

T30 CRANK INSTRUCTION MANUAL

INSTALLATION INSTRUCTIONS — MR30 SYSTEM



TOOLS REQUIRED:

- PARK TOOL BBT22 OR BBT32 (SHIMANO BOTTOM BRACKET CUP REMOVAL TOOL)
- TORQUE WRENCH (NM CAPABLE)
- 10MM HEX WRENCH (CRANK ARM BOLTS)
- 1.5MM HEX WRENCH (ADJUSTMENT RING PINCH BOLT)
- GREASE (HIGH-QUALITY WATERPROOF)

BEFORE YOU BEGIN:

VERIFY:

- BOTTOM BRACKET INSTALLED CORRECTLY
- FRAME PREPPED (FACED/CHASED IF NEEDED)
- BB COMPATIBLE WITH 29 OR 30MM SPINDLE
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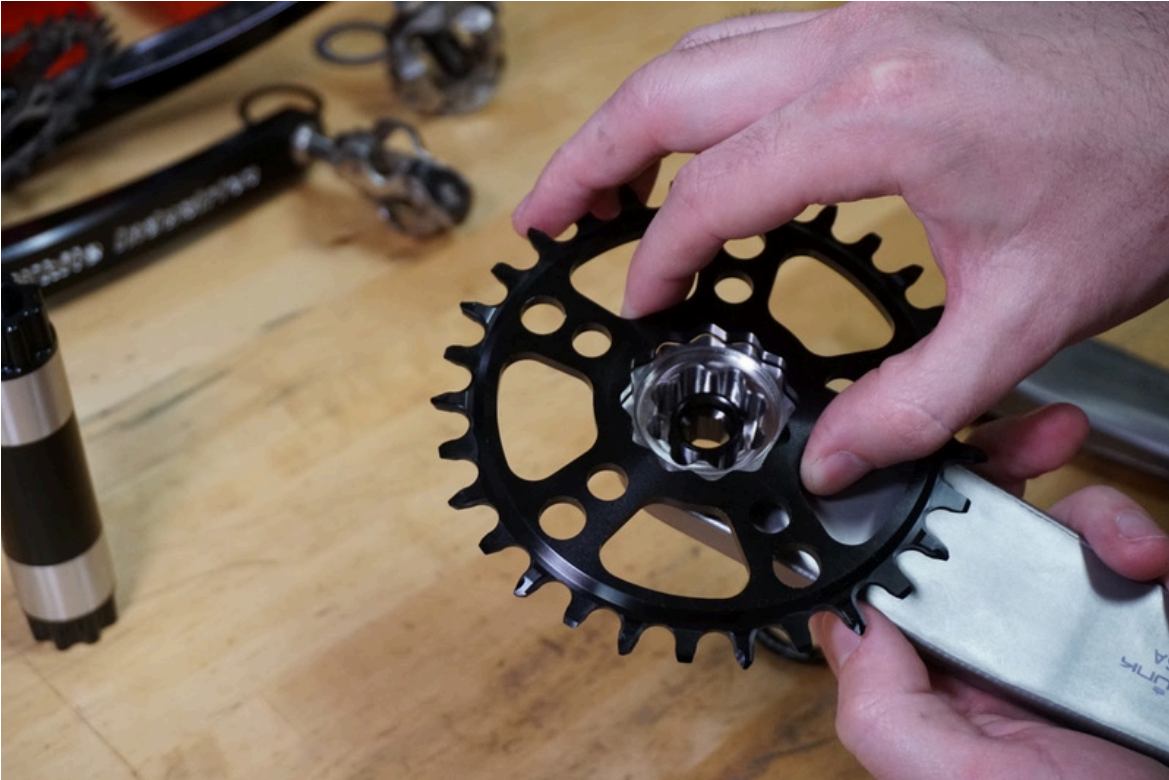
MAKE SURE THAT YOUR BB HAS BEEN INSTALLED TO THE MANUFACTURER'S SPEC AND READY FOR CRANK INSTALLATION. NOTE: IT MAY BE NECESSARY TO CHASE THE BOTTOM BRACKET THREADS AND HAVE EACH SIDE OF THE BOTTOM BRACKET FACED IN ORDER TO INSURE THAT THE BOTTOM BRACKET CAN BE INSTALLED AND ADJUSTED PROPERLY. YOUR LOCAL BIKE SHOP HAS THE TOOLS TO DO THIS IF YOU DON'T.

