

## HOW TO REPLACE YOUR SRAM GXP BOTTOM BRACKET

### TOOLS REQUIRED

- 8mm hex key
- Torque wrench
- BB Tool – (Shimano HT2 / 16 Notch 44 mm OD)
- Grease
- Paper towel
- Bottom bracket if being replaced



### STRIP



1. Push your mech forward and engage the lock to remove the tension from the chain (if this feature is on your mech).



2. Lift the chain off the chain ring and move to the rear of the bike.



3. Using an 8mm hex key, undo the non driveside crankbolt by turning it anti-clockwise.



4. Remove the non driveside crankarm.





5. Remove driveside crank arm and wavy washer.



6. Remove the driveside bottom bracket cup (R) using your bottom bracket tool. **Note:** This loosens in a clockwise direction by turning towards the front of the bike.



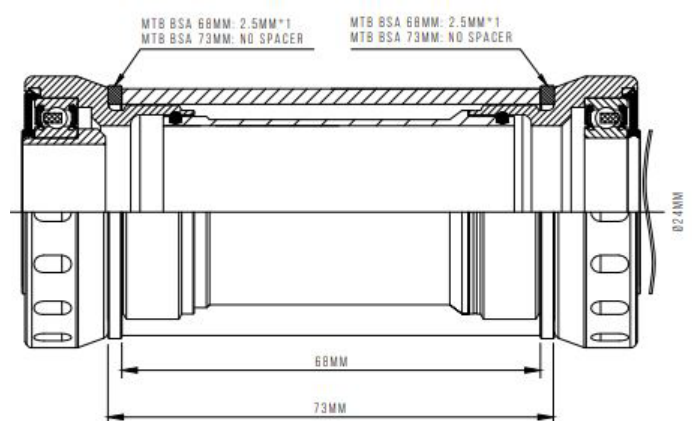
7. Remove the non driveside bottom bracket cup (L) using your bottom bracket tool. **Note:** This loosens in an anticlockwise direction by turning towards the front of the bike.



8. Your bottom bracket should now be fully removed from the frame.



9. 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.



10. 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](http://Nukeproof.com) if you are unsure what spacers are required.

- 68mm and 83mm shell requires 1x driveside spacer, 1x non driveside spacer and a wavy washer.
- 73mm shell requires no spacers and a wavy washer.





11. Grease both sides of the bottom bracket shell.



12. Grease the threads on the bottom bracket cups.



13. 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.



14. Get the R (driveside) cup with the centre sleeve and fit any required spacers then start to screw 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. 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 alot 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. Apply grease to the bearing seat on the driveside crank spindle.



17. Fit the wavy washer.



18. Fit the driveside crank by pushing the spindle through the driveside bottom bracket cup.



19. Apply grease to the spindle splines on the non driveside.



20. Fit the non drive crank arm and ensure it is 180 deg from the driveside.



21. Tighten the crank bolt with an 8mm hex key until all play has been removed.





22. Check cranks spin freely and there is no side-to-side play.



23. Refit your chain on the chain ring.



24. Let the lock off your rear mech (if applicable) and chain should have normal tension.



25. 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!