Read the service instructions for your crank carefully prior to installing the parts. Loose, worn or damaged parts may cause riding problems and serious injury may occur as a result. If installation and adjustments are not carried out correctly, the chain may come off and this may cause you to fall off the bicycle which could result in serious injury. Read these instructions carefully, and keep them for later use.

1. Be careful not to let your clothing get caught in the chain while riding, otherwise you may fall off the bicycle.
2. Check that the tension of the chain is correct and that the chain is not damaged. If the tension is too weak or the chain is damaged, the chain should be replaced. The chain may break and you may fall off the bicycle if this is not done.
3. Use a torque wrench to check the final tightening torque of the main crank bolt and chairing bolts. Furthermore, after riding approximately 100 km (60 miles), use a torque wrench to re-check the tightening torques. Main Crank bolt = Torque 48-52nm. Chairing Bolts = Torque 8-10nm.
4. If the bottom bracket is not parallel, shifting performance will be affected and performance will drop.
5. Check that there are no cracks in the crank arms before riding the bicycle. If there are any cracks, the crank arm may break and you may fall off the bicycle.
6. Before riding the bicycle, check that there is no play or looseness in the bottom bracket connection. Also, be sure to retighten the crank, chain ring bolts, and pedals at periodic intervals.
7. If you feel any looseness or ‘play’ in the bearings, the bottom bracket should be inspected/replaced.

For any questions regarding methods of installation, adjustment, maintenance or operation, please contact a professional bicycle dealer or call Praxis Works.

Praxis Works assumes no responsibility for damages or injury related to improperly installed components.

To ensure the designed performance, only use 10 or 11sp chains by KMC, Shimano, or Campagnolo.

1. Non-Drive Crank Arm
2. Main Crank Bolt (Torque 48-52nm)
3. Non-Drive Cup Seal
4. Non-Drive Cup (BSA Threaded shown)
5. Drive Cup (BSA Threaded shown)
6. Drive Cup Seal + 30mm wave washer

RING MARKS MUST BOTH FACE INWARD AND ALIGN WITH DRIVE CRANK ARM

RING MARKS MUST BOTH FACE INWARD AND ALIGN WITH DRIVE CRANK ARM

TURN ZAYANTE CRANK SPEC & COMPATIBILITY

| FRAME SHELL | 68MM ROAD FRAMES - BSA, BB30, PF30 road frames. Specialized OSBB Road |
| Bottom Bracket | Praxis Works M30 BB for BSA, Conversion BB30/PF30 and Specialized OSBB Road |
| FRONT DERAILLEUR | Braze On or ST clamp |
| MATCHED GEARING | 46/36, 46/36, 50/34, 50/36, 52/36 53/39 |
| BCD | 110 130 |
| CRANK ARM LENGTH | 165, 170, 172.5, 175, 177.5 |
| CHAIN | 10 or 11 speed KMC, Shimano, or Campagnolo |
| CHAIN LINE | 43.5 |

CROSS GEARING

When the chain is in the position shown at the right, the chain may contact the front chainrings or front derailleur and make noise. If the noise is a problem, shift the chain onto the next-larger rear sprocket or the one after.

SAFETY INFORMATION

Since specific tools and experience are necessary for proper installation, it is recommended that the product be installed by a qualified bicycle technician. Warranty gives you specific legal rights, and you may also have other rights which vary state to state. For more information on warranty policy and instructions for completing a warranty claim, check out the Full Warranty Policy found at our website. www.praxis-works.com
**INSTALLATION OF CRANKSET**

1. First slide the Drive side 30mm ID Wave Washer onto the spindle. Next slide on the 30mm ID seal with the Praxis word mark facing out/away from the frame. Now insert the crankset into the Drive cup and push spindle through bottom bracket.

2. Slide the Non-Drive metal seal onto the spindle, with the Praxis word mark facing out/away from the frame.

3. Use an 8mm hex torque wrench and tighten the Non-Drive crank arm bolt to **48-52Nm**. Spin crank to make sure it moves freely.

**NEEDED TOOLS:**
M30 BSA BB - One M30 socket tool is needed.
M30 CONVERSION BB - **Two M30 BB tools are required for correct installation.** For removal, use same M30 BB tool to unscrew the Drive cup first, but also a ‘Cup’ removal tool for when removing the pressed NonDrive Cup.

**M30 Socket Tool**

**M30 BSA**
ENGLISH THREADED

**M30 PF30 CONVERSION BB**
(Add delrin sleeve)

**M30 BB30 CONVERSION BB**

**M30 BB30 / PF30 CONVERSION BB**

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Note: specifications are subject to change without notice. © October 2013 by Praxis Works, LLC   820 Swift Street Suite B. Santa Cruz, CA 95060