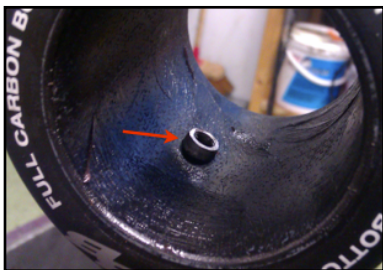


<p style="text-align: center;"><b>FIND YOUR FRAME SHELL TYPE</b></p> <p style="text-align: center;">↓</p>	 <p>BB30 -68mm X 42mm ID PF30 -68mm X 46mm ID (PF30 will use included sleeve)</p>	 <p>AL OSBB -68mm X 42mm ID CARB OSBB-61mm X 46mm ID (CARB OSBB will use included sleeves)</p>	 <p>BB30 -73mm X 42mm ID PF30 -73mm X 46mm ID (PF30 will use included sleeve)</p>
	<b>PART# 68-3001</b>	<b>PART# 68-3002</b>	<b>PART# 73-3001</b>
ROAD BB30 or PF30 68mm Width	✓	✗	✗
MTB BB30 OR PF30 73mm Width	✗	✗	✓
SPECIALIZED ROAD OSBB 61mm or 68mm Width	✗	✓	✗

☆ **PLEASE READ** ☆

- If you are unsure of your bike's BB shell, please contact your frame manufacturer.
- BB30 frames must have removable C-clips for Conversion BB to be able to press in.
- Not compatible with SRAM/GXP/FSA or Campagnolo cranks at this time.
- 'BBRight' and 'BB386EVO' frames **NOT** compatible with Praxis Conversion BB.
- 68mm for Shimano Road cranks ONLY. Cannot be used for MTB cranks.



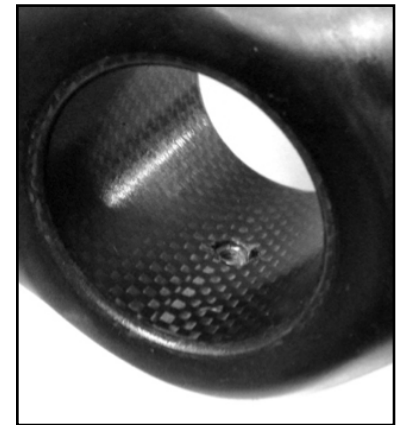
**NOTE** - Every once in a while you might bump into a frame that has a longer cable guide plug/screw that protrudes into the shell. This might prevent the Praxis BB from installing. Most bike shops stock a bunch of different kinds to choose from and most times these can simply be swapped out for a different guide that does not protrude into the frame. If unsure, please see your local bike shop mechanic or check with your frame manufacture. **Do NOT modify your frame ever.**

REF PHOTO  
BB30 = 42MM DIAMETER

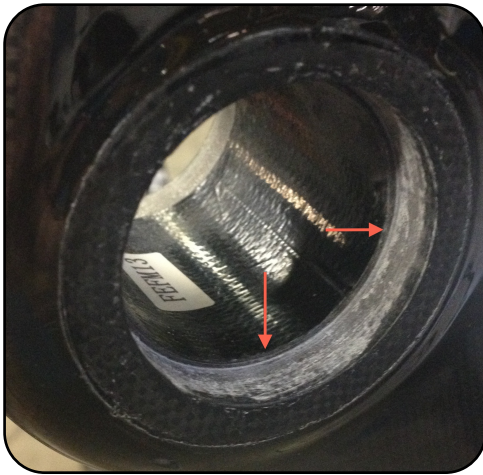


**NOTE BB30**  
Must have removable C-Clips!

REF PHOTO  
PF30 = 46MM DIAMETER



# WORKING NOTES FROM THE FIELD : UPDATED 8/21/13



S



Many Niners are perfect for our Conversion BB. But **\*some\*** of their frames have internal shifting cables routing directly through the BB shell and this creates a challenge. However some frames allow you to omit the internal routing and go external routing so that the BB install is perfect.

**AIR9** (PF30 ALLOY) - GOOD

**AIR9 RDO** - Recent '13 versions are GOOD as there is a new channel for the cables to nestle below the BB, but older versions prevent the Conversion BB installation.

**JET9 RDO** - Cable guide created internal interference.

**Check with Niner**



## LOOK - 986 MTB, 576 TT

Some of these are spec BB30, but some recent production had a custom AL shell with a machined lip instead of the spec BB30 C-clips. This custom non-removable lip prevents installation of the Conversion BB. So look inside your frame as some of these were normal spec BB30 and others were custom.



## FELT - F1, F2, AND Z1

These frames use Felt's custom Carbon BB30 with a non-removable carbon sleeve/lip. (see above) This prevents installation of the Conversion BB.

## BMC

Many BMC frames over the years are spec BB30 and are perfect with our Conversion BB .

**Newer IMPEC** - Some of these frames use a custom AL shell with a machined lip instead of the spec BB30 C-clips. This custom non-removable lip prevents installation of the Conversion BB. But have a look inside your frame.

## CANNONDALE

**SuperSix EVO** - We hear this comes in 2 versions. A version for mechanical cable routing, and one specifically for Di2 internal wiring. The Conversion BB mounts great in both. **\*However\***, if you have the Mechanical version and you're trying to route Di2 inside, the inside of that frame is different and is closed off to the chainstay. Please call Cannondale.

**Flash**- Some of these frames use a custom AL shell with a machined lip instead of the spec BB30 C-clips. This custom non-removable lip prevents installation of the Conversion BB. But have a look inside your frame.



## MOOTS Ti Frames

Many MOOTS frames are PF30 and our Conversion BB installs and works perfect in these frames with mechanical shifting .

**Internal Wiring** - At this time the Conversion BB will prevent internal wiring from passing through to the Ti shell to the chainstay. Our current PF sleeve closes off the Ti shell and also there is just no room for wiring with Conv BB installed.



## JAMIS

Many Jamis frames are spec BB30 or PF30 and are perfect with our Conversion BB .

**2009 Zenith SL** - This *specific mode/year* frame had a 'custom BB30' frame shell and our Conversion BB cannot be installed in it.



## GURU - CERTAIN MODELS

Guru offers PF30 on virtually all their frames and Conversion BB works great with mechanical shifting.

**Internal Wiring** - On the Carbon frames, internal wiring will pass above and over the BB shell. But on their Titanium Frames the Conversion BB will prevent internal wiring from passing through to the chainstay. It's just too tight of a turn and no room for wiring with Conv BB installed.