



M30 ROAD CRANK

DIRECT MOUNT X-SPIDER

SAFETY INFORMATION - READ BEFORE RIDE

Since specific tools and experience are necessary for proper installation, it is recommended that the product be installed by a qualified bicycle technician.

Read these crank service instructions carefully before installing it. Loose, worn or damaged parts may cause riding problems and serious injury may occur as a result. If installation and adjustments are not performed 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.**

- Be careful not to let your clothing get caught in the chain while riding, otherwise you may fall off the bicycle.
- Check that the chain tension 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 or else it may break and you may fall off the bicycle.
- Use a torque wrench to check the final tightening torque of the main crank bolt. Furthermore, after riding approximately 60 miles (100 km), use a torque wrench to re-check the tightening torques, including the chainring bolts. **Main Crank bolt = Torque 48-52nm. Chainring Bolts = Torque 8-10nm.**
- If the frame bottom bracket shell is not parallel, shifting performance will be affected and performance will drop.
- Check that there are no cracks in the crankarms before riding the bicycle. If there are any cracks, the crankarm may break and you may fall off the bicycle.
- Before riding the bicycle, check that there is no play or looseness in the bottom bracket connection. Also, be sure to retighten the crank, chainring bolts, and pedals at periodic intervals.
- If you feel any looseness or 'play' in the bearings, the bottom bracket should be inspected/replaced.
- To ensure the designed performance, only use 10 or 11sp chains.
- **Parts are not guaranteed against natural wear or deterioration resulting from normal use.**
- 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.

READ THE STEP BY STEP INSTALLATION INSTRUCTIONS PROVIDED ON THE OTHER SIDE.

