

# Serious enthusiast & Pro's basic Q adaption guide

Q-Rings use a larger amount of muscles at a slightly lower intensity compared to round rings. This muscle balance change is why it is important to follow these basic guidelines to make the adaptation period as smooth as possible.

Please do not install the Q-Rings until you have read the first page of this entirely. Once you have, remember that Q-Rings must be set to OCP position 3 for all Road and 2 for MTB triple versions for the entirety of this adaptation period.

## 1 Brain training, week 1

**It is normal to see an increase in spinning capacity, despite the fact that you will have the tendency to ride a smaller cog at the back for any given speed. You may notice an initial jerkiness, which will smooth out after the first few kilometers** (very high revs may still feel choppy for a while). MTBers will notice better traction as well. Focus on keeping the same gear combinations as usual, taking it easy and simply riding. Try not to force yourself to have a "perfect spin" as this means your legs will try to make Q-Rings round (which they are not). When this happens, simply focus on riding and give your brain a little time to adapt to the new chainring form.

## 2 Easy riding, week 2

**The Q-Rings improved biomechanic efficiency spreads your leg muscle loads more evenly than normal chainrings, making them work together at different rates than conventional chainrings. Because of this you may notice that the weaker muscle groups are being pushed harder to maintain an effort level that feels normal.** This feeling is not unusual - keep on building baseline Km's without exerting yourself too much: this prevents you from overloading said muscles. (So, even though you may feel more powerful than normal it's best not to go for wild sprints and high intensity climbs yet).

## 3 Muscle adaptation, week 3

**You may feel a strange sensation in your stronger leg muscles because they are not being loaded as heavily as before. This is normal,** and a continuation of the feeling you had in week 2 and shows that your weaker muscles are equalizing in strength. Continue riding as usual and this feeling will fade away. If something doesn't feel "quite right" keep on riding (and don't dump the Q-Rings having decided you don't like them full stop). You can start customizing the Q-Rings to your personal riding style next week, and this feeling will vanish.

## 4 Finalization, week 4

**Your leg muscles will now have achieved a new, healthier balance. You should feel able to ride harder without muscle limitations by now and ride tougher terrain more capably than you could before.** Your knees will likely feel fresher at the end of rides, and you will notice that your heart rate is slightly lower than it was for round rings for any given

output. You may notice that recovery is faster than usual, and you will feel less fatigue for any given distance or exertion level compared to with round rings. This is because more muscles are working together more evenly limiting individual muscles burning out like they did before.

## 5 Option for fine tuning, week 5 and on

Now that your legs have adapted to Q-Rings, you can begin to experiment with different OCP settings to optimize your Q-Rings for your riding style on your bike. Please read the guidelines on the following page to understand what different OCP settings do. This will help you find your ideal setting in an analytical manner. It is important to let your legs, heart rate and effort level speak, not your preconceptions (which can cause you to set your rings up incorrectly). Do not be surprised is position 3 ends up being the best for you, as this position works best for many cyclists.

If you want the feeling of being on top of the gears a little more (or are a real fast spinner), try a higher regulation point (4 for road/3 for mtb). If you would like the feeling of more resistance and power, you may consider a lower regulation point (2/1 for mtb). Points 1 and 5 are extreme, do not try these until you have exhausted all other options.

Feel free to experiment with different OCP settings per individual chainring. The aim of the game here is to maximize your benefit, for your riding style in each individual chainring. This may well mean, different OCP regulations for different chainrings.

If you have ridden the adaptation steps described on the previous page, a better chainring position should give an immediate improvement in the pedalling feel than the previous less suited one, for the exact terrain you are riding in. Keep in mind that for hilly rides, your optimum OCP position for the inner or outer ring may change, in regards to the optimum position for flat riding. Normally it is easiest to find the most acceptable compromise setup, but you can always quickly adapt your OCP positions for immediate and full functionality for each terrain and course type.

Keep in mind that these are only simple guidelines. Please contact Rotor ([marketing@rotorbike.com](mailto:marketing@rotorbike.com)) for personal advice.

# Q-Ring set up:

Q's must be put in position three (for road bikes) and position two (for mtb bikes), and be installed correctly. Many testers will expect to see an immediate and miraculous power increase above anything else, but you should wait just a bit. Don't let your preconceptions stop you finding out what the Q-Ring's real benefits are.

You will see an increase of power in sprints, but during normal cruising you won't notice as much power difference. What you should notice and really should try to look into, is the reduction in lactates Q-Rings provide and the heart rate reduction for a given level of output. Additionally, your long distance and sprint endurance will improve plus your climbing ability, mainly because of the higher biomechanical efficiency and resultant reduction in lactates. A Q-Ring test is not complete until you've ridden at least 4 full weeks on them, and then revert to round rings and try to do the same things as you did on the Q-Rings.

Be sure to complete the following Q-Ring adaptation phases:

## Week 1 - Brain Training

The cyclist will notice an improved sprinting and acceleration ability and a slight increase in pedalling cadence. Although the Q gives the feeling of much more power and makes you want to really hammer, relax for this week and let your legs adapt before going crazy! (Or you will pay for it with muscle pain next week.) You will probably notice climbing or riding into the wind goes much easier than usual. Q's were designed to provide you with a "round" pedaling stroke feel. Do not try to force Q-Rings to be round by attempting to spin "perfect circles" as you normally do. Simply let your stroke adapt to the new dynamics and an efficient spin will come naturally with Q's.

## Week 2 - Muscle Training

Q-rings balance the muscle loadings in your legs, so if you have one muscle group in the leg that is weaker than the others, it will now have been working overtime for a week trying to catch up with the rest of your leg muscles. Many riders will notice the inside of their upper legs are doing more work than normal, and some may also notice the inside of their calves. Keep spinning on the KM's. These muscles will strengthen themselves. If you ignored the warning not to go crazy last week your muscles may ache this week. Please pay attention to us now.

## Week 3 - Mid Adaption phase

The stronger leg muscles may give a strange sensation because they are working less than they were before. This is fine, keep riding. If something still doesn't feel "quite right", keep riding... and as of week 4 you can play with the OCP orientation to perfect the Q-Ring's biomechanics to your personal pedalling style.

## Week 4 - Final Adaption phase

Your leg muscle strength will have balanced out now. You will notice that (if you had this problem) your knees ache less or not at all after long rides and that your legs are much fresher than they used to be after rides. You should not only notice less fatigue: your heart rate should be lower for a given power output. Your cadence will likely be smoother and slightly faster than before. Acceleration, sprints and climbing should be easier and you should now recover faster from each of them. If everything feels perfect, you are in the right regulation point. (The vast majority of people use point 3/2 for mtb and points 3 or 4 on the road). If you want the feeling of being on top of the gears a little more (or are a real fast spinner), try a higher regulation point (4 for road/3 for mtb). If you would like the feeling of more resistance and power, you may consider a lower regulation point (2 for road/1 for mtb). Points 1 and 5 are extreme, do not try these until you have exhausted your options on other settings.

Keep in mind that these are only simple guidelines. Please contact Rotor, your specialty shop or our distributor for personal advice.