

**RIDEWORKS EBB (68 -73) FOR 46mm DIA PF30 Shell for 24mm CRANKS**

We use angular contact bearings in our BB's of this type, angular contact (A/C) bearings require some preload on the CRANKS.

The torque numbers for the cranks onto the A/C bearings should be 3 Nm. This is roughly twice the normal radial bearing torque numbers.

→ M6 THREADED HOLES - DENOTE DRIVE SIDE.

→ USE A SPACER EACH SIDE AND SHORTER BOLTS FOR A 68 SHELL (INCLUDED).

→ SUPPORT SEAL WHEN PUSHNG CRANK THROUGH TO PREVENT SEAL POPPING OUT

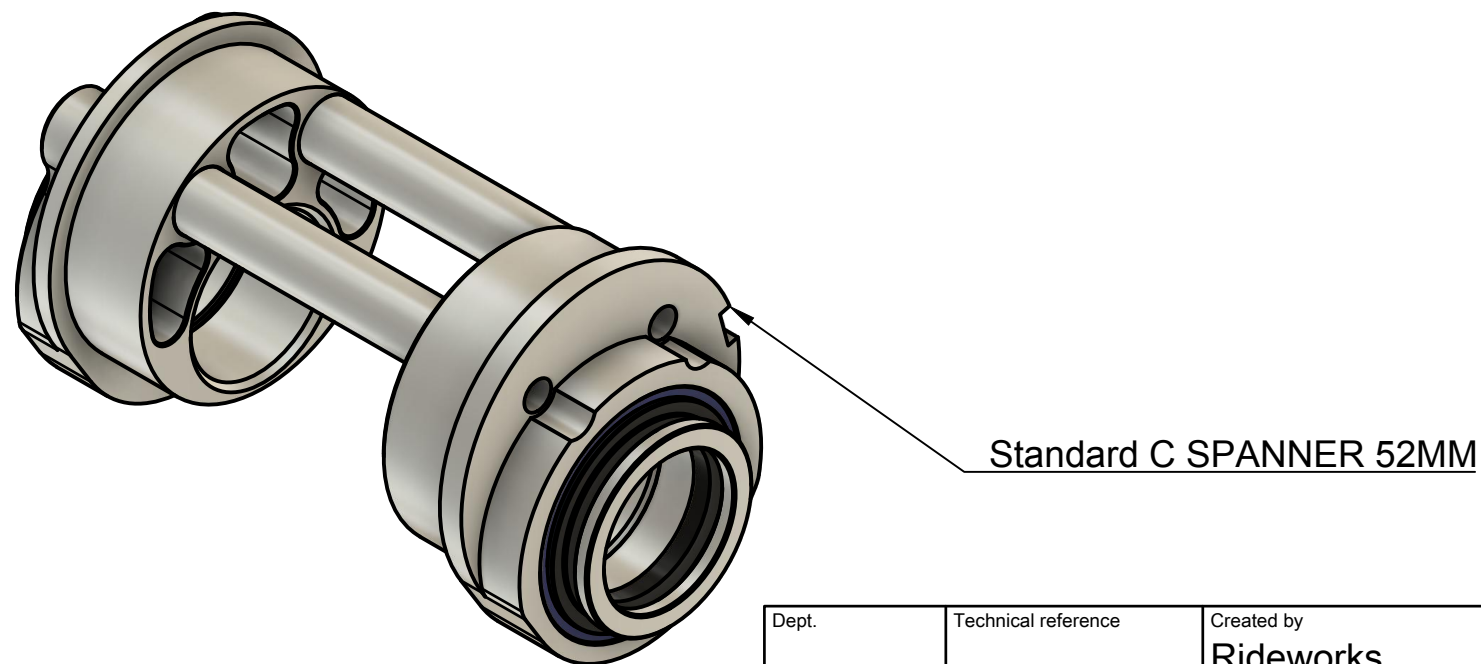
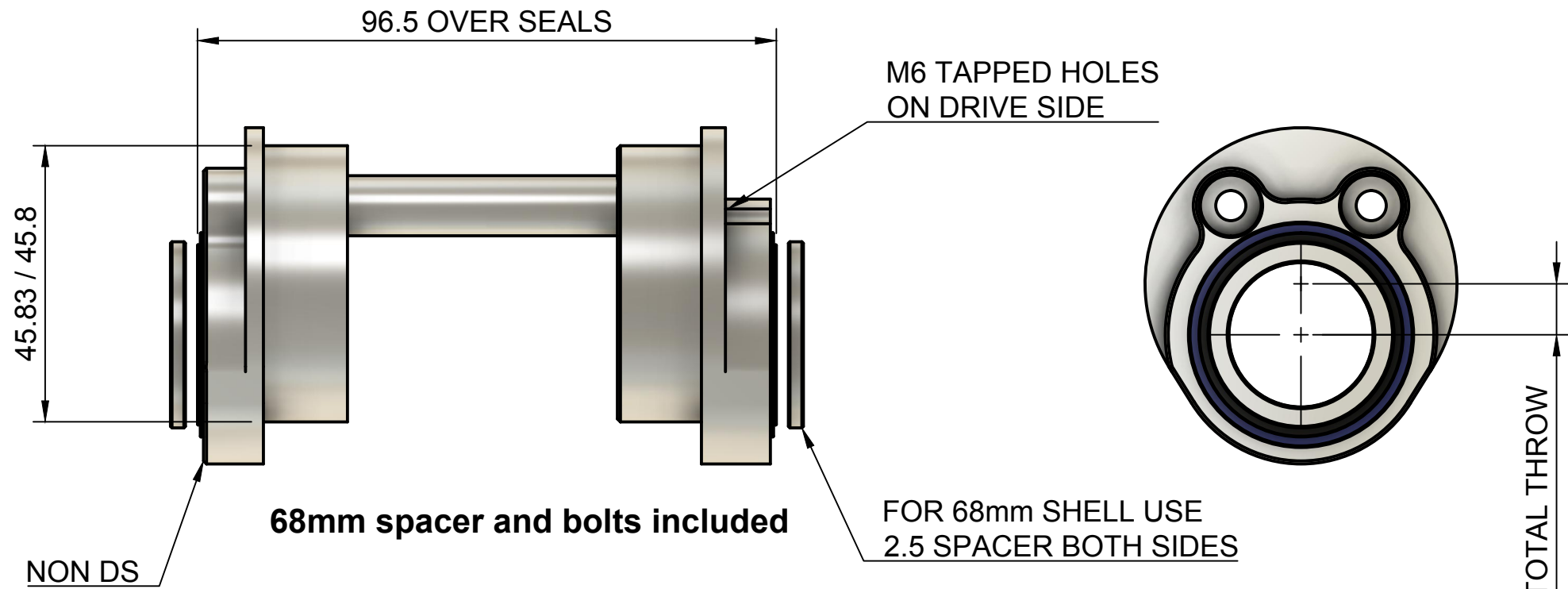
→ TENSION / ADJUSTMENT TOOL IS A STANDARD 52MM C/ HOOK SPANNER OR USE YOUR HAND - TENSION AND THEN TORQUE BOLTS, AND THEN CRANK.


