



To disassemble the bottom bracket, first remove the left crank arm. Then, the hex key set screw should be loosened to remove the collar. Leave the right collar in place to keep your chainline in proper adjustment. To check for correct chainline, put the end of a metric ruler against the side of the seat tube and measure out horizontally 30mm. The middle chainring should be within one or two mm of this dimension.

Next, tap the spindle out gently being careful so as not to peen the end. The bearing cartridges can then be removed from their opposing sides. Now, insert a rod through the hole left by the removed spindle to tap out the bearing cartridge. A firm tap with a hammer will be needed to break the Loctite bond. Work the bearing out slowly by tapping lightly at four points, as on the face of a clock (3, 6, 9 and 12:00).

Once the old bearings are removed, clean out the surfaces inside the frame where the bearings fit. It is extremely important to have very clean surfaces for the Loctite to bond properly. We suggest using rubbing alcohol or some other solvent that will leave no residue.

To rebuild the bottom bracket you'll need Bottom Bracket Bearings. They're available from us for \$6.00. You might want to order a few sets to have on hand for customers needing servicing. We recommend using Loctite RC620. It has proven to be the best of all the anaerobic adhesives that we've tried. We sell small tubes of Loctite QUICK METAL which also works very well. That's the thing to have on hand if you're going on a longer trip or if Loctite RC620 is not available.

To reassemble the Bottom Bracket, start by cleaning the bearings very thoroughly with alcohol. Then clean the inside of the shell making sure the shell is clean and free of the old Loctite. The cleaner the surfaces, the better the Loctite bond. Apply Loctite liberally on the outer rim of the new bearings. A 5/8" bolt with large washers and a nut works well in order to align the bearings to fit them in. Make sure the spindle is in place before the Loctite sets up (10 to 30 minutes). Allow for full cure before using the bike. Wipe the housing clean with alcohol. Grease the spindle and slide it in -- tapping if necessary. Liberally grease the collars and replace them. Wipe everything clean with alcohol. Now is the time to check the chainline. Once you've done that, tighten the hex key set screws to hold the chainline. Now, you can remount the crank arms and you should be all set.

FAT CITY CYCLES

Home of the Fat Chance
American Handmade Fat Bikes

BOTTOM BRACKET ASSEMBLY

