

EVO

hope



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.

Measure the following:

133.5mm Shaft (68/73/89.5/92mm frame) - 96.5mm +/- 1mm

148.5mm Shaft (83mm frame) - 111.5mm +/- 1mm

165.5mm Shaft (100mm frame) - 128.5mm +/- 1mm

185.5mm Shaft (120mm frame) - 148.5mm +/- 1mm

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 lockring shim and engage the lockring by hand on the first threads. **Do not** use the lockring tool at this point, the lockring should thread on easily just using your fingers.

005 Finally using the specific lockring tool (ref HC105-26T), tighten the lockring. 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, if needed, at this point install the chainring onto the spider. Use the hardware provided and if you aren't using a bashring use the spider tab covers on the outside face of the spider. Chainring bolts recommended tightening torque: **10-12 N.m**

INSTALL NON DRIVE SIDE SUB ASSEMBLY

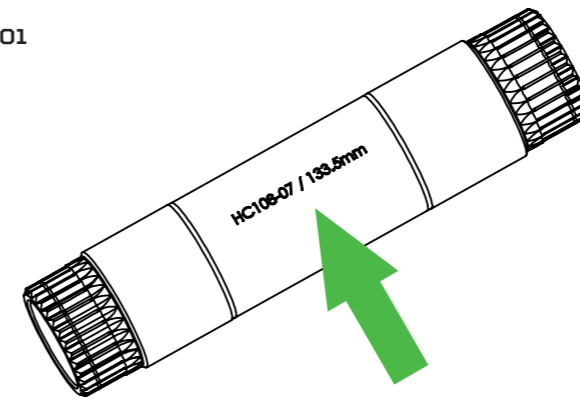
007 Apply grease on the bearing contact surface of the shaft and bearing inner race.

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.

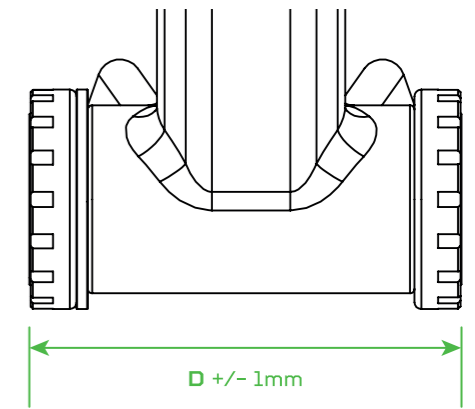
009 Slide the sub assembly in to the bottom bracket from the non drive side of the bike. The shaft should slide in easily by hand.

DO NOT USE A HAMMER!

