

LOOSE-BALL BOTTOM-BRACKET OVERHAUL & ADJUSTMENT CHECKLIST

Not all steps apply to all bikes.

Torques are minimum recommended in absence of manufacturer specifications.

Check-off items done to specification. Mark items with "NA" when not applicable, or "X" when problems could not be repaired and/or are in need of further attention.

EXISTING CONDITIONS

- Measure chainring to frame clearance.
- Front derailleur operated and performance evaluated.

PREPARATIONS

- Right crank arm removed and inspected (only if necessary for fixed-cup access in case of performing an adjustment).
- Left crank arm removed and inspected (only if necessary for adjustable-cup access in case of performing an adjustment).
- Adjustable cup is loosened, then fixed cup is secured to 300in-lbs (for adjustments only).

DISASSEMBLY AND CLEANING (OVERHAUL, ONLY)

- Lockring removed.
- Adjustable cup removed.
- Spindle and bearings removed.
- Fixed cup removed.
- Seals (if any) removed from cups.
- Bottom-bracket shell, seals, cups, and spindle cleaned.
- Bottom-bracket-shell threads inspected for rust, damage, and contamination.
- Cups inspected for cracks, pits, or irregular wear.
- Spindle inspected for pits or irregular wear.

BOTTOM-BRACKET SHELL PREPARATION (all optional at additional charge)

- Threads chased with taps to correct thread damage, rust, or thread contamination.
- Shell faces milled flat with bottom-bracket-facing tool

ASSEMBLY AND LUBRICATION (OVERHAUL, ONLY)

- Fixed-threads prepped with Loctite 242.
- Fixed cup installed to 300in-lbs.
- Seals greased and installed.
- Cups greased and loose ball bearings installed in cups.
- Spindle installed.
- Adjustable cup threads greased, and cup installed.

- Lockring installed on adjustable cup.

ADJUSTMENT

- Bottom-bracket adjusted to minimal drag and no free play.
- Lockring secured to 300in-lbs.

POST-ADJUSTMENT

- Crank-arm/spindle mating surfaces prepped (square-taper cranks and cottered cranks cleaned, spline-fit cranks greased).
- Square-taper right arm installed in best-of-four position to minimize chainring wobble.
- Crank-arm bolts greased and arms secured to 390in-lbs.
- Threaded dustcaps lubed and gently secured.
OR One-key-release washers greased, cap threads prepped with Loctite 242, and caps gently secured.
- Chainring-to-frame clearance measured, and front-derailleur adjustment made if chainrings have changed position.

MECHANIC'S SIGNATURE _____

DATE _____