

# RX

**hope**



## CAUTION: READ THIS BEFORE INSTALLING YOUR CRANKS!

Riding bicycles can be dangerous. These instructions should be read thoroughly before installation. Failure to follow these instructions before installing and using Hope Technology Components can result in severe injury or death.

## BOX CONTENTS

- Non drive side crankarm sub-assembly
- Drive side crankarm sub-assembly (with or without spider)
- Chainring bolts and pedal washers
- Spider locking tool - HC105-26T

## TOOLS REQUIRED

10mm Allen Key, 2.5mm Allen Key, Torque Wrench

## HOPE WARRANTY

All Hope Technology components are covered for two years from original date of purchase against manufacturer defects in material and workmanship. Proof of purchase is required. Product must be returned to the original retailer to process any warranty claim. This warranty does not cover any damage caused through mis-use or failing to comply by the recommendations given in this manual. This warranty does not affect your statutory rights.

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## PRELIMINARY CHECKS

**001\_** Firstly make sure you are using the right bottom bracket for the crankset - the bearing internal diameter must be 30mm diameter.

**002\_** The other critical dimension is the over bearing width [D in diagram] of the bottom bracket once fitted to the frame. This should measure 96.5mm +/- 1mm Hope manufacture a range of bottom brackets to allow fitment of the RX crank into almost every bottom bracket shell.

## INSTALL SPIDER / SPIDERLESS CHAINRING AND CHAINRING

If not already installed, install the crankset spider or spiderless chainring as follows:

**003\_** Make sure the drive side crankarm to spider interface is clean, free of dust and dirt. Apply a small amount of grease on the spline and thread.

**004\_** Install the spider or spiderless chainring onto the driving spline, making sure the orientation of the spider is correct. Fit the locking shim and engage the locking by hand on the first threads. Do not use the locking tool at this point, the locking should thread oneasily just using your fingers.

**005\_** Finally using the specific locking tool (ref HC105-26T), tighten the locking. To do so you can either use a std BB spanner, 38mm socket or place the tool upside down in a vice. Recommended tightening torque: **50-60 N.m**

**006\_** Following manufacturer instructions, at this point install the chainring onto the spider. The spider is optimised for single ring use but can also be used in a double ring set-up, consult the seperate chainline document. A single ring should be fitted to the outside face of the spider. Chainring bolts recommended tightening torque: **10-12 N.m**

## INSTALL NON DRIVE SIDE SUB ASSEMBLY

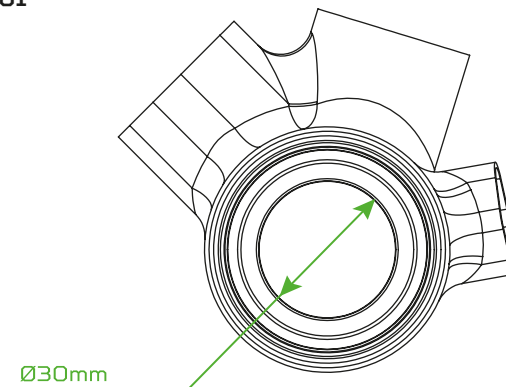
**007\_** Apply grease on the bearing contact surface of the shaft and bearing inner race.

**008\_** Make sure the bearing preload nut is fully screwed on so that there is no gap between the bearing preload ring and the non drive side crankarm.

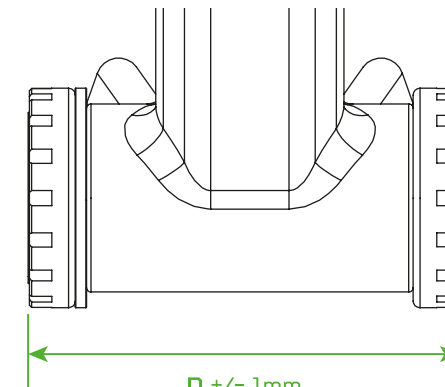
**009\_** Slide the sub assembly in to the bottom bracket from the non drive side of the bike. The shaft should slide in easily by hand.