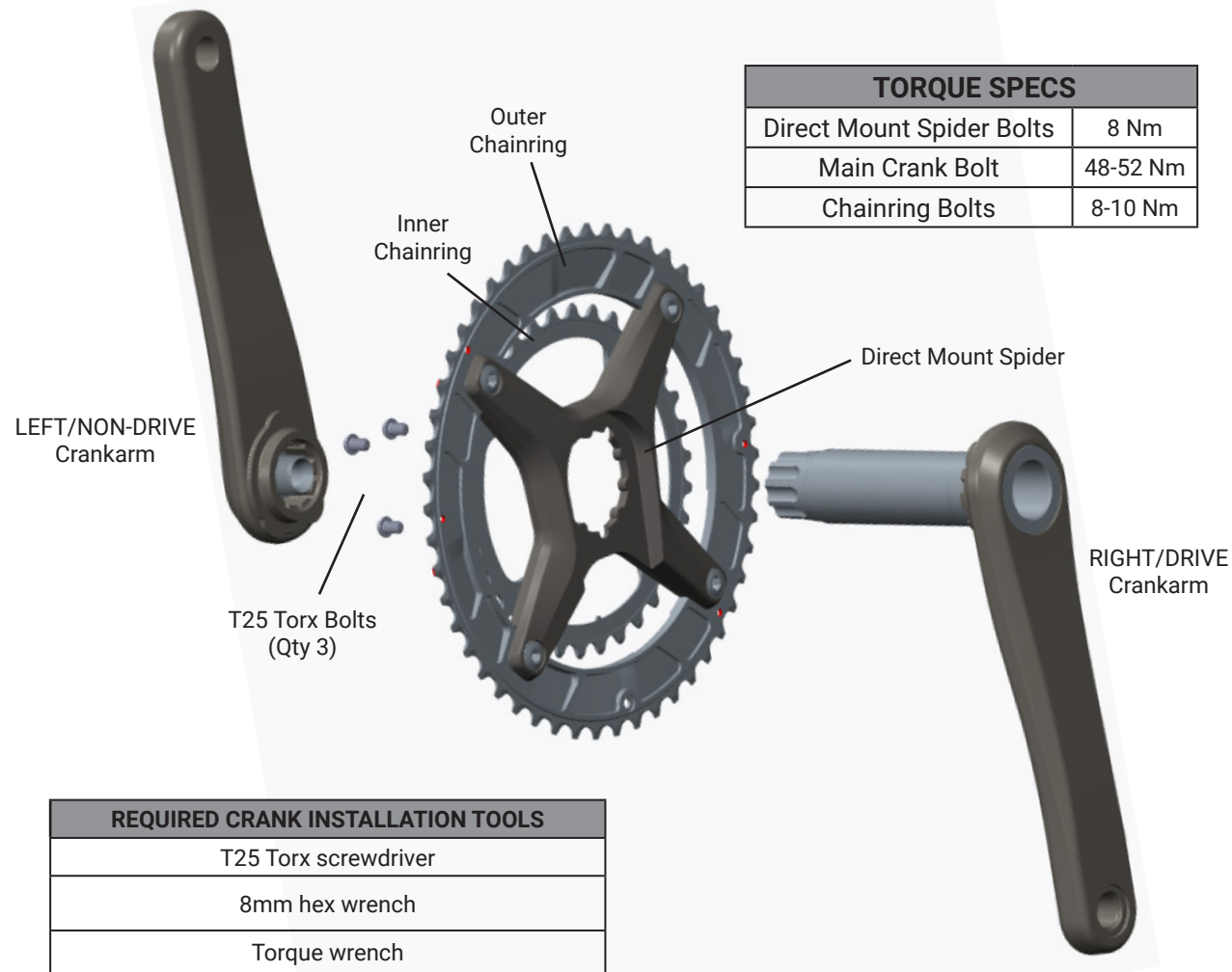
WARRANTY

- Praxis Works products are warranted to be free from defects in materials or workmanship for two years after original purchase. The warranty is non-transferable and valid to the original purchaser of the product only.
- Any attempt to modify the product in any way such as drilling, grinding or painting will void the warranty.
- This warranty is not valid for "abused" or neglected products, or products that are damaged by improper installation.
- If a defect is found, our entire liability and your sole remedy shall be, at our option, free repair or replacement of the Praxis product.
- Except as expressly required by law, Praxis Works shall not be held liable for any indirect, special, or consequential damages.

THIS WRITTEN EXPRESS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, IMPLIED OR EXPRESSED. This 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**

M30 Road Direct Mount Compatibility and Spec

BOTTOM BRACKET	68mm BSA, 68mm BB30/PF30, BB86, 386EVO, BBRright, T47	
FRONT DERAILLEUR	Braze-on or Clamp-on	
GEARING	48/32, 50/34, 52/36, 53/39	38, 40, 42
BCD	160/104	DM-1X
CRANKARM LENGTH	160, 165, 170, 172.5, 175	
CHAIN	10 sp or 11sp (No Campy for 1X)	



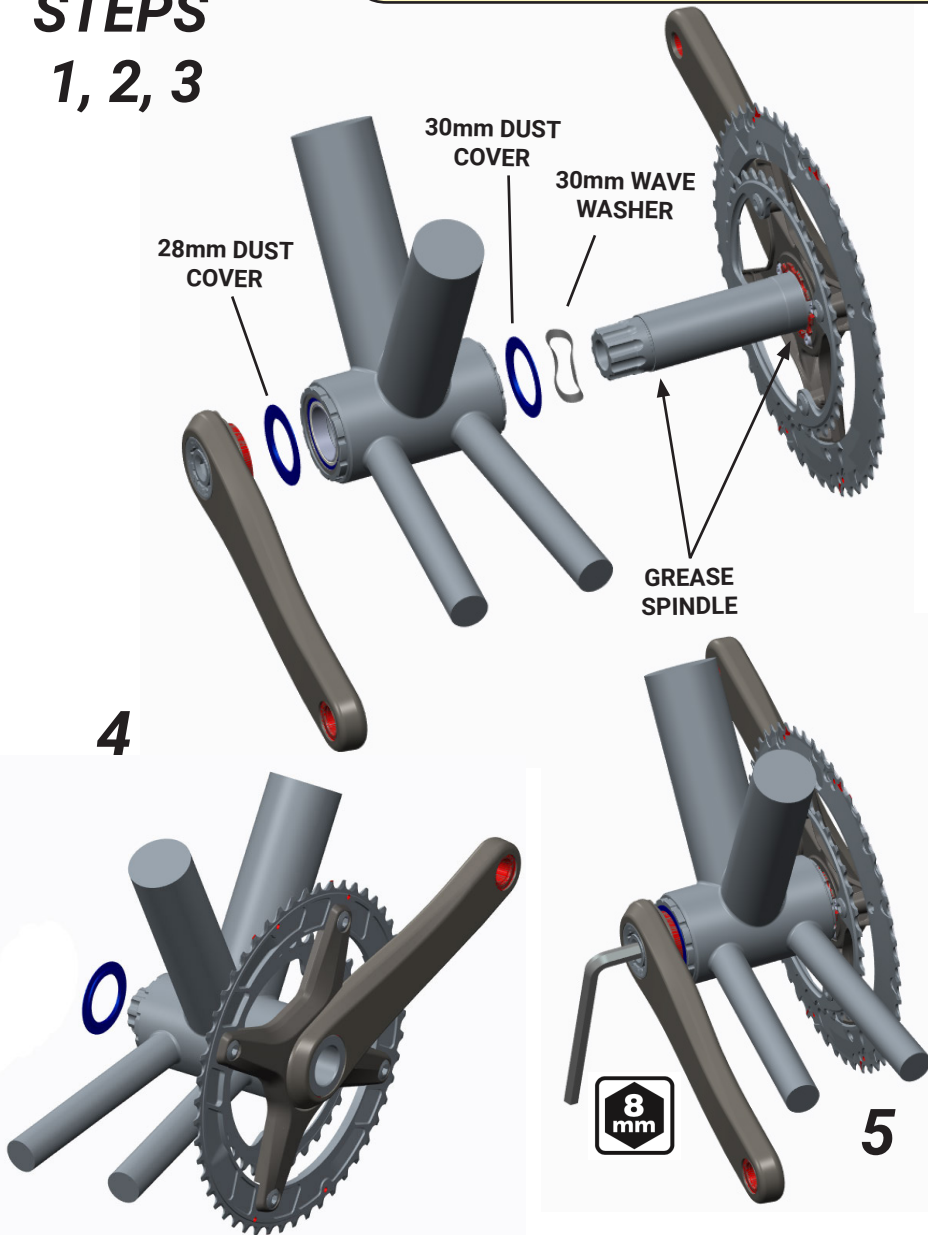
TORQUE SPECS	
Direct Mount Spider Bolts	8 Nm
Main Crank Bolt	48-52 Nm
Chainring Bolts	8-10 Nm

