



You are one of the select few - the people who we want riding our products first! We hope you love these cranks as much as we do, and we're excited to hear what you think!

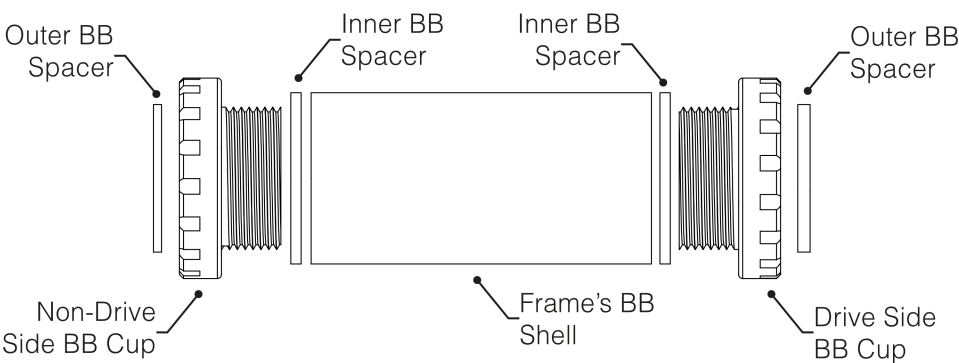
Atherton
bikes

**PRE-LAUNCH
CRANKS**

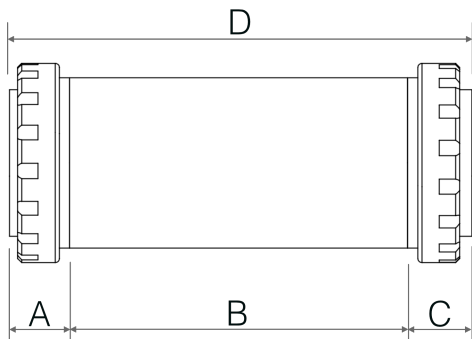
Bottom Bracket Spacing



For your Atherton cranks to operate as intended, they must be spaced correctly. Depending on your choice of bottom bracket, this is achieved in different ways using a combination of inner and outer spacers.



This combination of parts can be categorised into 4 different measurements. The Non-drive BB assembly (A), the frame's BB shell (B), Drive BB assembly (C), and D, the combination of A, B, and C .



BB Spacing Guide and Chainring Offsets:

Config	Chainline	Chainring Offset	A	B	C	D(A+B+C)
Trail	52	3	11	73	15.5	99.5
Trail Wide	55	3	14	73	18.5	105.5
Downhill	56.5	6	13.5	83	18	114.5

Whilst the pre-load collar can be used to accommodate some deviation across dimension D, a deviation exceeding +/-1mm should be resolved using additional spacers BB spacers.

Examples of how the correct spacing can be achieved for some popular BB models can be seen below:

BB	Config	Outside N-Drive	Inside N-Drive	Inside Drive	Outside Drive
SRAM DUB	Trail	0	0	0	4.5
	Trail Wide	3	0	0	7.5
	DH	0	2.5	2.5	4.5
Enduro Max HIT	Trail	0	0	0	3 * 1.5
	Trail Wide	2 * 1.5	0	0	5 + 2.5
	DH	0	2.5	2.5	3 * 1.5

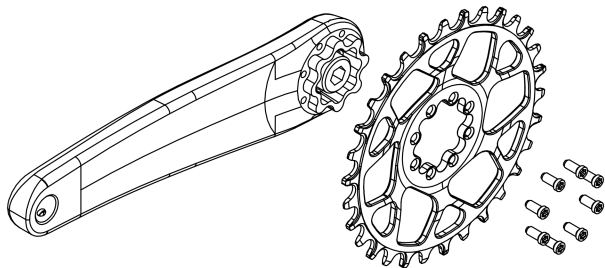
Assembly Instructions



Assembly Compound	Interface / Area
Anti-Seize	M18 Spindle Bolt → Spindle Threads
	Spindle → Arm: Spline Interface
	Pedal → Crank Arm
Loctite 241 thread lock	8 * T20 Chainring Bolts → Crank Arm
	M2.5x8 Pre-load Collar Bolt
	Extractor Cap → Crank Arm
Multi-Purpose Grease	Spindle → Bottom Bracket Bearing Interface
	Spindle Bolt Washer → Crank Arm
	Spindle Bolt Washer → Spindle Bolt

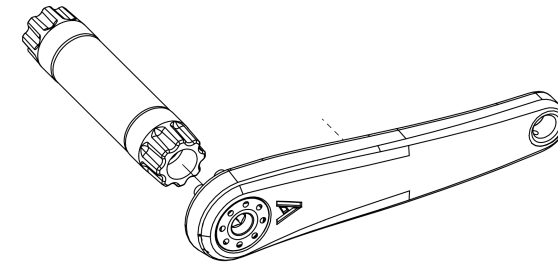
Step 1: Chainring → Drive Arm

Fasten the chainring to the drive side crank arm using the provided bolts and a T20 torx key. Working around the bolts in a star pattern to ensure the chainring is seated evenly, tighten each bolt progressively to 4Nm.



