E-CRANK

Models - E-Crank Carbon/Alloy

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 the service instructions of your crank carefully prior to installing the parts. Loose, worn or damaged parts may cause riding problems and serious injury may occur as a result. If installation and adjustments are not carried out 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 tension of the chain 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. The chain may break and you may fall off the bicycle if this is not done.
- Use a torque wrench to check the final tightening torque of the main crank bolt and chairing bolts. Furthermore, after riding approximately 100 km (60 miles), use a torque wrench to re-check the tightening torques. *Main Crank bolt =* ***Torque 48-55Nm.*** *Chainring Bolts =* ***Torque 8-10Nm.***
- If the 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, chain ring 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 11 or 12sp 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 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**

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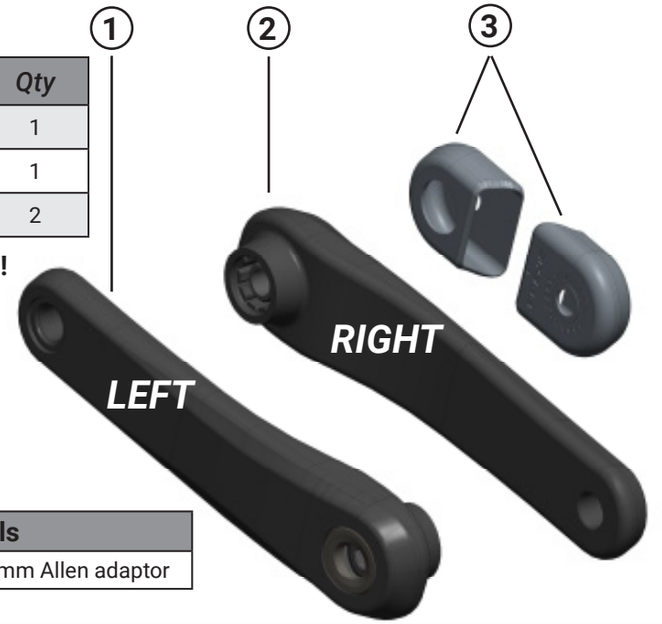
INCLUDED PARTS

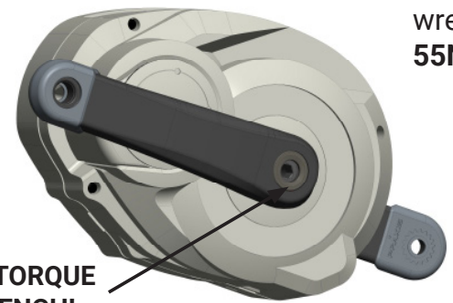
	Part	Qty
1	**LEFT** /Non-Drive Crankarm	1
2	**RIGHT**/Drive Crankarm	1
3	Protective Carb Crank Boots*	2

*** Rubber Boots for MTN CARBON ONLY!**



Required Installation Tools	
Any E-Motor	One torque wrench and an 8mm Allen adaptor

INSTALLATION



1. Look on BACK of each crank arm to identify the LEFT and RIGHT arms. Use an **8mm Allen** torque wrench and tighten the Crankarm bolt to **48-55Nm.**
2. Spin crank to make sure it moves freely
3. Your installation is now complete

INSTALLATION TORQUE SPECS	
Main Crank Bolt	**48-55 Nm**

CRANK REMOVAL

Insert **8mm** hex wrench into 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 the crankarm.

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