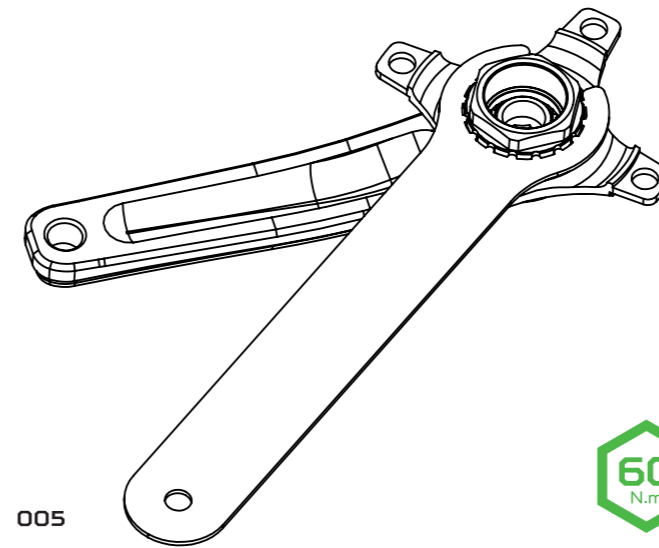
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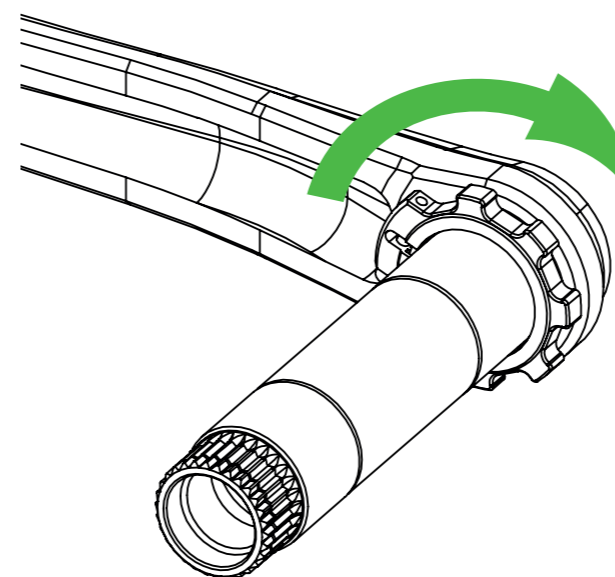
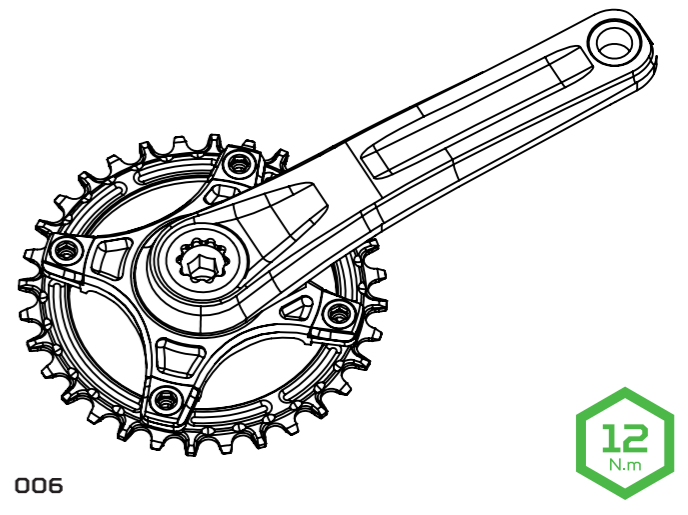
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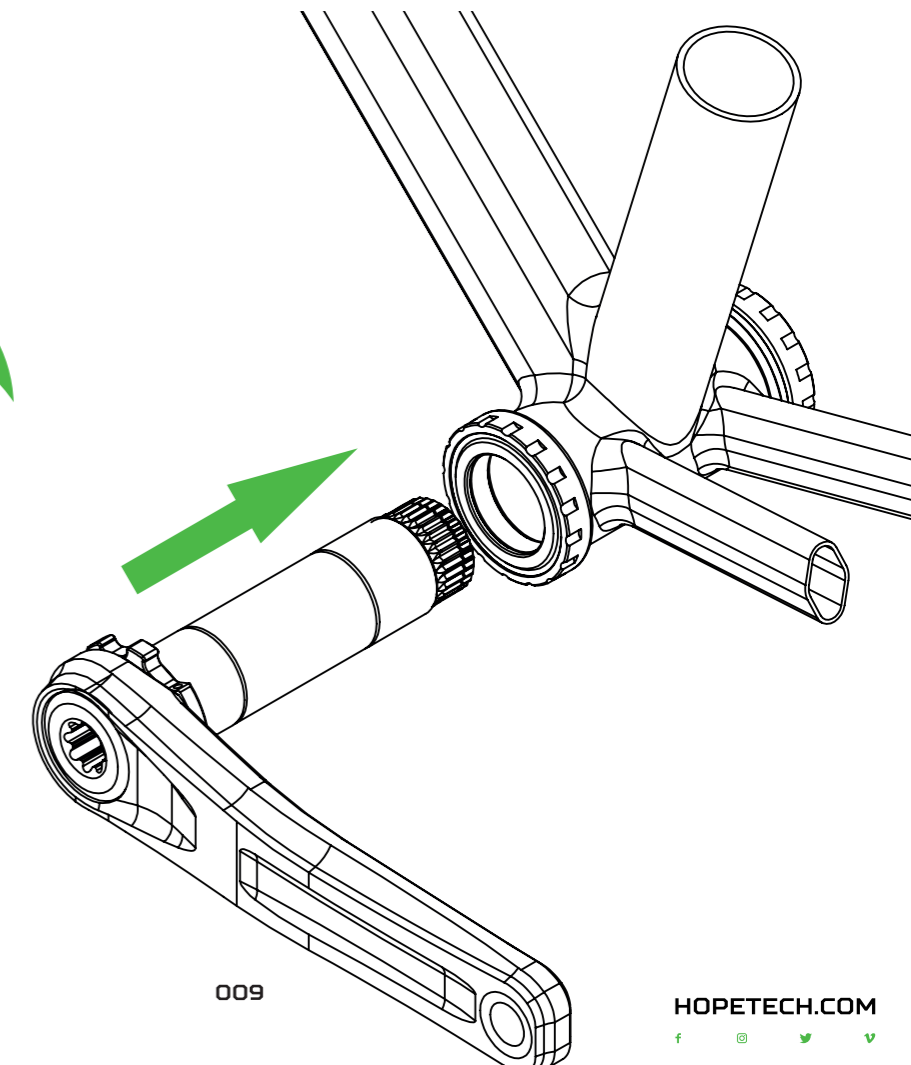
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CAUTION: READ THIS BEFORE INSTALLING YOUR CRANKS!

