Cassette 13 SPEED
World’s first 13s Cassette.

Shifting features
- O RINGS applied expertise for optimized profiling of cassette teeth.
- Aluminium upper body: Machine CNC’d from single block for lightweight precision.
- Strengthened steel lower body: Maximum durability with low weight in one single piece.
- Locking: Proprietary locking for 10T compatibility with open standard freehub splines.

INDEX INSIDE
All-shifting technology safely housed inside the reinforced chassis for maximum precision and protection.

INDEX OUTSIDE

12s LIMIT BOLT
Easy setup for use with 12s cassettes and standard hubs and wheels.

TOOL FREE GEAR SYNC

1x13 Derailleur

ROAD/10-36
ROAD/10-39
ROAD/11-36
ROAD/11-39
ROAD/10-46
ROAD/10-48
ROAD/11-46
ROAD/11-48
ROAD/10-52
ROAD/10-54
ROAD/11-52
ROAD/11-54

MTB

MTB/10-46
MTB/10-48
MTB/11-46
MTB/11-48
MTB/11-52
MTB/11-54

13s Hub

Disc Brake Developed
(142x12 @ 148x12-boost)

Optimised Flange Spacing
Increased capacity for 13s cassette maintaining wheel stiffness & reliability.

RVOLVER technology
Patented technology for optimized power transfer.

STRAIGHT PULL
Straight pull flanges for a lighter & more elegant hub.

Open standard freehub

www.rotorbike.com
Developing pioneering products that provide benefits to cyclists is the essence of Rotor’s philosophy. We are proud to present the world’s first 1x13 groupset for a simplified and performance optimised gear shifting experience.

**Why 1x13?**
Although initially for early adopters, the introduction of single ring (1x) drive trains has proven practical and successful for MTB riders and has now become the standard for elite and everyday riders.
We believe road, gravel and cyclocross cyclists will follow the same pattern and have developed a solution to go one step further with our 1x13 cassettes and a gear ratio to match or improve your pedalling experience when you need to climb further.

The science behind the gear ratios or why 2x11 doesn’t mean 22 gears
The 1x drivetrain is not currently considered an alternative to existing groupset systems for non-MTB disciplines because of the gear range or the scale of power capability available to the cyclist between gear shifts.
Although the traditional 2x11 groupset has 22 theoretical gears, the Effective cadence available to the cyclist between gear shifts.

ROTOR’s Drive Train Expertise
Our product development and manufacturing experience with the UNO groupset, RPPower powermeters, cranksets, and hubs has given our engineers a deep understanding of the drive train transmission.
Our knowledge of creating solutions for optimising the cyclists pedaling power and our knowhow in CNC machining has allowed us to incorporate these learnings in the design of the 1x13 Groupset.

With cyclogear range requirements in mind we have created a complete range of cassettes and chainring sizes to deliver a similar gear ratio to the 2x11 configuration without the complication of front chaining gear shift or the need to install and maintain a front derailleur.

Furthermore Rotor provides 4 different cassettes sizes to accommodate the different spectrum of riders: 10-36, 10-39, 10-46 and 10-52.
So if we can afford a smaller total range (still bigger than 2x) and look for smaller steps in between gears, we can choose the 10-36 cassette.

**What about MTB drive trains?**

- **Range**
Those looking for more range will find it in the bigger 10-52 cassette.

- **Gear steps**
With one additional sprocket you can close the gap in the high gears and ride at your optimal cadence.
For smaller gear steps there is an additional choice of 10-46 cassette.

**What are the unique benefits?**

- **Simplified shifting**
Leave behind the anticipation for the challenging front derailleur shift in the crucial race moment to avoid chain loss or chain suck.

- **Alternative**
Exclusive 1x13 platform is a real alternative in range and gear steps to the traditional 2x11 drivetrains.

- **Flexibility**
Bigger gear range and more gear choices compared to existing MTB 1x12 systems.

- **Modular platform**
Unique 1x13 modular platform concept fits different cycling needs with the choice of shifters, cassettes, optimised direct mount chainrings and cranks.

- **Lightweight**
Simplified 1x1 drivetrain without front derailleur means reduced weight and mechanical complexity with improved aerodynamics.

- **Hydraulic actuation benefits:**
  - Maintenance free: Install, Bleed, Forget. No cables to replace, no batteries to charge.
  - Internal routing ready.
  - Lighter than battery powered and mechanical systems.
  - Hydraulic technology with proven reliability.