VBC v1 and v2
2x Chainring and Hardware
Identification Guide

Terms:

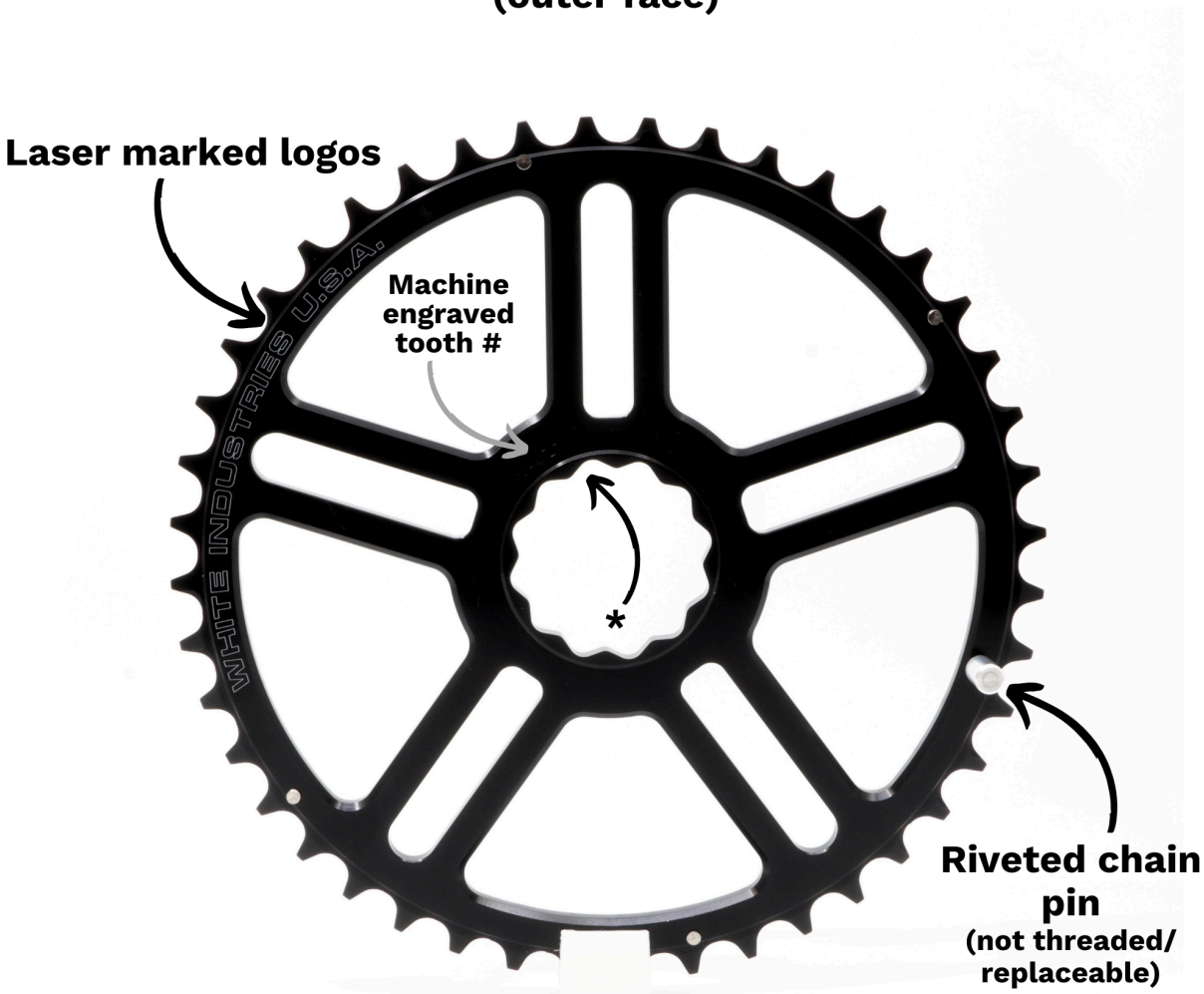
- **VBC: V**ariable **B**olt **C**ircle. The inner ring mounts to the outer ring using "slots" rather than holes, allowing greater gearing flexibility. The outer ring mounts to the crank via a splined interface.
- **v1:** First generation VBC 8-11 speed 2x chainrings, 2008-April 2025
- **v2:** Second generation VBC 9-12 speed 2x chainrings, April 2025-present
- **2x:** Meaning double rings

v1 VBC 2x chainrings are not cross-compatible with v2 VBC 2x chainrings. You can not mount a v1 inner ring to a v2 outer ring, and you can not mount a v2 inner ring to a v1 outer ring. The direct mount crank spline on v1 and v2 outer rings is the same, so it doesn't matter if your crank is older or newer, both v1 and v2 styles will fit.

v1 VBC 2x chainring hardware is not cross-compatible with v2 VBC 2x chainring hardware. All the parts are different; chainring bolts, chainring nuts, and shift ramps. v1 and v2 hardware sets and individual hardware parts are available on our website if you need replacements.

