BB92 TO BB30 ADAPTER KIT

Instructions for use with ROTOR 3D+ Crank

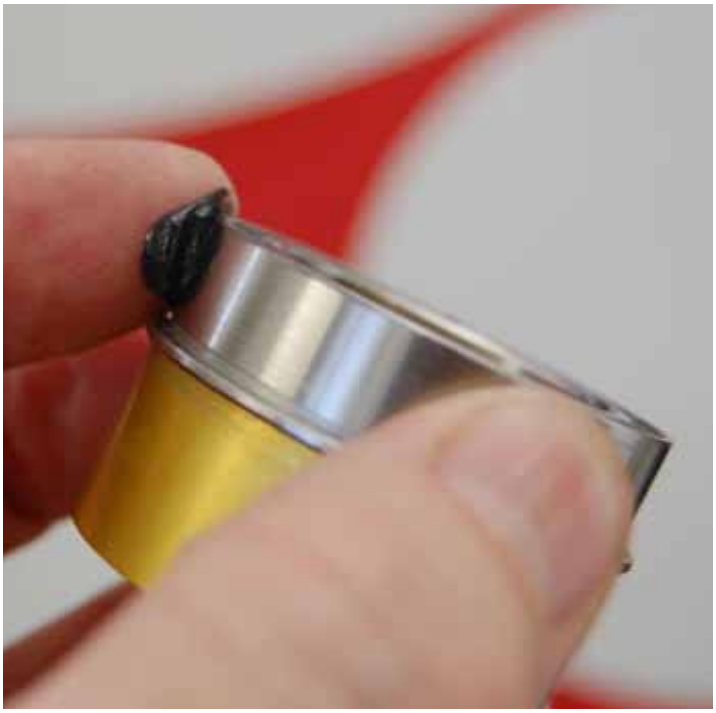
COMPLETE BOTTOM BRACKET KIT AVAILABLE HERE:
http://enduroforkseals.com/id375.html

ALTHOUGH OTHER METHODS OF INSTALLATION ARE AVAILABLE, WE RECOMMEND THE ENDURO BB30 FOR THE INSTALLATION OF THIS BOTTOM BRACKET.
THE TOOL IS AVAILABLE HERE:
http://enduroforkseals.com/id195.html

1) Inspect and clean the bottom bracket shell. Remove any residual fixative. Carefully use some fine emery cloth to remove any burrs or high spots.

2) Place a bearing, flange side down, on the bearing guide.

3) Lubricate the outer press-fit surface of the bearing with Rock ‘n’ Roll Super Coat Grease.



4) Insert the bolt from the tool kit through the bearing guide.

5) Reverse-orient the bearing cup part of the tool kit so that the threaded extension is facing into the bottom bracket shell.

6) Start the bolt into the threads and hand tighten the assembly, carefully checking for proper alignment.

7) Use Allen wrench to fully seat the bearing flange against the bottom bracket shell.

8) The flange should be completely and evenly seated against the shell, with no “daylight” visible between them all the way around.

9) Repeat the bearing installation procedure for the other side of the bottom bracket shell.

10) Lubricate the crank spindle surface with a thin coat of Rock ‘n’ Roll Super Coat Grease.

11) Slide the manufacturer-supplied washer onto the spindle. Place one Enduro auxiliary seal onto the spindle. For this application, the numbers on the face of the seal should face toward the bearing. Start the spindle through the non-drive side bearing and, aligning it carefully, push the spindle all the way through.

12) Place the other Enduro auxiliary seal onto the exposed spindle on the drive side. The numbers on the seal face should face toward the bearing.

13) Place the required spindle spacers from the BB kit onto the spindle. In this particular installation, it was determined that one thick and one thin spindle spacer, plus one metal spacer supplied with the crank set were required to eliminate radial play.

(This was determined by installing only the auxiliary seal on the drive side, attaching and torqueing the drive-side spider and crank arm assembly, and then pushing the the spider up against the drive side bottom bracket bearing. The amount of exposed spindle on the non-drive side could then be observed and the required spacers could be calculated.)

14) Place the required metal spacer (supplied by crank manufacturer) onto the spindle.

15) Lubricate the spindle splines and the crank bolt threads with Rock ‘n’ Roll Super Coat Grease.

16) Properly orient the drive side assembly and start it onto the spindle.

17) Properly torque the drive-side fixing bolt to the manufacturer's specification (35 Nm).

18) Eliminate any remaining lateral play by tightening the non-drive side "pre-load" nut.

NOTE: The idea is to remove play, NOT to pre-load the bearings. Do not apply undue pressure to the bearings.

Use a 2.5mm Allen wrench to secure the pre-load nut locking screw.

19) Spin the cranks to test for smoothness of operation.
Complete the assembly of the drive train and test ride.