**DO NOT USE A HAMMER!**

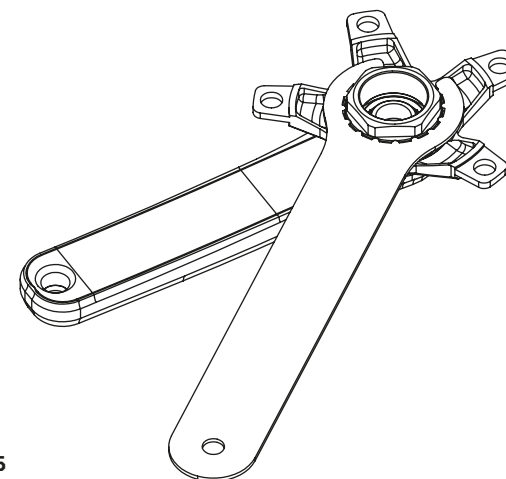
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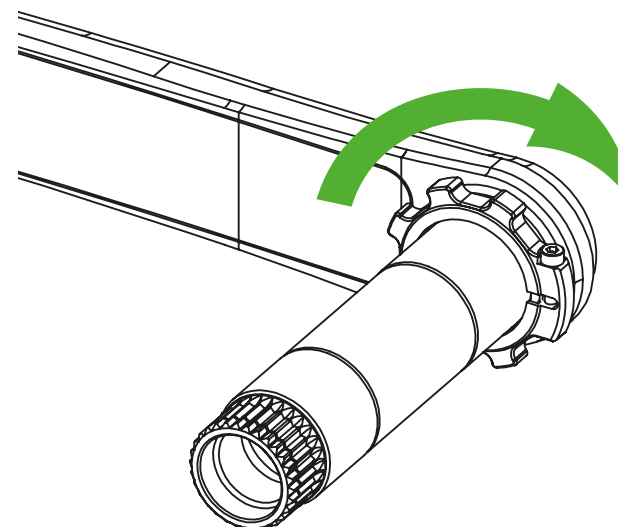
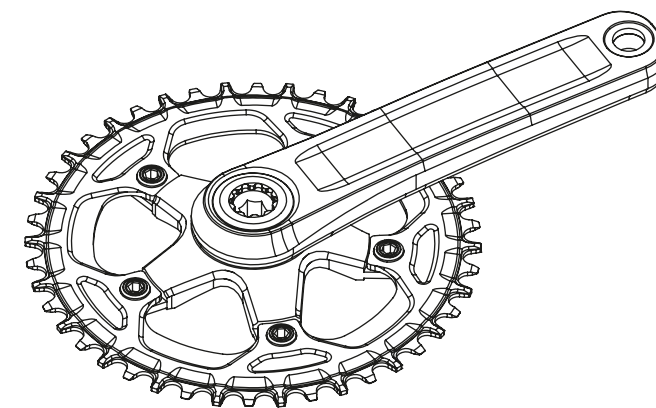
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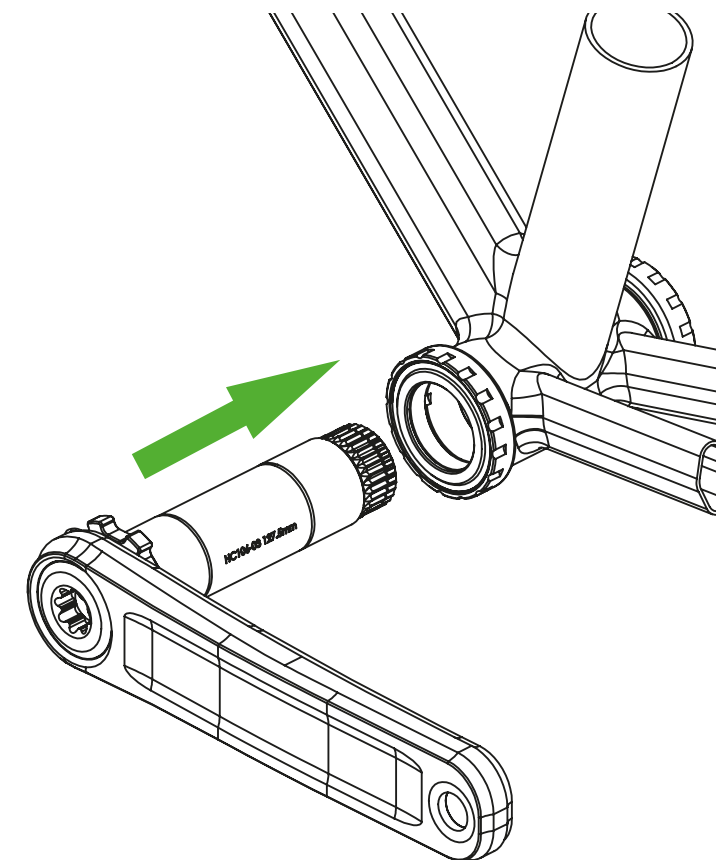
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006