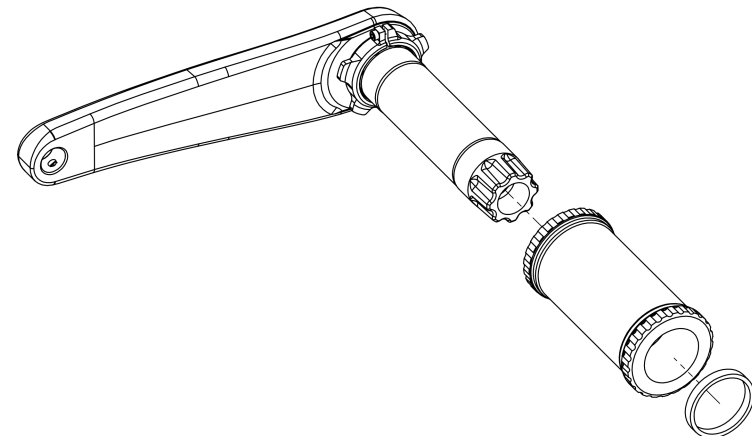
Step 2: N-Drive Arm → Spindle

With the spline interface and internal threads of the spindle coated in the provided copper grease, locate the non-drive crank arm onto the spindle and tighten to 45Nm using an 8mm allen key.



Step 3: Spindle → Bottom Bracket

With the correct BB spacers in place (see page 2) and a coating of multi-purpose grease on the contacting faces between the spindle and BB bearings, slide the axle through the bottom bracket.

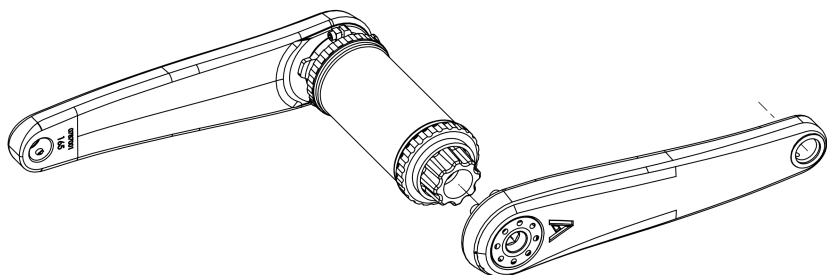


Assembly Instructions



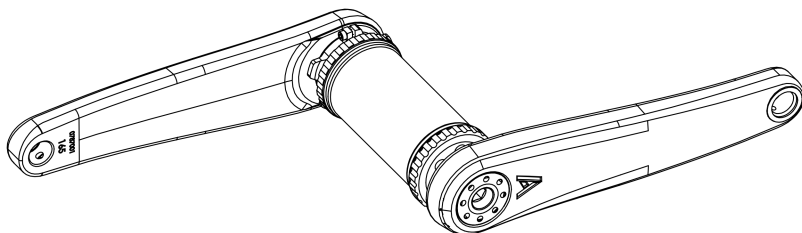
Step 4: Drive Side Arm → Spindle

Coat the spline interface and internal threads of the spindle with the provided copper grease. With the crank arms parallel, locate the drive-side crank arm onto the axle. Tighten the drive side clamping fastener to pull the arm into position until reaching 45Nm.



Step 5: Positioning

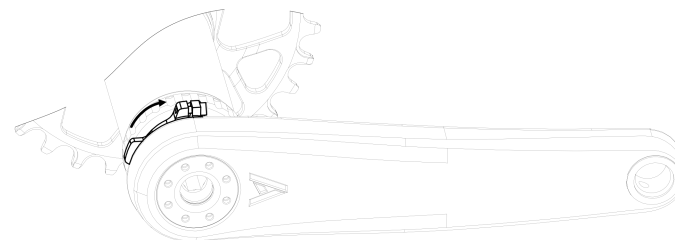
Using a soft mallet, or the palm of your hand, knock the assembled crank set through the BB (from the drive side towards the non-drive side). Ensure the face of the drive side crank arm is in contact with the bottom bracket assembly



Step 6: Pre-Load

Turn the pre-load collar clockwise (looking from the non-drive side) until it contacts the BB assembly.

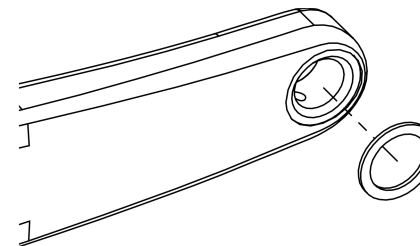
Once in position, gently tighten the pre-load collar clamping bolt to 1.5Nm to lock the collar in position.