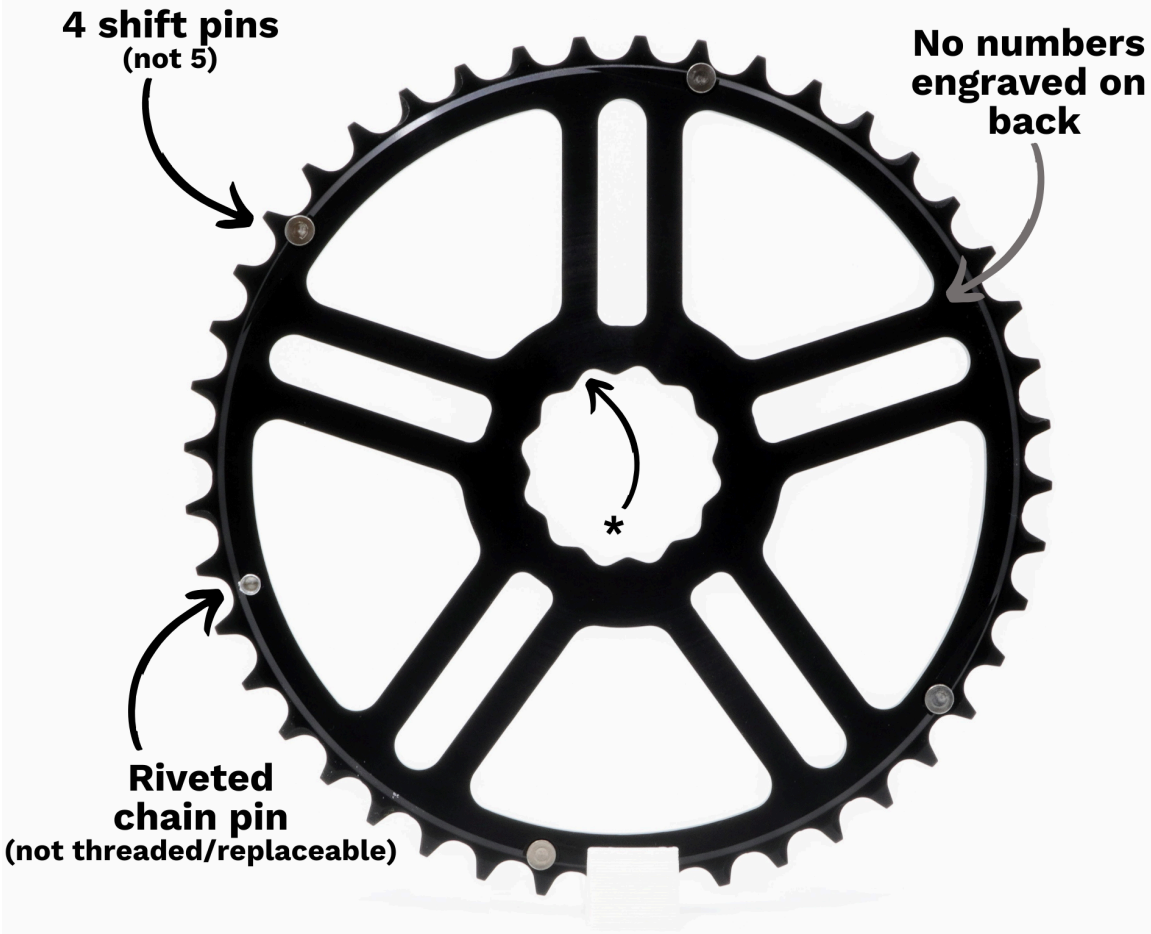
The graphics below show the differences between the v1 and v2 chainrings and hardware so you can easily identify each style.

v1 VBC Outer Ring
(outer face)



