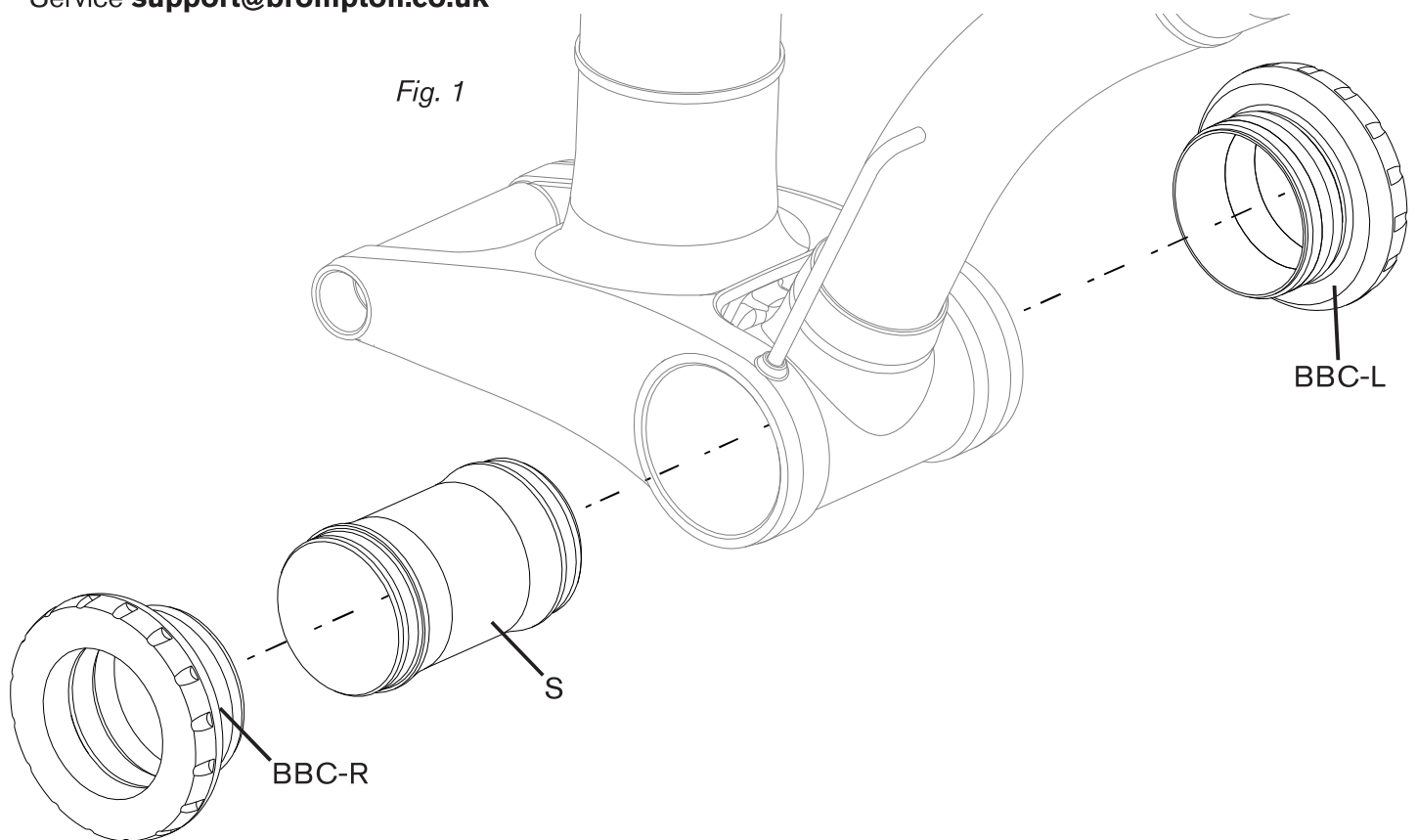


## SUPERLIGHT CARBON CRANKSET & BOTTOM BRACKET

### IMPORTANT INFORMATION

- If fitting this crankset to a brompton steel frame, ensure that the bottom bracket shell is faced and re-tapped before fitting
- Crank arm bolts and pedals must be checked after approximately 50 miles of riding
- Attempting to remove the spindle from the left crank arm may cause damage to the crank arm bolt due to thread locking compound and a high torque setting on assembly
- Removing the chainguard will compromise the integrity of the folded package
- If you are unsure of the correct fitting process please consult your Brompton dealer or Brompton Customer Service [support@brompton.co.uk](mailto:support@brompton.co.uk)



### BOTTOM BRACKET

The bottom bracket uses the FSA MegaEvo socket tool to fit and remove the cups BBC (fig. 1). We recommend using the the correct tools to avoid damaging the the cups. There is a specific cup for each side of the bracket, a small marking (L or R) can be seen on each cup indicating if it is the left or right cup.

