



DMR AXE BB92 Fitment Guide.

Here is a detailed guide on how to fit the DMR AXE 30mm crank to a variety of BB92 Bottom Bracket equipped bikes. There has been some confusion whilst fitting with some frames having an asymmetrical BB shell, this means that the BB shell is offset to the centre line of the bike. In this guide I will guide you through fitting our BB & crank to a symmetrical frame and an asymmetrical frame, let's get on with it.....

Starting with a symmetrical frame (Pivot Mach 6 for example)



Start by cleaning the BB shell as good as possible with an alcohol based fluid to remove and past grease or oils, this is paramount in fitting our BB.....



Here is the Standard Praxis Works BB, 30mm ID (Non Drive) 28mm (Drive) and a wavy washer



For Carbon frame applications you must use the Loctite Superflex RTV silicone bonding agent to assure that the bearings do not 'ride out' of the frame. The standard dust covers measure at 2mm and the thicker cover is 5mm.



Apply only a small even coat around the entire outer race of the bearing as above. Before pressing the bearings into the frame, use the Praxis frame gauge (sold separately) to make sure your frame is within tolerance and not at any risk whilst fitting the bearings directly into the frame.

THIS STEP MUST BE COMPLETED WITH THE ABOVE BONDING AGENT



Press the bearings into the frame with a bearing press to assure the bearing is pressed in square and flat to the frame.



After the bearings have been pressed into the frame it's time to prep the crank. Slide the wavy washer on to the axle followed by the dust cover, and apply a small bead of water resistant grease.



Slide the crank into the frame so the splines slightly protrude through the drive side (28mm Bearing).



Grease the spline on the inside of the crank arm making sure you also grease the bolt threads.

IT IS IMPORTANT TO GREASE THE INSIDE OF THE CRANK ARM RATHER THAN THE AXLE TO STOP THE GREASE FROM BEING PUSHED OUT THE WAY WHEN INSTALLING THE ARM



Torque the arm onto the axle to 48-55Nm and check your chain ring clearance and crank arm clearance. They will be even on each side. If you have a seat tube that is designed to be off centre to make room for linkages for example it may prove to be difficult to get an accurate chain line measurement, but try your best to find the frames centreline and measure outward toward the chain ring teeth.

If you feel that you have excess amount of axle showing on the Non-Drive side, Praxis can supply a wider (5mm) dust shield as below.



This has NO effect on the bearing preload it's just serves as a spacer and dust shield. That's it for the symmetrical frame, go and shred!

NOTE, THE WAVY WASHER DOES NOT NEED TO BE COMPLETELY COMPRESSED



Now, the Asymmetrical design is a little more 'testing'. If you have a situation like this.....



Then follow these instructions. You will NEED the DMR BB92 Bottom Bracket, NOT Praxis.



The difference being that the DMR BB has 2x 30mm ID bearings and proprietary axle position spacer.



Once you have confirmed that you have the correct BB you will need to assemble the Drive side bearing setup.



For Aluminium frames you NEED to use a Loctite retaining compound such as Loctite 638.



Again, this process NEEDS to be completed to assure maximum quality from your setup.

A thin even layer is all that is needed on the bearing, then go ahead and press your bearings into the frame.



After you have pressed the bearings into the frame, go ahead and prep your axle as before. Slide the axle through the BB until the splines protrude through the drive side bearing.



Finally, Torque the arm onto the axle to 48-55Nm and check your chain ring clearance and crank arm clearance. They will be even on each side. If you have a seat tube that is designed to be off centre to make room for linkages for example it may prove to be difficult to get an accurate chain line measurement, but try your best to find the frames centreline and measure outward toward the chain ring teeth.



Notes and Product Info.

Whilst developing the axle position spacer we came across A LOT of variations in the position of the BB shell in relation to the centreline of the frame. So please be aware that different manufacturers will have different "standards" and they have each designed their frames differently. This spacer will solve most if not all cases where our crank is unevenly spaced in the frame but there may be some scenarios that we are not aware of.

Product used.

DMR - Axe30 BB - BB92 - <http://shop.upgradebikes.co.uk/Catalogue/Bottom-Brackets/DMR-Axe-BB>

Praxis BB92 BB - <http://shop.upgradebikes.co.uk/Catalogue/Bottom-Brackets/Praxis-Works-M30-Bottom-Brackets/M30-CONV-BB30PF30>

Praxis BB Frame Gauge - <http://shop.upgradebikes.co.uk/Catalogue/Bottom-Brackets/Praxis-Works-M30-Bottom-Brackets/M30-CONV-BB30PF30>

DMR AXE Cranks - <http://shop.upgradebikes.co.uk/Catalogue/Cranks/DMR/Axe-Crank>