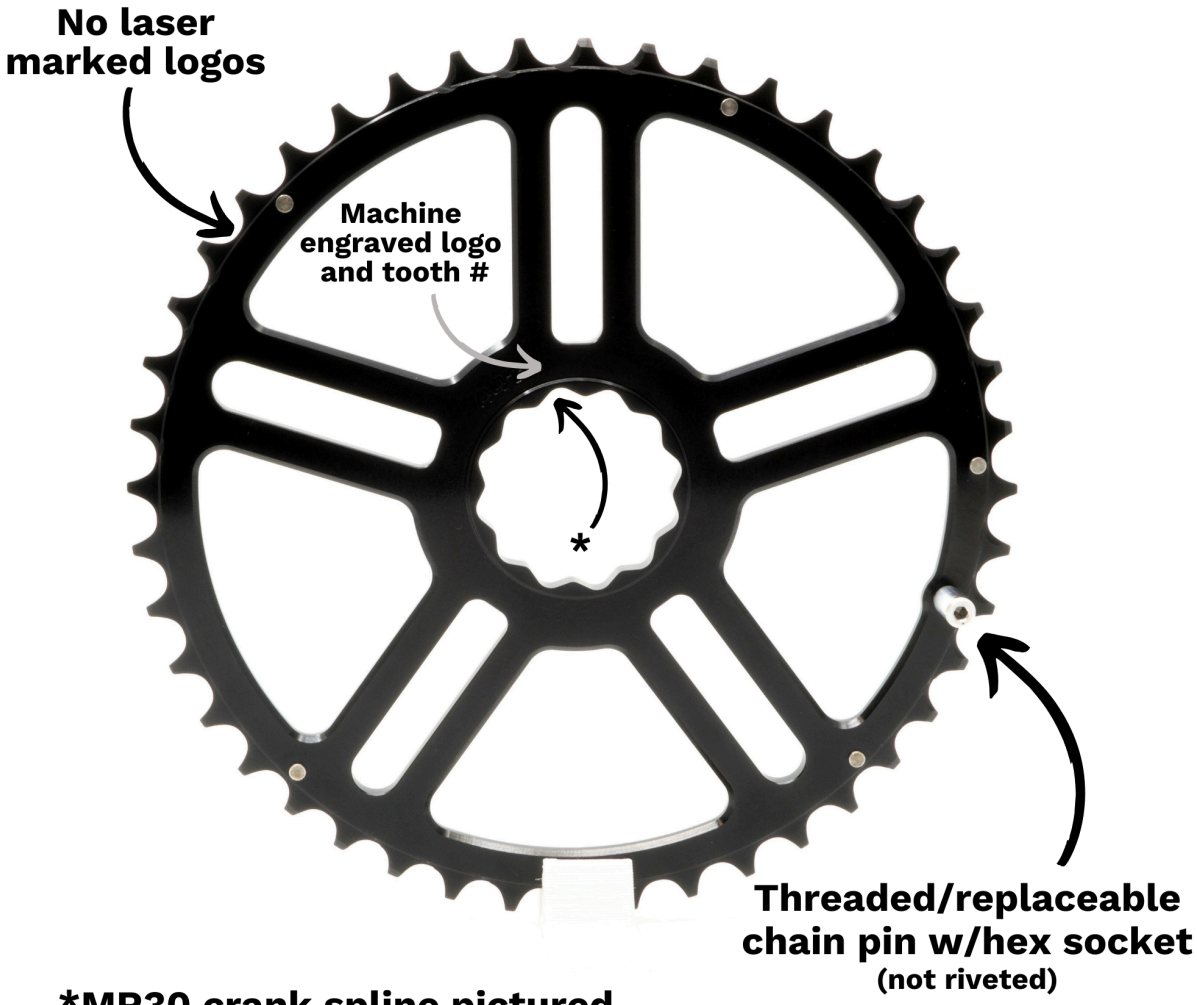
***MR30 crank spline pictured**
(spline for square taper crank is slightly different)

v1 VBC Outer Ring
(inner face)



