

HOW TO FIT A NUKEPROOF DUB BSA BOTTOM BRACKET

ITEMS REQUIRED

- Grease
- Mallet
- DUB Bottom bracket tool (12 notch 46mm OD)
- Socket driver / torque wrench
- 8mm hex key
- 2mm hex key
- Bottom Bracket
- You may also require a 4mm or 5mm hex key if you have a chain guide fitted



STEP BY STEP INSTRUCTIONS

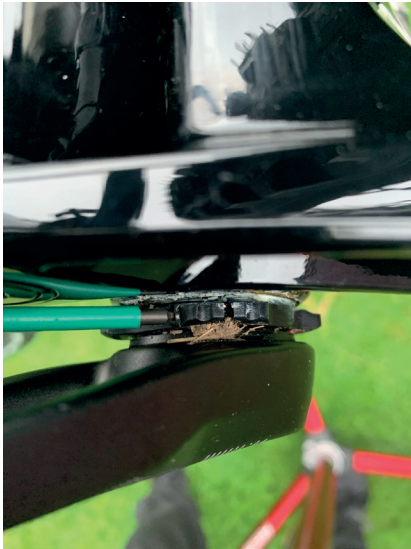
CRANKSET REMOVAL



1. If you have a chain guide fitted, remove the top guide or loosen the guide so your chain and crankset are free to move. Follow the manufacturer's instructions.



2. Lift your chain off the chain ring and move to the back of the bike so it is out of the way.



3. On the non drive side, use your 2mm hex key and loosen the bolt in the preload adjuster a couple of turns.



4. Turn the preload adjuster anti-clockwise to loosen the preload.



5. Take your 8mm hex key and loosen the crankbolt.



TIP: The crank bolt will be very tight as it is tightened to 54nm. You can get more leverage on your hex key by using an old handlebar on the end to make it longer. It can also help to take your bike out of the workstand.



6. Remove the driveside crankarm.



7. Tap the exposed spindle with a mallet and remove the non driveside crankarm.



8. Take your DUB bottom bracket tool and remove the driveside cup (turn towards the front of the bike).



9. Remove the non driveside cup (turn towards the front of the bike).

Your crankset and bottom bracket is now removed.

Bottom Bracket and Crankset fitting



10. Check the threads in your frame are clean, smooth and do not look damaged. *If the threads look damaged contact a bike shop for assistance.*



11. Apply a layer of grease to the bottom bracket shell threads on both sides of the frame and the bottom bracket cup threads.



12. Take your driveside cup with centre sleeve & any required spacers then insert into frame. Follow laser etched direction arrow to tighten. The cup should thread in most of the way by hand. If the cup feels tight, stop and check you are not cross threading. Tighten cup to recommended torque.



13. Take your non driveside cup & any required spacers then insert into frame. Follow laser etched direction arrow to tighten. The cup should thread in most of the way by hand. If the cup feels tight, stop and check you are not cross threading. Tighten cup to recommended torque.



14. Take your non driveside crank arm with spindle. Grease spindle and splines.



15. Insert non driveside crank arm into bottom bracket.



16. If you require the 4.5mm spacer, fit on spindle. Spacer setup can be confirmed on SRAMs technical documents.



17. Ensure bottom bracket seal is seated then refit driveside crank arm using 8mm hex and torque to 54nm.



18. Tap driveside crankarm with mallet.



19. Turn preload cap clockwise to eliminate play. DO NOT OVER TIGHTEN.



20. Tighten bolt on preload adjuster using 2mm hex key then check crankset has no play. If there is play loosen bolt and repeat steps 19 and 20 then retighten bolt.



21. Refit chain



22. Refit top guide / tighten chain guide if fitted on bike



23. Your bottom bracket has now been changed. Spin cranks and check gear shifting to ensure everything is working as expected.