



## HOW TO INSTALL A NUKEPROOF SHIMANO 24MM BSA BOTTOM BRACKET

### TOOLS REQUIRED

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- 5mm Hex Key
- Torque wrench
- Hollowtech II BB Tool
- Crank preload cap tool
- Grease
- Paper Towel



### CRANKSET REMOVAL

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1. Remove the chain from the crankset by pushing the mech forwards to release tension and lift the chain off.



2. Using your 5mm hex key, loosen the two pinch bolts on the crank arm.



3. Push the safety spacer upwards.



4. Using the preload cap tool, loosen the preload cap on the cranks and remove cap.



5. Remove non-driveside crankarm.



6. Remove driveside crank arm.

Your crankset should now be fully removed and the bottom bracket cups fully visible.

## BOTTOM BRACKET REMOVAL

Bottom bracket cups are labelled “L” for non-driveside and “R” for driveside. You will see the markings on the cups.

The Nukeproof bottom bracket has been designed to be a direct replacement for the bottom bracket fitted in your bike so at this stage it is worth noting the position of any spacers are fitted. On this example, we have a bike with a 73mm shell.



Driveside – 1 spacer



Non-driveside – 0 spacers

7. Get your hollowtech II BB Tool and remove the L (non-driveside) cup. This turns anti-clockwise (towards the front of the bike).



8. Using the Hollowtech II BB tool, remove the R (driveside) cup. This turns clockwise to remove it (towards the front of the bike).



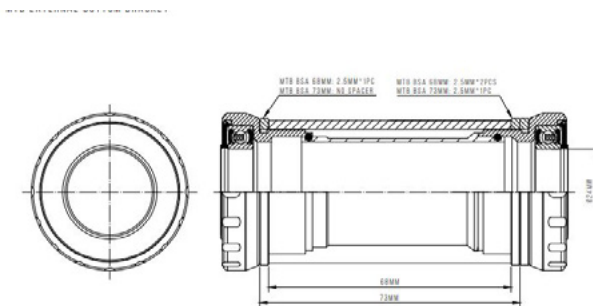
9. Your crankset and bottom bracket should now be fully removed from the bike.



## FITTING NEW BOTTOM BRACKET



10. Check the bottom bracket shell to ensure that the threads are clean and outer face is even. If it is, you can follow the steps below to install the new bottom bracket. If there is an issue with the bottom bracket shell, consult a local bike shop before trying to fit the new bottom bracket to prevent causing any irreparable damage to the frame.



11. Get your new Nukeproof bottom bracket and any spacers required. All our bottom brackets come with a technical drawing or it can be downloaded from **Nukeproof.com** if you are unsure what spacers are required.



12. Grease both sides of the bottom bracket shell.



Check the markings on the bottom bracket cups to determine L (non driveside) and R (driveside). The cups are also etched with the direction you need to turn to tighten.



13. Get the R (driveside) cup with the centre sleeve and fit any required spacers then apply grease to the threads.





14. Start to install the cup into the frame by hand. The cup should turn anticlockwise with very little resistance. Thread locking compound has been applied to the bottom bracket threads by our factory. Tighten with a torque wrench to 35Nm – 50Nm.

If there is a lot of resistance when you are installing the cup - **STOP**. Check you have the correct cup and that it is being inserted correctly. If you are unsure, consult a local bike shop.



15. Take the L (non-driveside) cup, fit any required spacers and apply grease to the threads. Start to install the cup into the frame by hand. The cup should turn clockwise with very little resistance. Thread locking compound has been applied to the bottom bracket threads by our factory. Tighten with a torque wrench to 35Nm – 50Nm.

If there is a lot of resistance when you are installing the cup - **STOP**. Check you have the correct cup and that it is being inserted correctly. If you are unsure, consult a local bike shop.

16. Your bottom bracket cups are now fully installed.

## REINSTALL CRANKSET



17. Get the driveside crank, apply grease on the spindle where the bearing will sit and also apply grease to the bottom bracket bearings on both cups.



18. Push the crankset spindle through the bottom bracket from the driveside.



19. Apply grease to splines on the exposed part of the spindle on the non driveside and install the non-driveside crankarm.



20. Reinstall the preload cap on the non-driveside, tighten until all play has been taken out of the cranks.



21. Push the safety spacer down. This can only be pushed into place when the correct amount of preload has been applied.



22. Retighten the preload bolts evenly with your 5mm hex key and torque to 12-14Nm.



23. Reinstall your chain over the chainring.



Your bottom bracket has now been replaced and crankset fully reinstalled. Check gears are functioning correctly and there is no play in the crankset.

When this has been checked you are safe to ride.