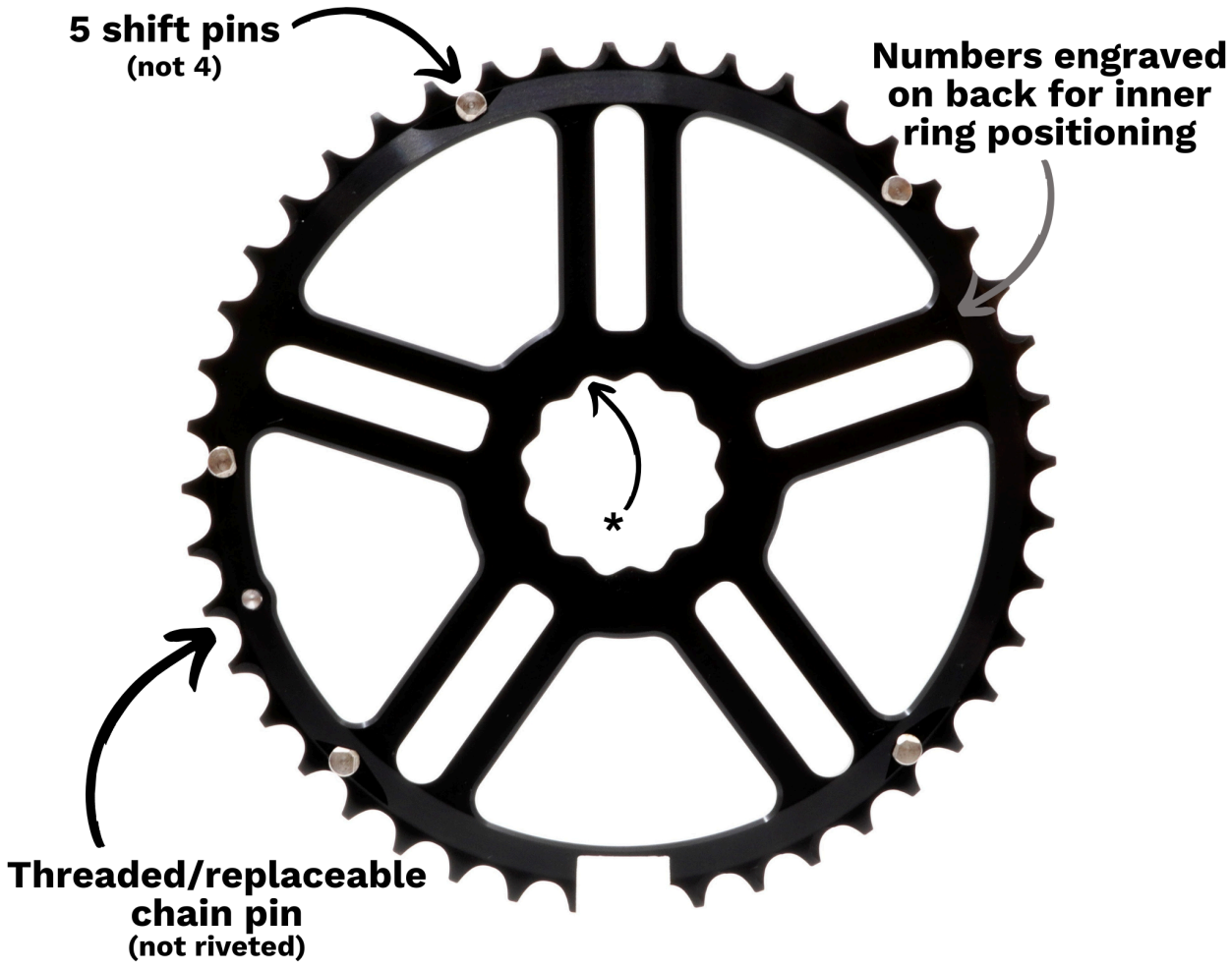
***MR30 crank spline pictured**
(spline for square taper crank is slightly different)

v2 VBC Outer Ring
(outer face)