→ GREASE PIN ENDS IN NON DS CUP, INSIDE OF SHELL AND BOLTS HEADS BEFORE FITTING

→ Torque M6 Bolts to 12nm

**\*\* NOT TO BE USED WITH GXP CRANKS**

**\*\* DO NOT USE IN FULLY CARBON SHELL DUE TO CRUSH RISK**



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TO FIT

Measure the width of your bike shell it will be 68mm or 73mm

Clean your bb shell and apply a small amount of grease to the inside of the shell.

Remove the bolts from the eBB select the correct bolt for your shell with 68mm = shorter bolt 73mm = longer bolts.

Apply a little grease to the thread of the bolts and under the bolt head. Also apply a little grease to the end of the pins.

Insert the DRIVE side and NON DRIVE side cups into the shell align the pins and press together. (NOTE DRIVE SIDE CUP HAS THE THREADED M6 HOLES IN IT)

Insert bolts do not tighten all the way up.

Insert your crank, make sure if you have a 68mm shell that you put a 2.5mm spacer on each side of the crank axle. 73mm shell does not require the spacers.

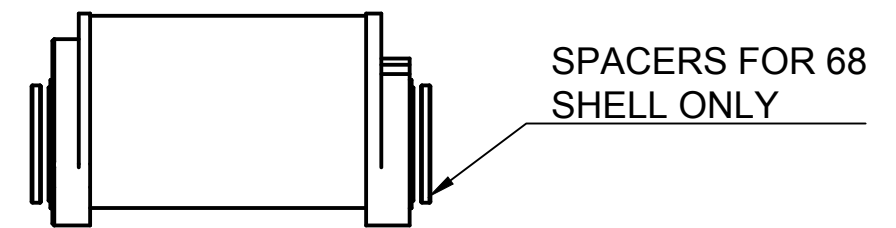
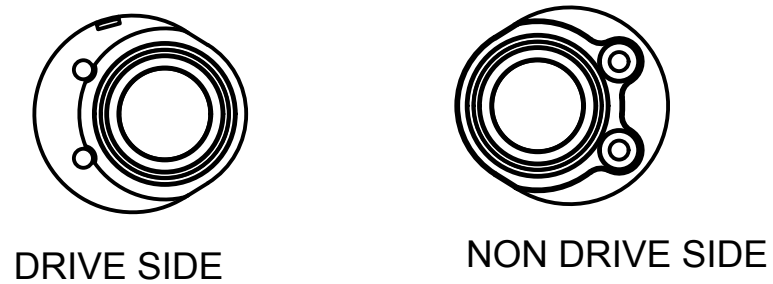
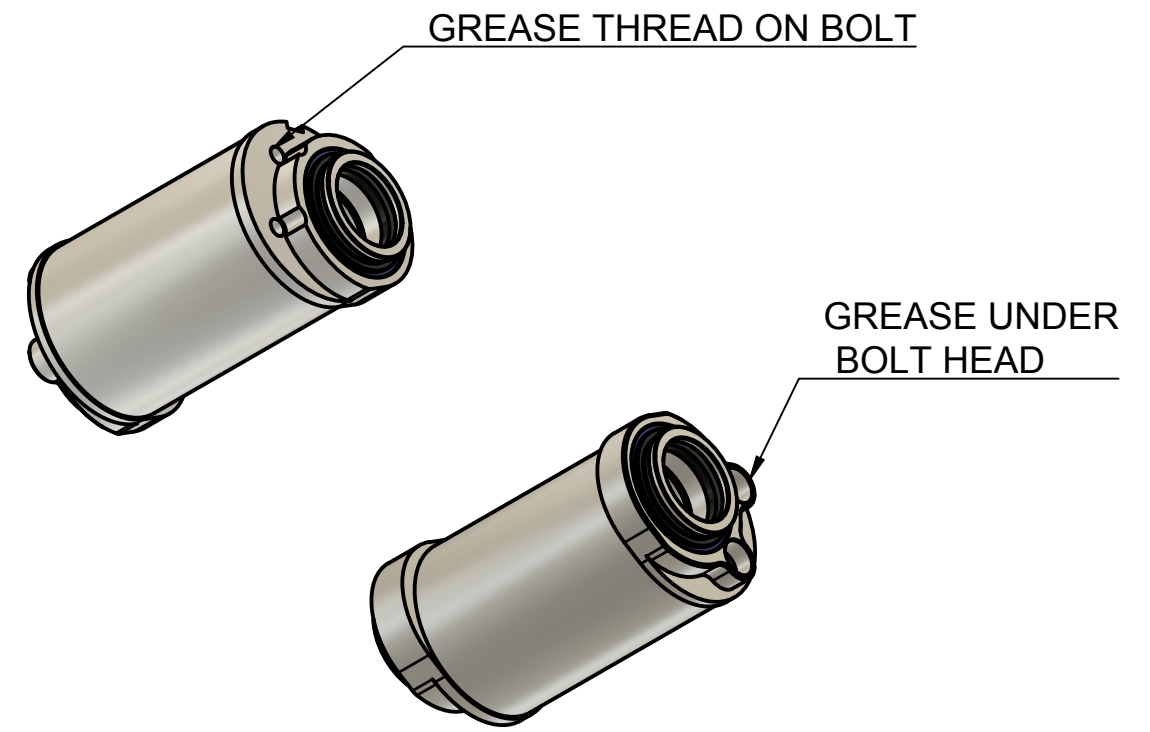
Support the seal on the other cup as you push the crank through so the seal does not get push out.


Fit other arm of the crank loosely and mount chain or belt

Rotate the drive side cup by hand if possible to achieve desired tension on the belt or chain. You may need to use a C spanner if it's stiff (See page one for size)

Once desired tension is reached tighten the pinch bolts to 12NM

Then torque crank down to manufactures spec - not these are A/C bearings they require roughly double what a standard Shimano type crank requires.



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