

PROMAX CK-1 CRANKSET INSTALLATION

- 1) Start with the CK-1 preload adjuster ring fully threaded towards the non-drive side crankarm. CK-1 cranks are installed and torqued in their “widest” setting, then final spacing is adjusted in step 6.
- 2) Use common bicycle grease (such as Park Tool PPL-1) on the spindle and spindle spline interface to reduce creaking.
- 3) Install the non-drive side crankarm and spindle into the bottom bracket.
- 4) Install the drive-side crankarm onto the spindle, and torque to 35-40Nm with an 8mm hex bit.
- 5) Seat the crankset into the bottom bracket from the drive-side by pushing it with your hand or lightly tapping it with a rubber mallet.
- 6) Remove side-to-side play (space) from the crankset by turning the preload adjuster ring until it lightly contacts the bottom bracket. If too much space is present for the preload adjuster ring, consider using aftermarket bottom bracket spacers or spindle spacers accordingly (not included).
- 7) Use a 2.5mm hex wrench to lightly tighten the preload adjuster ring bolt, which will hold the preload adjuster ring into place. Using too much force can easily damage the bolt system.
- 8) Check the crankset for play by pushing the crankset side-to-side. If there is side-to-side play reinstall the system using the steps above until the play is removed. If the cranks do not spin freely, loosen the preload adjuster bolt and ring away from the bottom bracket in small increments and re-tighten the adjuster bolt.
- 9) Apply grease to the crankset’s pedal threads and install the included pedal washers.
- 10) To remove the crankset use an 8mm hex wrench to remove the drive-side crankarm.

Note: the low-torque extraction cap system should only be serviced by a certified mechanic. It is reverse-threaded and uses a 2.3mm pin spanner.

Note: routinely check all crankset bolts, and preload adjuster for the correct torque values; never ride with loose bolts.



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1.



2.



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3.



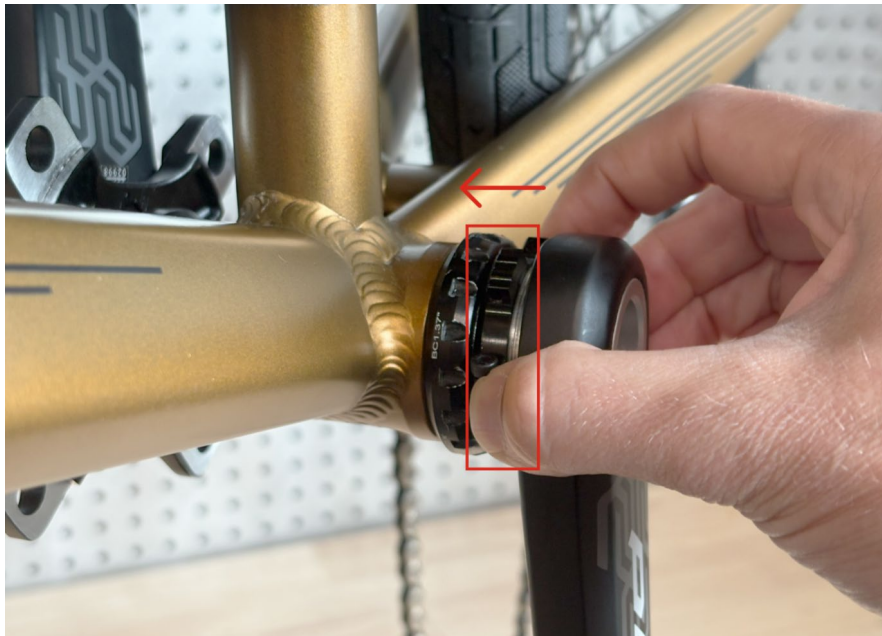
4.

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5.



6.

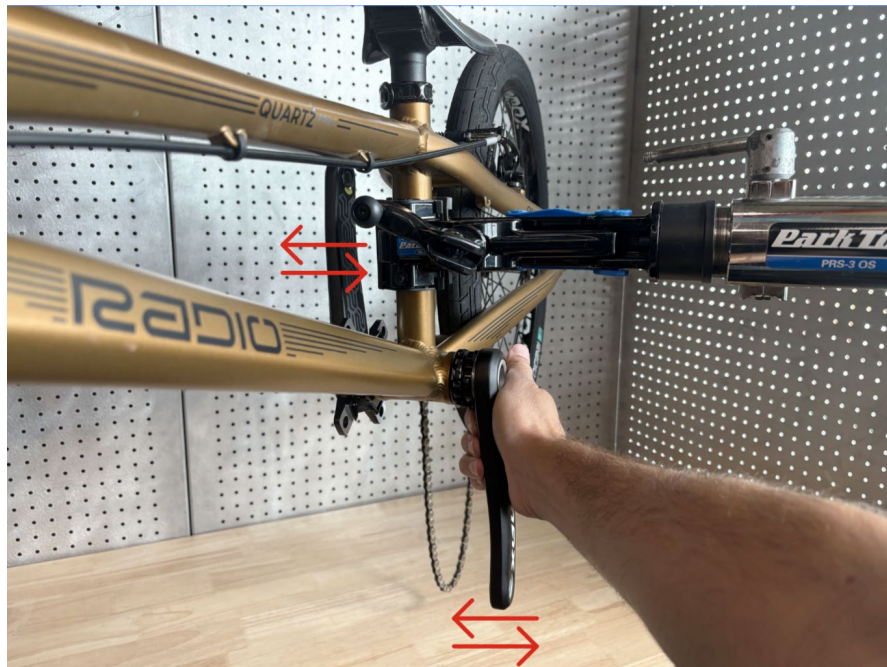


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7.



8.



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9.



10.

