

E-Bones QRC BSA 68mm

Read carefully instructions before installation

SSP
Stress Split Profile
int. pat. pending

FRAME PREPARATION

Prepare BB shell:

- 1) BB shell faces should be parallel, $\pm 0.05\text{mm}$ tolerance.
- 2) BB shell faces should be at $68 \pm 0.2\text{mm}$.
Eventually file faces with appropriate tool.
- 3) Moisture draining: drill $\varnothing 3.5$ to 5mm drain hole.
Drilling might be not necessary on sealed BB shell of monocoque frames.

Uncorrect / incomplete 1,2,3 set-ups can significantly reduce bearing life and performance.

FEATURES

Weight: 485gr. (Set)

Compatibility: Compact 110mm BCD

Chainline: 43.5mm

Q-Factor: 138mm

Destination: Road use.

DRIVE CRANK PREPARATION

Assemble chainrings on the right crank.

Inset QRC spacer (silver) between chainrings.

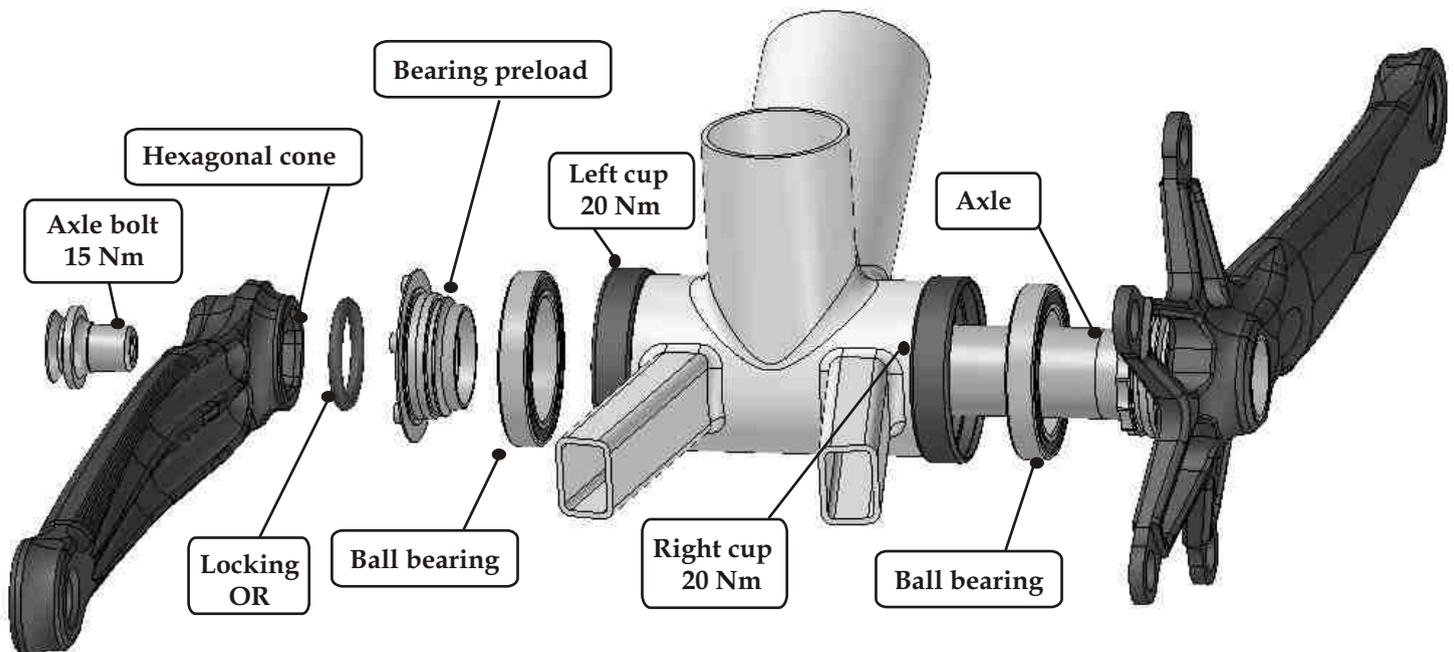
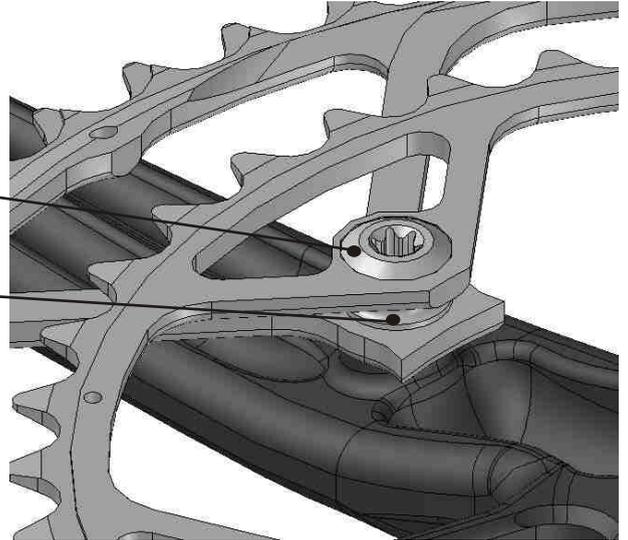
Respect chainring alignment marks for correct shifting performance.

Grease 5th Bolt thread and head, tight it at 5-6 Nm.

Use only supplied 5th bolt (black).

5th Bolt
5-6 Nm

QRC spacer



INSTALLATION

Tight right side cup counterclockwise (20Nm) on BB shell with Shimano TL-UN70 tool.

Tight left side cup clockwise (20Nm) on BB shell with Shimano TL-UN70 tool.

Snap left & right BB bearings into cups by hand.

Grease threads, bearings contact areas and Hexagonal cone.

Insert right crank axle through bearings.

Fully turn in (counterclockwise) bearing preloader (FIRM direction) by hand, then loose it (clockwise) 1/4 to 1/2 turn.

Insert Locking OR on axle.

Align left crank on axle, grease bolt head contact area and tight it (15Nm).

Check bearing preload (see next page).

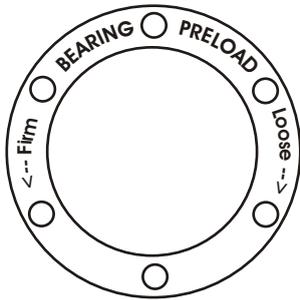
BEARINGS PRELOAD

Bearing preloader allows you to adjust axial preloading. Use supplied tool to adjust preloader after complete crank assembling.

Use it as follows:

<-- FIRM to correct axial play.

LOOSE --> to increase rolling smoothness.



Shake crank-end to check BB play.

Optimal tuning cancels axial play without adding any rolling resistance.

WARNING: incorrect bearing preload may seriously damage bearings/parts and decreases performance.

If Left crank/Axle bolt gets loose after riding probably your BB shell is wider than the nominal size of crank axle version. To double check it you can try the Left crank/Axle proper fitting simply taking out the "Locking Or" and reassembling. Check Tips/ FAQ on www.extralite.com for more info.

REMOVAL

To disassemble crankset proceed as follows:

Unscrew axle bolt. Remove left crank using ISIS type extractor only. **WARNING: JIS extractors may damage axle thread!**

Fully unscrew (clockwise) Bearing preloader (Loose direction). Extract right crank and axle.