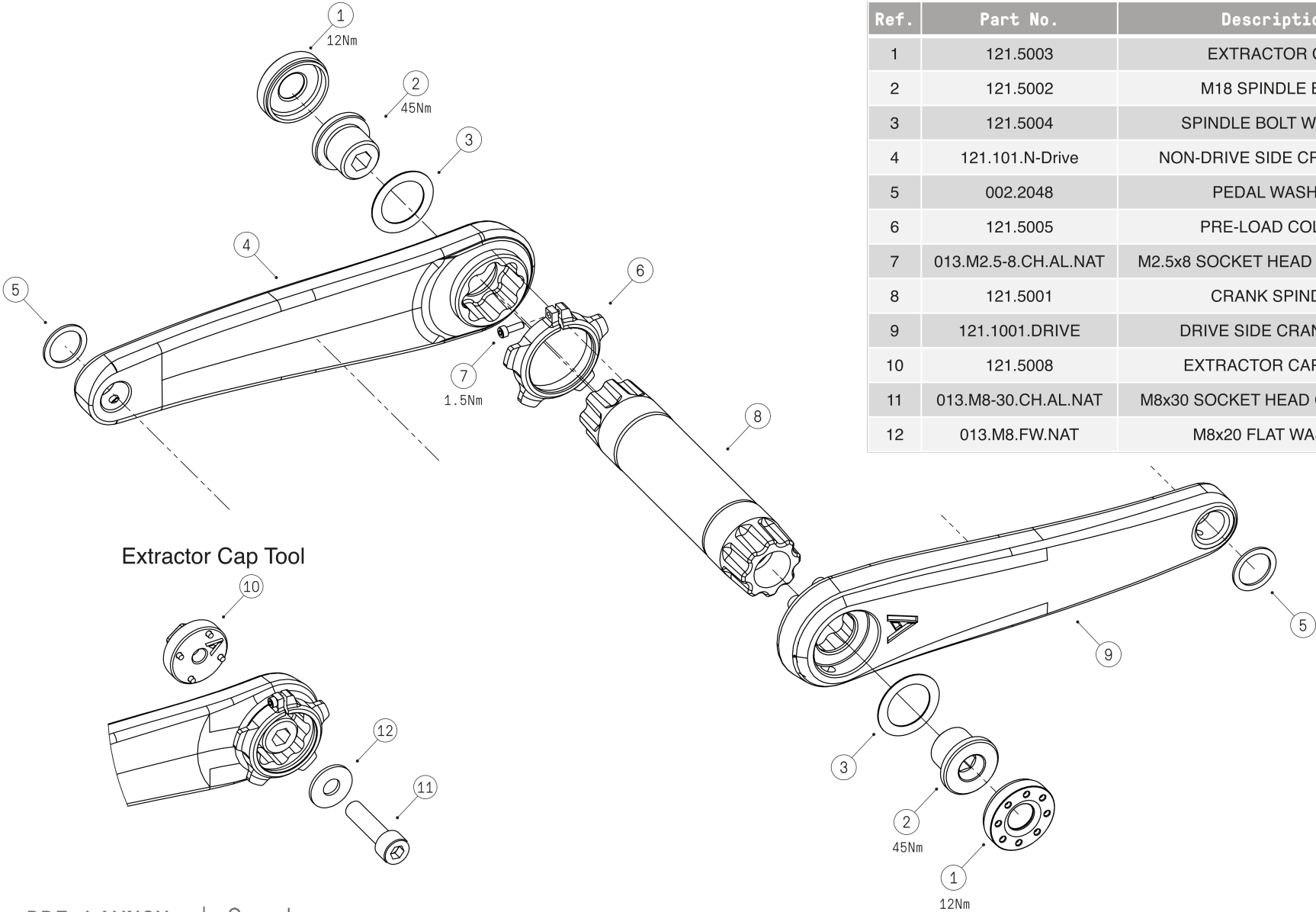
Step 7: Pedal washers and pedals

Take care to identify the drive and non-drive pedals and ensure the thread orientation is observed when installing.

Using a small dab of grease to hold them in position, locate the pedal washers in the counter-bores on both crank arms. With copper grease applied to the threads, tighten the pedals to the torque recommended by the manufacturer (appx. 35-40Nm).



Exploded Diagram



Ref.	Part No.	Description	Qty.
1	121.5003	EXTRACTOR CAP	2
2	121.5002	M18 SPINDLE BOLT	2
3	121.5004	SPINDLE BOLT WASHER	2
4	121.101.N-Drive	NON-DRIVE SIDE CRANK ARM	1
5	002.2048	PEDAL WASHER	2
6	121.5005	PRE-LOAD COLLAR	1
7	013.M2.5-8.CH.AL.NAT	M2.5x8 SOCKET HEAD CAP SCREW	1
8	121.5001	CRANK SPINDLE	1
9	121.1001.DRIVE	DRIVE SIDE CRANK ARM	1
10	121.5008	EXTRACTOR CAP TOOL	1
11	013.M8-30.CH.AL.NAT	M8x30 SOCKET HEAD CAP SCREW	1
12	013.M8.FW.NAT	M8x20 FLAT WASHER	1