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, spider tab covers, pedal washers
- Spider lockring 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.

HOPE TECHNOLOGY
(IPCO) Limited

Hope Mill, Calf Hall Road
Barnoldswick, Lancashire
BB18 5PX, United Kingdom

T: 01282 851400 - E: info@hopetech.com - W: hopetech.com

HOPETECH.COM



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: **50 N.m**

PRELOAD THE BEARINGS

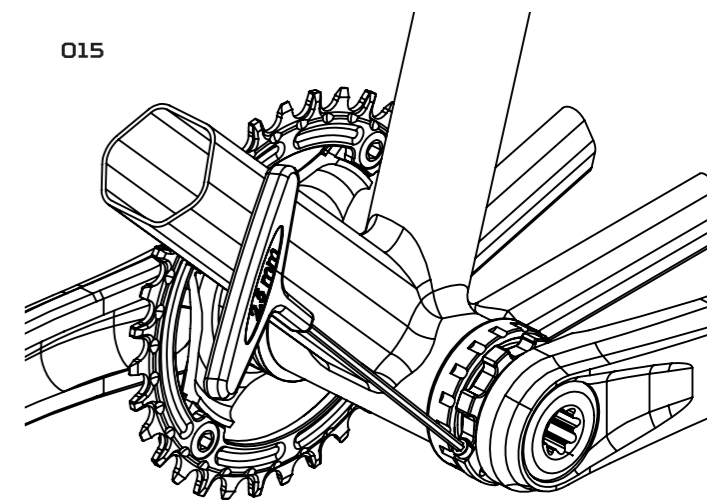
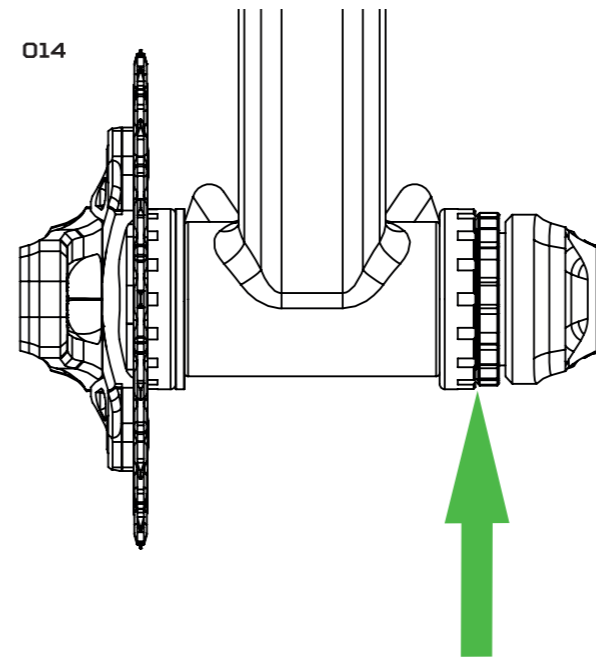
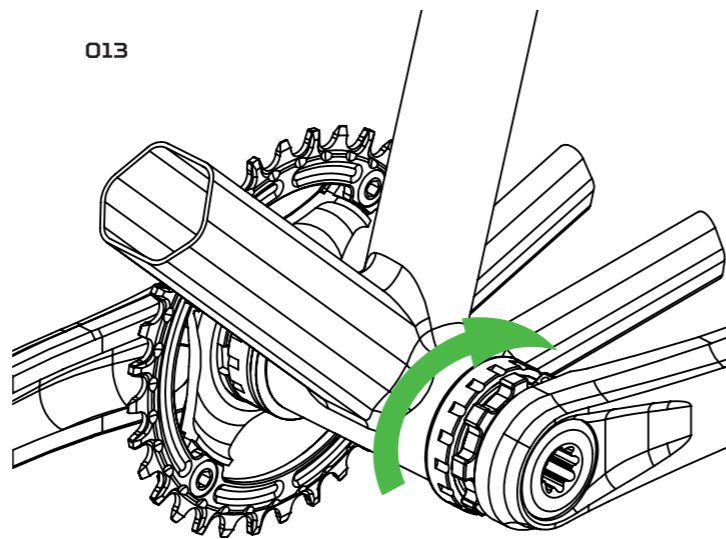