008



009

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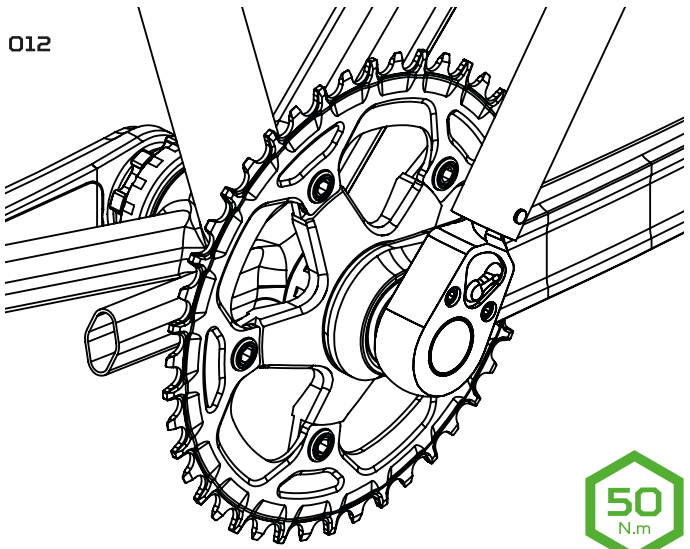
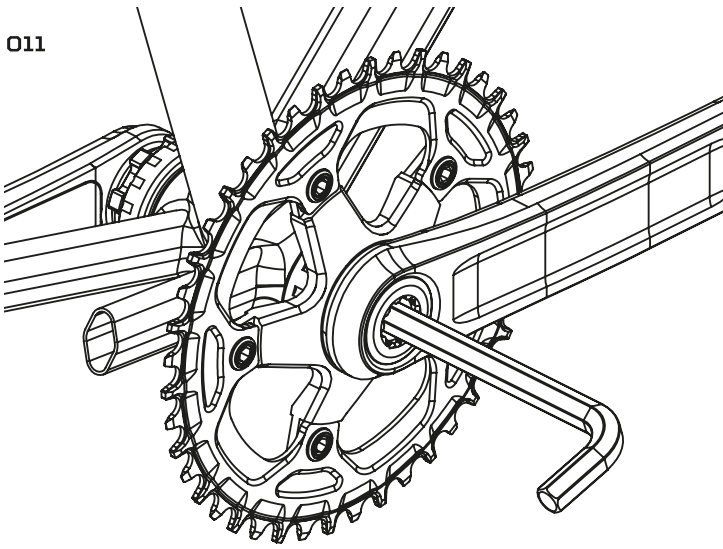
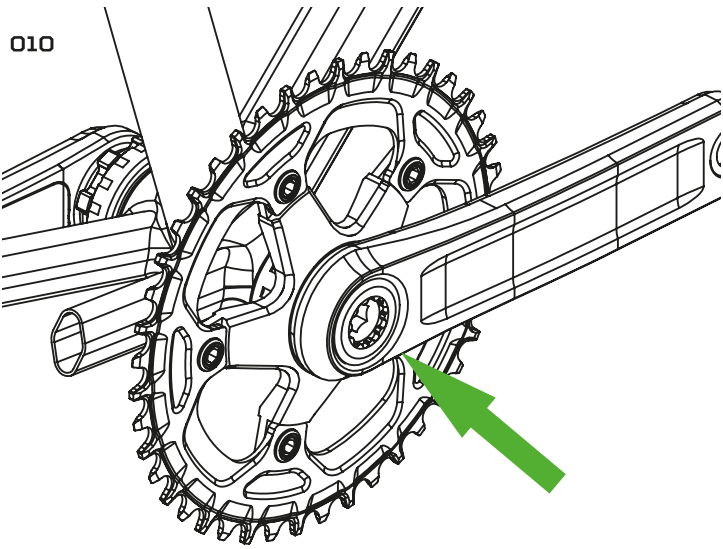


## INSTALL DRIVE SIDE CRANKARM

**010\_**Apply grease to the shaft spline and slide the drive side arm on making sure it is positioned 180 degrees from non drive side arm!

**011\_**Using a 10mm Allen key, screw the crank bolt into the axle thread. Take care to get the thread started correctly before fully tightening. The bolt should turn freely and draw the crank onto the first part of the spline with minimal resistance.

**012\_**Fully tighten the crank bolt, drawing the crank onto the axle spline. The further the crank is drawn onto the spline the more torque will be needed to turn the crank bolt. The crankarm will come to a solid stop against the shaft angled shoulder when properly located.  
Crank bolt recommended tightening torque: **50N.m**