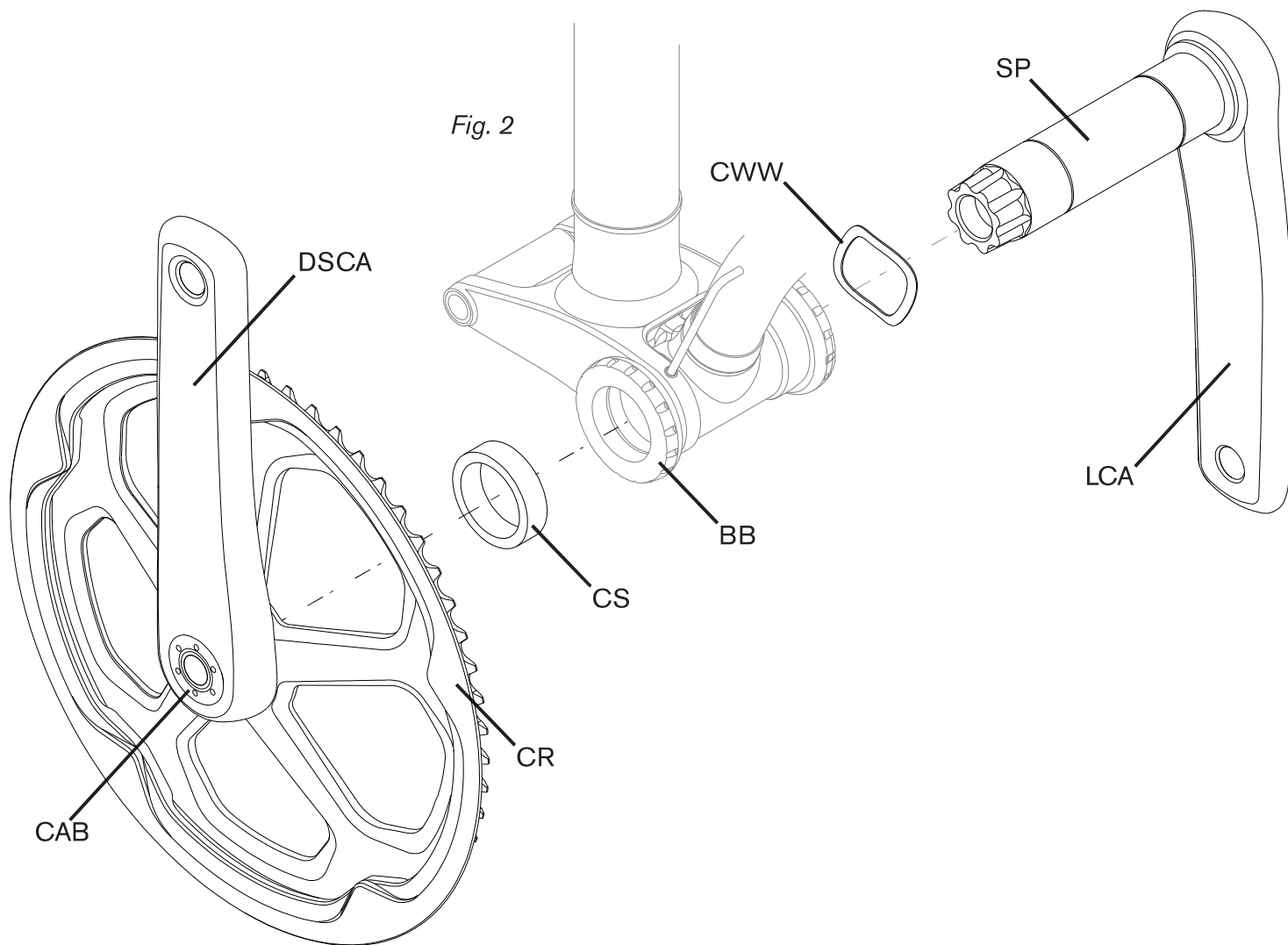
#### FITTING

Grease both bottom bracket cups before fitting and tighten to 40-50Nm. When tightening the BBC using the FSA MegaEvo socket tool, apply pressure while cautiously turning the tool. Be aware that the tool may slip if not engaged correctly.

#### REMOVING

When removing the bottom bracket, follow the crankset removing instructions. Once the crankset has been removed, use the FSA MegaEvo socket tool to remove the BBC by placing the tool in position and cautiously turn whilst applying pressure. The left side cup will have to be turned right to be removed, whilst the right side cup will have to be turned left. Be aware that the tool may slip if not engaged correctly.

Fig. 2



## FITTING

To fit the crankset, assemble the washer crank wave washer CWW on the spindle SP (fig. 2), which is already attached to the non-drive side crank arm LCA. Insert the SP from the non-drive side into the bottom bracket. Fit the crank arm spacer CS before fitting the drive side crank. Tighten the bolt CAB to 38-41Nm.

## REMOVING

When removing the crankset from the bike, use a 10mm hex key to undo the drive-side CAB; this will enable you to remove the drive side crank arm DSCA and chainring CR from the bike.