REQUIRED CRANK INSTALLATION TOOLS
T25 Torx screwdriver
8mm hex wrench
Torque wrench

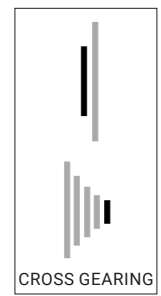
INSTALLATION

STEPS 1, 2, 3

READ THIS FIRST: These are crank installation instructions only. The bottom bracket (sold separately) must already be installed in the frame. Be sure to use only 1 (one) BB Dust Cover (DC) per side during crank installation.



- 1 Refer to GUIDE (right), then find the correct 2 dust covers (1 or 2mm) for your specific crank. Sometimes DCs are already on BB cups. If so the Praxis wordmark will show and you want to make sure those DCs are the right ones.
- 2 Slide the Drive side 30mm I.D. Wave Washer onto the spindle. Next, slide on the correct 30mm I.D. RIGHT/DRIVE dust cover with the Praxis wordmark facing out/away from the frame.
- 3 Now grease the spindle. Then insert it and the crank into the Drive cup and push spindle fully through the bottom bracket.
- 4 Slide the 28mm I.D. LEFT/NON-DRIVE dust cover onto the spindle, with the Praxis wordmark facing out/away from the frame.
- 5 Finally, use an 8mm hex torque wrench (not shown) and tighten the Non-Drive crankarm bolt to 48-55Nm. Spin crank to make sure it moves freely.



CRANK REMOVAL
Insert 8mm hex wrench into LEFT/NON-DRIVE crankarm bolt. Turn wrench counterclockwise to initially loosen the bolt. After it loosens the resistance will increase, which is normal. Just keep turning to complete removal of LEFT/NON-DRIVE crankarm. Then you can remove the RIGHT/DRIVE crankarm from the frame.

NOTE : CROSS GEARING SMALL/SMALL

When the chain is in the black/black position shown (diagram), the chain may contact the chainrings or front derailleurs and make noise. If the noise is a problem, shift the chain onto one of the next-larger rear sprockets.

DUST COVER GUIDE

**28mm I.D.
LEFT/NON-DRIVE**

**30mm I.D.
RIGHT/DRIVE**

<p>2mm Cover ALL CRANKS (Stepped Cover)</p>		<p>1mm Cover FOR 3-BOLT DM ROAD 2mm Cover FOR INTEGRATED SPIDER ROAD</p>
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