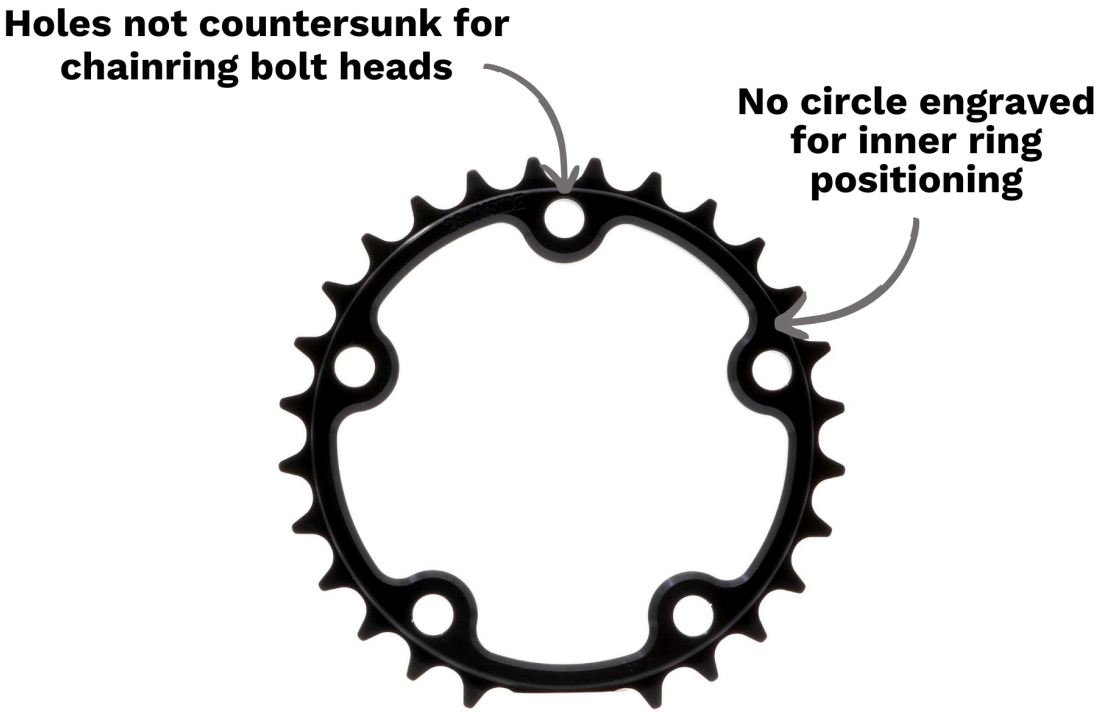
***MR30 crank spline pictured**
(spline for square taper crank is slightly different)

v2 VBC Outer Ring
(inner face)

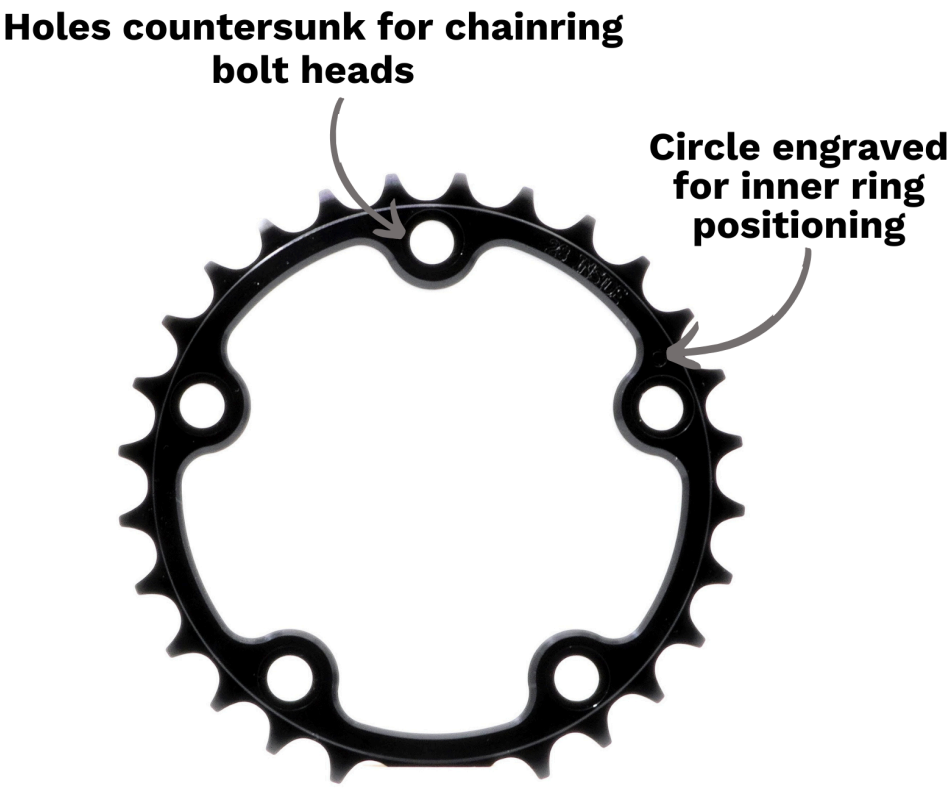


***MR30 crank spline pictured**
(spline for square taper crank is slightly different)

v1 VBC Inner Ring
(inner face)



v2 VBC Inner Ring
(inner face)



V1 and v2 VBC 2x Chainring Hardware

Do not mix and match v1 parts and v2 parts

- **v1 hardware goes with v1 rings**
- **v2 hardware goes with v2 rings**

Chainring Bolts

Chainring Nuts

Chainring Shift Ramps