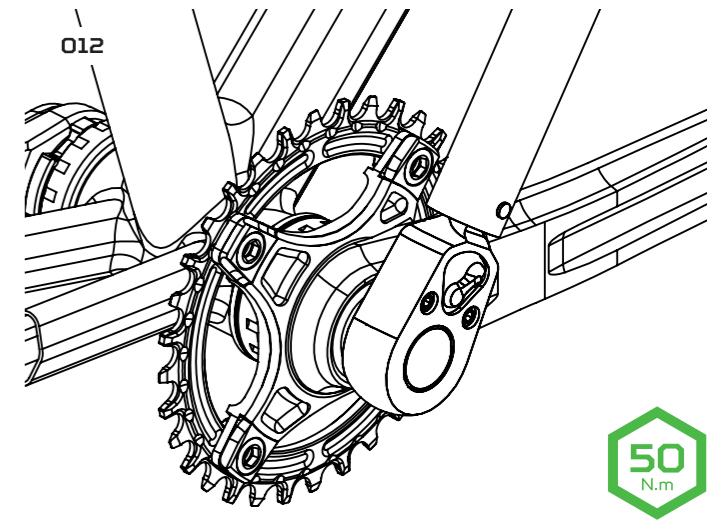
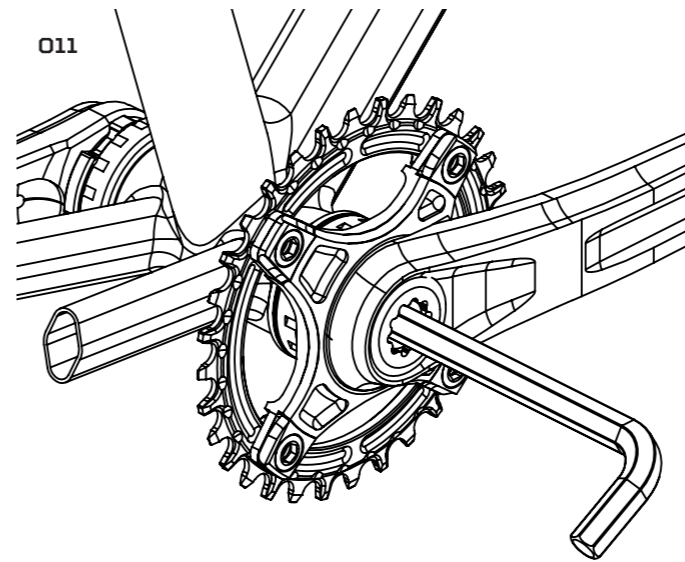
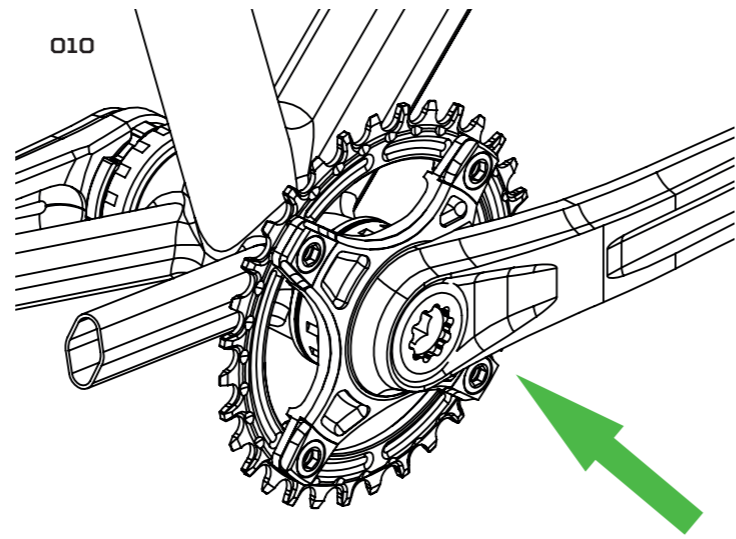
IMPORTANT: Do not use any tool to tighten the bearing preload nut. This would overload the bearings and lead to premature wear.

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.



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 completely 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. Fully screw the nut on so that there is no gap between the bearing preload ring and the non drive side crankarm.