**50**  
N.m

## PRELOAD THE BEARINGS

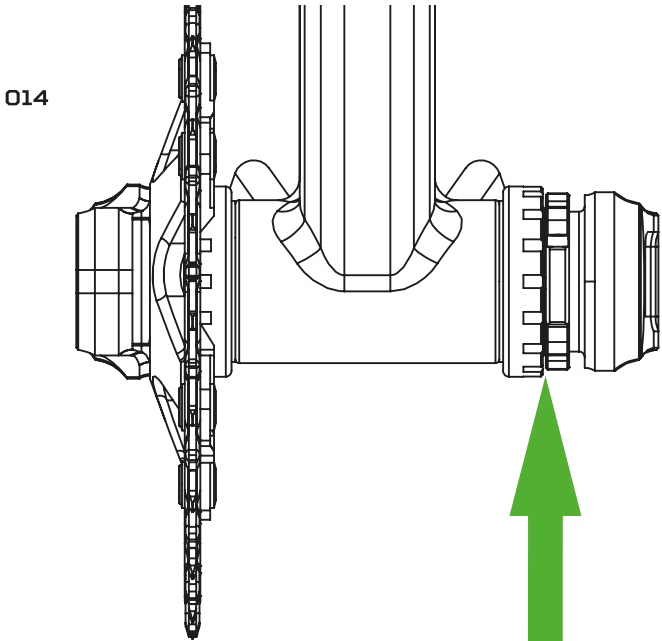
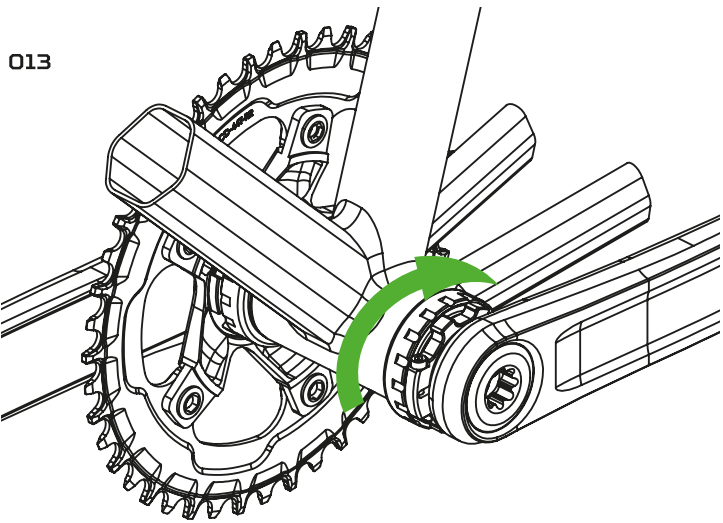
**IMPORTANT:** Do not use any tool to tighten the bearing preload nut. This would overload the bearings and lead to premature wear.

**013\_**Unscrew the preload screw by hand until it comes into contact with the bottom bracket bearing shield.

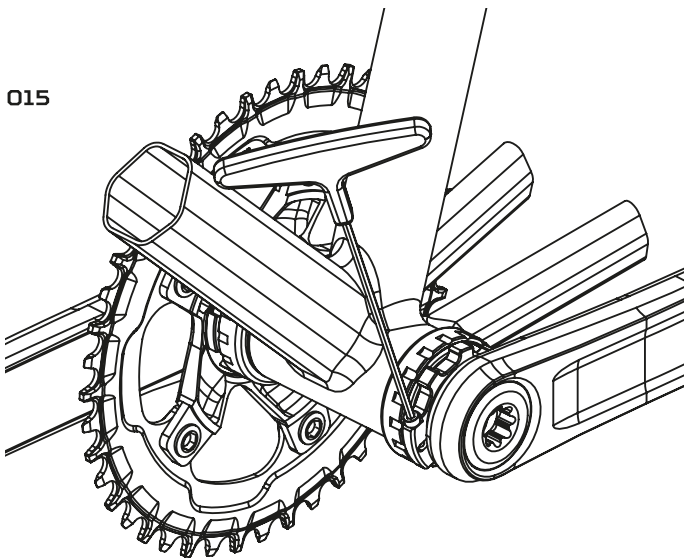
**014\_**There should be no visible gap between the preload nut and the bearing shield.

**015\_**Using a 2.5mm Allen key, tighten the preload nut pinch bolt. Recommended tightening torque: **0.6-0.8 N.m**

**016\_**Check that there is no side play in the crankset assembly and that the bottom bracket can spin freely.



NO GAP



**0.8**  
N.m

## DISASSEMBLY PROCEDURE

**001\_**Using a 10mm Allen key turn the crank bolt on the drive side crank arm anticlockwise to loosen it.

**002\_**Keep turning the bolt in an anticlockwise direction, it will go loose and then you will feel resistance as the crank starts to extract off the axle, keep turning until the drive side crank comes right off the axle.

**003\_**Slide the non drive side crank assembly out of the bottom bracket.

**004\_**Loosen the bearing preload nut pinch bolt using a 2.5mm Allen key and fully screw the nut on so that there is no gap between the bearing preload ring and the non drive side crankarm.

