ANGULAR CONTACT BEARING KIT FOR SRAM GXP BOTTOM BRACKET

INSTALLING THE BEARINGS INTO THE CUPS:

THE ANGULAR CONTACT BEARINGS INCLUDED IN THIS KIT ARE DIRECTIONAL. THE *BLACK* SEALS MUST FACE *INWARD*. In properly adjusted angular contact bearings, all of the ball bearings are engaged and spread the force over a larger surface area, decreasing friction and minimizing wear. In addition, excess play can be adjusted out of the bottom bracket without the usual risk of side-loading the bearings.

PLEASE FIRST FAMILIARIZE YOURSELF WITH THE INSTALLATION DIAGRAM ALSO PROVIDED UNDER THE INSTRUCTIONS TAB

THE OLD BEARINGS CAN BE REMOVED BY USE OF A BLIND BEARING PULLER OR A DEDICATED BOTTOM BRACKET BEARING TOOL. AFTER REMOVING THE ORIGINAL BEARINGS, BE SURE TO REMOVE ALL OF THE THE RESIDUAL RETAINING COMPAOUND FROM INSIDE OF THE CUPS.

THE NEW BEARINGS ARE LEFT AND RIGHT CUP SPECIFIC! THE 22MM INSIDE DIAMETER BEARING WITH THE EXTENDED INNER RACE MUST BE INSTALLED INTO THE LEFT (NON-DRIVE) SIDE CUP. THE BEARINGS CAN BE INSTALLED USING A DEDICATED BEARING PRESS. AN "IMPROVISED" BOTTOM BRACKET PRESS COMPRISED OF WASHERS, NUTS, AND A THREADED ROD CAN ALSO BE USED, ALTHOUGH RESULTS CANNOT BE GUARANTEED.

USING THE DIAGRAM (ALSO PROVIDED UNDER THE INSTRUCTIONS TAB) DETERMINE WHICH AUXILIARY BEARING SEALS SHOUDL BE USED WITH YOUR BOTTOM BRACKET. BE SURE TO PUT A LAYER OF GREASE BETWEEN THE BEARINGS AND THE AUXILIARY SEALS.

INSTALLING THE CRANK SET AFTER THE NEW BEARINGS AND CUPS HAVE BEEN THREADED INTO THE FRAME:

1) SLIDE THE WAVE WASHER ONTO THE CRANK SPINDLE AND UP AGAINST THE "SPIDER." LIGHTLY GREASE THE CRANK SET SPINDLE.

2) PLACE THE 22 x 0.5mm SHIM ONTO THE END OF THE CRANK SPINDLE (UNLESS YOU DESIRE TO SHIFT THE CHAINLINE SLIGHTLY TOWARD THE FRAME).

3) CAREFULLY SLIDE THE SPINDLE THROUGH THE BEARINGS UNTIL YOU SEE THE SPINDLE SPLINES PROTRUDING THROUGH THE NON-DRIVE SIDE BEARING.

4) PROPERLY ORIENT THE NON-DRIVE SIDE CRANK ARM AND SLIDE IT ONTO THE SPINDLE.

5) TORQUE THE NON-DRIVE CRANK ARM TO 48-54 Nm (425-478 INCH POUNDS).

6) SPIN THE CRANK SET TO CHECK FOR SMOOTH ROTATION. ALIGN THE CRANK ARM AND THE CHAIN STAY WITH EACH OTHER. WITH ONE HAND ON THE CRANK ARM AND THE OTHER ON THE CHAIN STAY, ALTERNATELTY PUSH AND PULL THEM TOWARD AND AWAY FROM EACH OTHER TO TEST FOR PLAY.

7) IF NO PLAY IS DETECTED IN STEP 13, YOU ARE FINISHED. IF PLAY IS DETECTED, REMOVE THE CRANK AND ADD SPINDLE SPACERS AGAINST THE WAVE WASHER UNTIL PLAY IS NO LONGER DETECTED WHEN THE CRANK ARM IS FULLY TORQUED.

8) AFTER A FEW HOURS OF RIDING, DOUBLE-CHECK THAT THE CRANK ARM IS STILL FULLY TORQUED. RE-TEST FOR PLAY AS PER STEP 4. IF PLAY IS DETECTED, ADD ANOTHER SPINDLE SPACER AGAINST THE WAVE WASHER.

IN PROPERLY ADJUSTED ANGULAR CONTACT (A/C) CARTRIDGE BEARINGS, ALL OF THE BALL BEARINGS ARE ENGAGED AND SPREAD THE FORCE OVER A LARGER SURFACE AREA, DECREASING FRICTION, AND MINIMIZING WEAR. EXCESS PLAY CAN BE ADJUSTED OUT OF THE BOTTOM BRACKET WITHOUT THE USUAL RISK OF SIDE LOADING THE BEARINGS.