the derailleur and then use the closest link that adds a little bit of pressure onto the clutch."

When using the Clutch and Hall Lock adjustments - less is more

"The smaller you make your adjustments the better," says Hall. "If you think you need to do a 30 degree turn, do a 15 degree of a turn, especially on the clutch because there are two screws that you adjust so when you do a 15 degree of a turn on each, that essentially turns into an 30 degree of a turn on the whole system, which is a lot. Out of the box, you shouldn't have to adjust it. The only time you want to touch it is as it wears - you can bring it back to life by adding a little bit of tension, which just extends the longevity of your whole clutch system."

What can go wrong? Reset the Hall Lock after an impact

If you crash or you hit your TRP derailleur on a rock when riding the Hall Lock is meant to move, even if it's engaged, in order to prevent catastrophic damage to the derailleur. If this happens, it's important to take an extra step before you jump back on and ride. "Always be sure to release the Hall Lock and allow that derailleur B-screw to drop back down to the B-plate before you turn your Hall Lock back on," says Hall. "In this rare scenario, if you just push your derailleur back into place with the Hall Lock on, you can actually loosen that derailleur mounting bolt. We may talk about this a lot, but I've actually never hit this derailleur hard enough to push it off the B-plate. It's just one of those things to know, in the rare case it does happen, that you don't want to just shove your derailleur back down without turning the Hall Lock off."

About John Hall

For the last five years John Hall has been responsible for every screw on Aarons bike. He grew up working on his family's ranch in South Dakota, where hard work is the norm. That said, he's the first to work smarter rather than harder. "You don't want to be jacking around with all of the little things all the time; there are enough things on a race weekend," says Hall. "You just want to be able to do a quick once over and ride." With this in mind, here are John Hall's TRP derailleur hacks.

Tech

TRP engineers worked closely with Hall to create the Hall Lock; a Lever integrated into the B-knuckle mount, which can be opened or closed, as needed. For working on the derailleur or changing the wheel, the Hall Lock is opened. When locked, the derailleur is stabilized for the roughest conditions. This feature helps maintain the utmost accuracy in shifting and superb chain retention. Its clamping force can be adjusted to balance stability and security with the derailleur's ability to deflect on impact.

John Hall about Hall Lock

"It prevents your derailleur from lifting, slapping and making a ton of noise"

Facts

TECHNOLOGIES

HALL LOCK



- An on/off feature with adjustable force that brings TRP's derailleurs the utmost stability, accuracy, chain retention and quietness in operation for mountain biking's roughest conditions
- It locks out the main pivot bolt to prevent your derailleur from lifting, slapping and making noise
- You can set it up however you like – to move or not to move

RATCHET CLUTCH



- Large diameter clutch surfaces for wear resistance and predictable force generation
- Oversized friction surface for consistent force output
- Adjustable clutch force provides a wide range of customizable ride tuning and compensation for wear
- Quick and easy on/off switch removes all clutch force when needed for wheel changes
- Robust pawl engagement
- The ratchet style clutch is adjustable and can be tuned depending on your suspension and riding style. For bikes with a lot of chain growth you can free up the system by decreasing the clutch force

CHAIN LENGTH INDICATOR



- Indicators printed on the knuckle and the cage for easy viewing
- This marking helps ensure a quick and accurate measure of the system's required chain length



Rippin' trails like there's no tomorrow

trl2







TR12 Rear Derailleur

Speeds	12
Weight	282g
Materials	Forged Aluminum and Carbon Fiber
Colors	Black, Gold, Silver
Outer Cage	Carbon Fiber
Chain Compatibility	12 speed
Inner Cage	Forged Aluminum
Spring	Stainless
Bearings	Sealed Stainless Steel
Cage Sizes	12 speed
Mount Options	Hall Lock™
Max Tooth	50T Max
Pulleys	11T Upper, 15T Lower
B Knuckle	Hall Lock™
Clutch	Ratchet Clutch Technology
Set-Up Aids	Chain Length Icon
Retail Availability	2020

TR12 Shifter

Speeds	12
Weight	120g
Materials	Aluminum and Carbon Fiber
Colors	Black, Gold, Silver
Advance Lever	Carbon Fiber
Compatibility	TRP TR12
Release Lever	Forged Aluminum
Bearings	Sealed Stainless Steel
Cable	Tool-free Straight Lace
Technology	Linear Release Action
Other	5 cog sweep Adjustable advance lever
Retail Availability	2020

Specifications subject to change without notice.

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