CHAINRING INSTALLATION (MR30 INTERFACE)

1. REMOVE THE CHAINRING LOCK RING FROM THE CRANK..



2. INSTALL CHAINRING(S) ONTO THE DRIVE SIDE ARM.



3. GREASE THREADS ON THE LOCKING RING AND INSTALL .



4. TIGHTEN DOWN THE LOCKING RING TO 40 NM USING THE BBT-22 OR BBT-32 TOOL.



5. GREASE SPINDLE ENDS AND THREADS.



6. SNUG NON-DRIVE SIDE ARM TO SPINDLE WITH 10MM.



7. SLIDE SEAL ONTO SPINDLE (BEFORE GREASING IT.)



8. GREASE SPINDLE.



9. INSTALL SPINDLE AND NON-DRIVE CRANK ARM THROUGH BOTTOM BRACKET.



10. AFTER SPINDLE IS INSERTED ADD GREASE TO THE SPINDLE.



11. SLIDE ON SEAL.



12. GREASE SPINDLE AFTER INSERTING SPINDLE INTO THE BOTTOM BRACKET.



13. INSTALL DRIVE SIDE CRANK ARM WITH 10MM ALLEN.



14. NOW TORQUE BOTH CRANKS TO SAME 48-54 NM.



15. LIGHTLY TAP DRIVE SIDE ARM INWARD AT SPINDLE CENTER WITH RUBBER Mallet TO FULLY SEAT ARM AGAINST BEARING.



16. WITH THE ARMS SECURED TO THE SPINDLE, SLOWLY THREAD THE ADJUSTMENT RING TOWARDS THE FRAME UNTIL THE SPINDLE NO LONGER SLIDES BACK AND FORTH. NOW BACK OFF THE ADJUSTMENT RING BY 1/6TH OF A TURN – THIS IS THE EQUIVALENT TO TWO NOTCHES ON A BB CUP THAT IS DESIGNED FOR A 12 NOTCHED REMOVAL TOOL. IT IS IMPERATIVE THAT THIS IS DONE OTHERWISE THE ADJUSTMENT RING MAY BE PRELOADING THE BEARINGS RESULTING IN FAILURE.



17. AT THIS POINT, CHECK THE CRANK, THERE SHOULD BE NO OR VERY LITTLE SIDE TO SIDE PLAY WHEN POSITIONED CORRECTLY. THE CRANK ARMS SHOULD SPIN FREELY. IF THE CRANK DOES NOT SPIN FREELY, THEN SLOWLY THREAD THE RING AWAY FROM THE FRAME UNTIL THE CRANK SPINS FREELY. WITH THE ADJUSTMENT RING IN THE PROPER LOCATION IE LITTLE TO NO PLAY IN THE CRANK ARMS AND CRANK ARMS SPINNING FREELY, TIGHTEN THE SMALL BOLT IN ADJUSTMENT RING USING THE 1.5MM ALLEN WRENCH PROVIDED, CINCH THE BOLT DOWN UNTIL THE RING CANNOT BE TURNED.



AREAS OF CONCERN:

RESISTANCE AT CRANK ARM: WHEN INSTALLED CORRECTLY, THERE SHOULD NOT BE ANY PLAY AT THE SPINDLE AND THE CRANK SHOULD SPIN FREELY AND SMOOTHLY. IF THE ADJUSTMENT RING IS ADJUSTED INCORRECTLY AND TOO TIGHT, THE CRANKS WILL NOT SPIN FREELY AND YOU WILL FEEL RESISTANCE. IF THIS IS THE CASE, LOOSEN THE CINCH BOLT ON THE ADJUSTING RING AND SLOWLY THREAD TOWARDS THE CRANK ARM UNTIL THE CRANK SPINS FREELY. ONCE THE CRANK SPINS FREELY AND WITHOUT PLAY, TIGHTEN DOWN THE ADJUSTMENT RING SO IT IS SECURE(SEE ABOVE).

TOO LITTLE THREAD ENGAGEMENT FOR ADJUSTMENT RING: IF AFTER INSTALLING THE CRANK ARMS, THERE IS NOT ENOUGH THREAD ENGAGEMENT FOR THE ADJUSTMENT RING TO REMOVE ALL THE SIDE TO SIDE PLAY, THEN THREAD THE ADJUSTMENT RING ALL THE WAY UP AGAINST THE LEFT CRANK ARM, LOOSEN THE BOLTS ON BOTH THE DRIVE AND NON-DRIVE SIDE, REPEAT INSTRUCTION STEPS 4 AND-5. MOST LIKELY THE BOLTS INITIALLY WERE NOT TORQUED DOWN ENOUGH AND ARMS ARE NOT FULLY PRESSED ONTO THE SPINDLE.

RETORQUE ARMS TO SPEC AFTER THE FIRST RIDE.

IF YOU DO NOT FEEL CONFIDENT IN YOUR ABILITY TO INSTALL AND SETUP THE CRANKSET PROPERLY, PLEASE TAKE IT AND YOUR BIKE TO YOUR LOCAL BIKE SHOP AND HAVE A MECHANIC DO THE INSTALLATION FOR YOU.