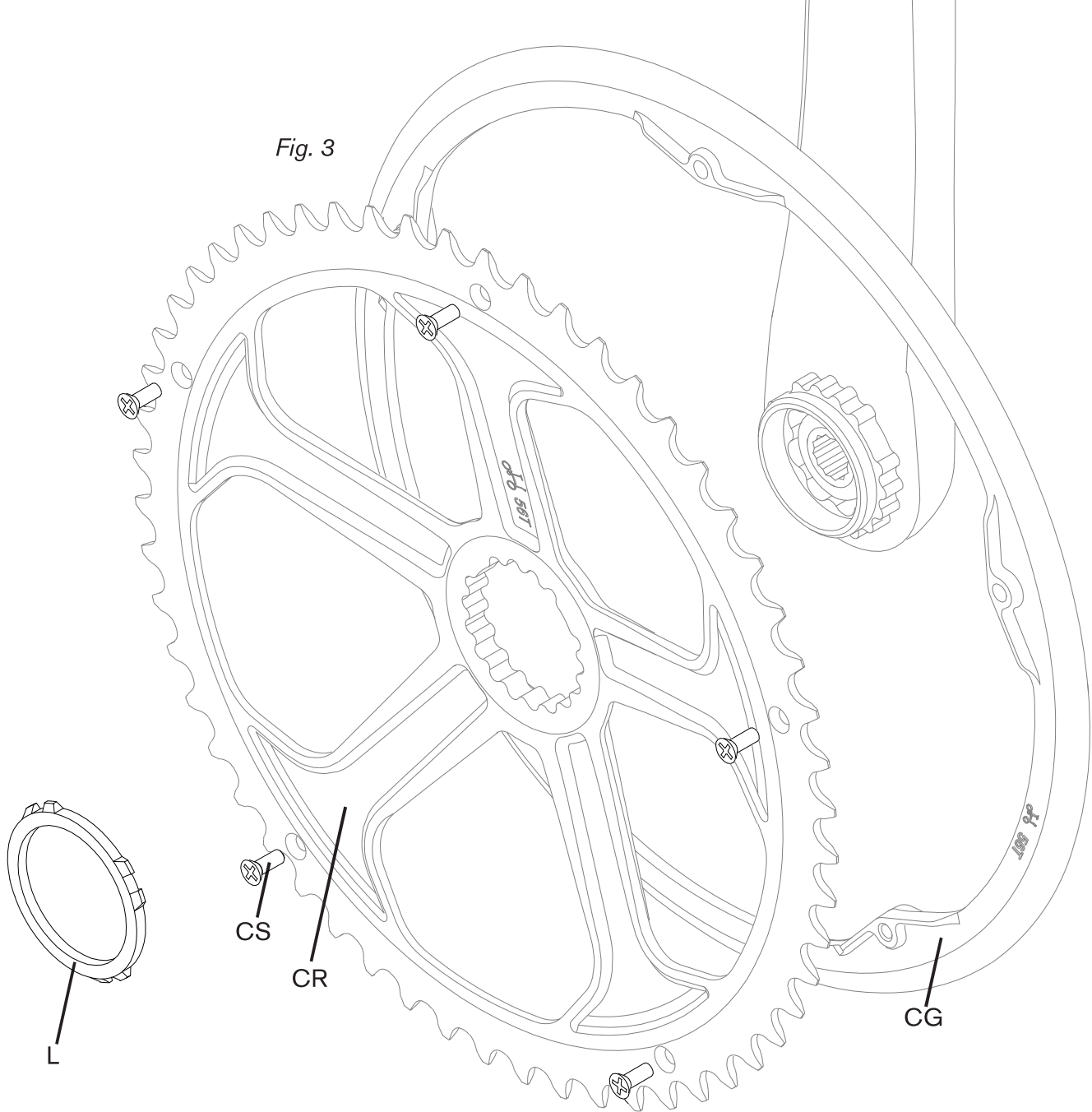
To remove the LCA and SP firmly press on the SP, pushing towards the non-drive side from the opposite side of the bike. If this requires more force you can tap lightly with a rubber/plastic hammer.

CHAINRING	GEARING	VARIANT
54,56	4 SPD	106 LINK
54,56	1 SPD	102 LINK
50	4 SPD	102 LINK

## CHAIN

Correct chain length is essential for a smooth running drive train and trouble free folding. Ensure that the correct length chain is fitted; the chart shows the number of links needed for the various gearing combinations available.

Fig. 3



## CHAINGUARD

The chainguard CG is an important part of the folding function, as it interacts with the front mudguard stay during the fold. Removing the CG will compromise the integrity of the folded package.

The CG is retained with five self tapping countersink screws CS (fig. 3) and can be fitted whilst the crankset is attached to the bike. Using incorrect screws may damage the guard or fail to provide a secure fit.

Repeated removal and refitting may cause the screws to become less effective, so is best avoided.

When fitting the CG ensure all screw heads are flush to the inside face of the chainring.

## CHAINRING

To remove the chainring a special tool supplied by FSA is required, the modular tool, FSA part number E0667. Please take care when tightening or loosening the lockring L, the tool can slip and damage the lockring if not correctly engaged.