

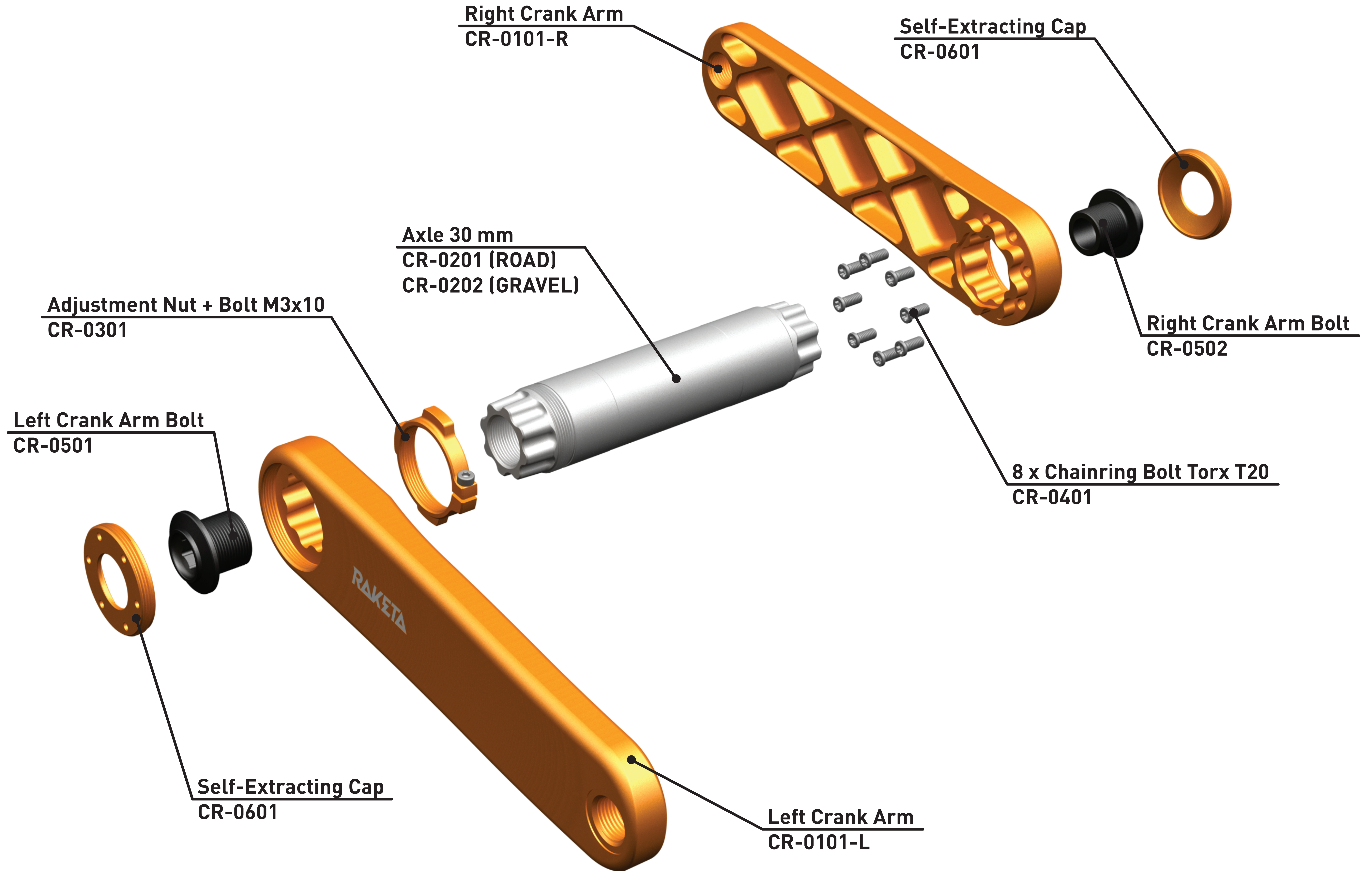
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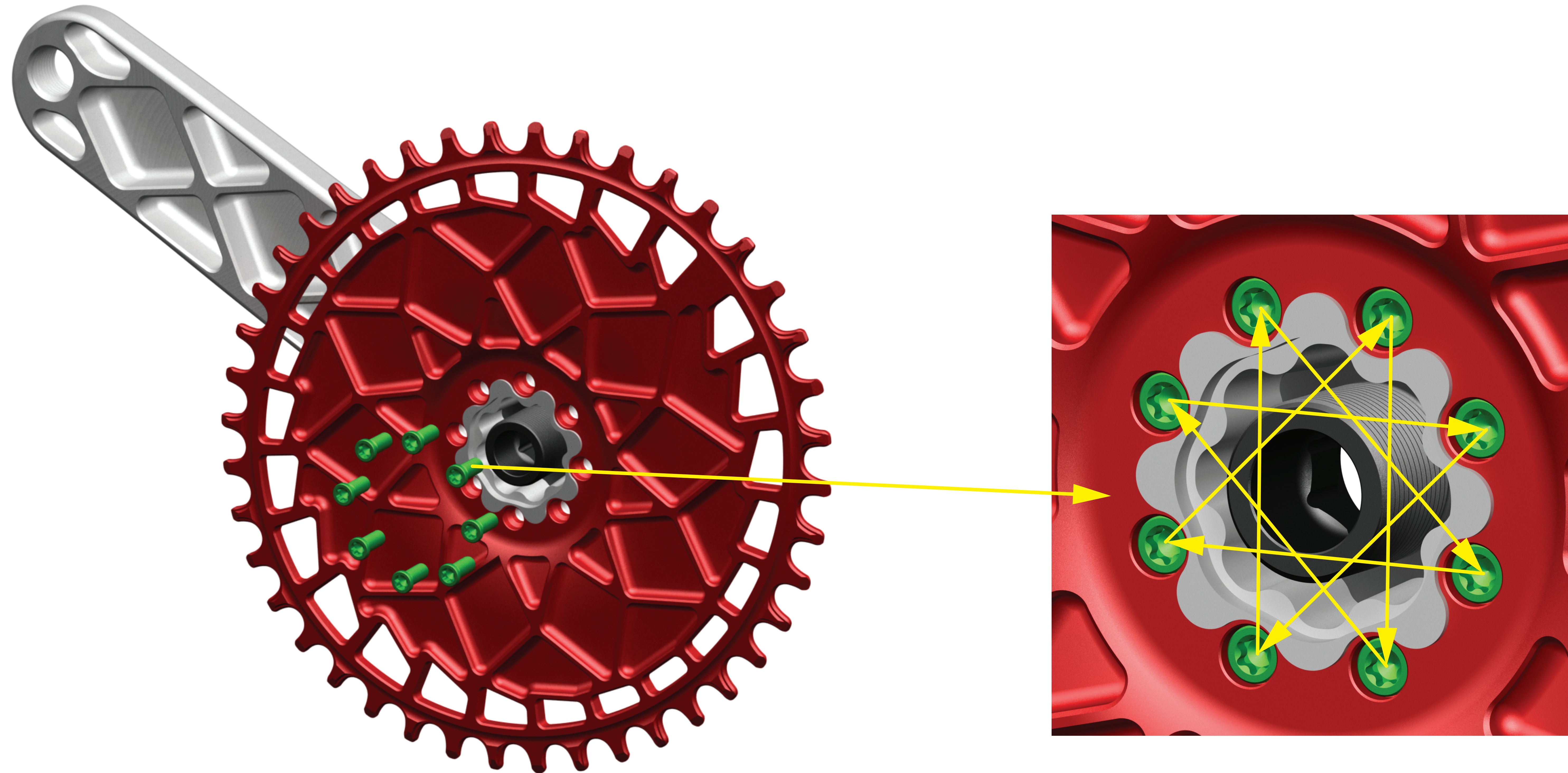
**ROAD & GRAVEL CRANKSET
USER MANUAL**

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ROAD & GRAVEL CRANKSET USER MANUAL

Overview





Install the chainring (spider) onto the drive side crank arm with the mounting bolts.
Note that there is only one possible position for the chainring (spider).

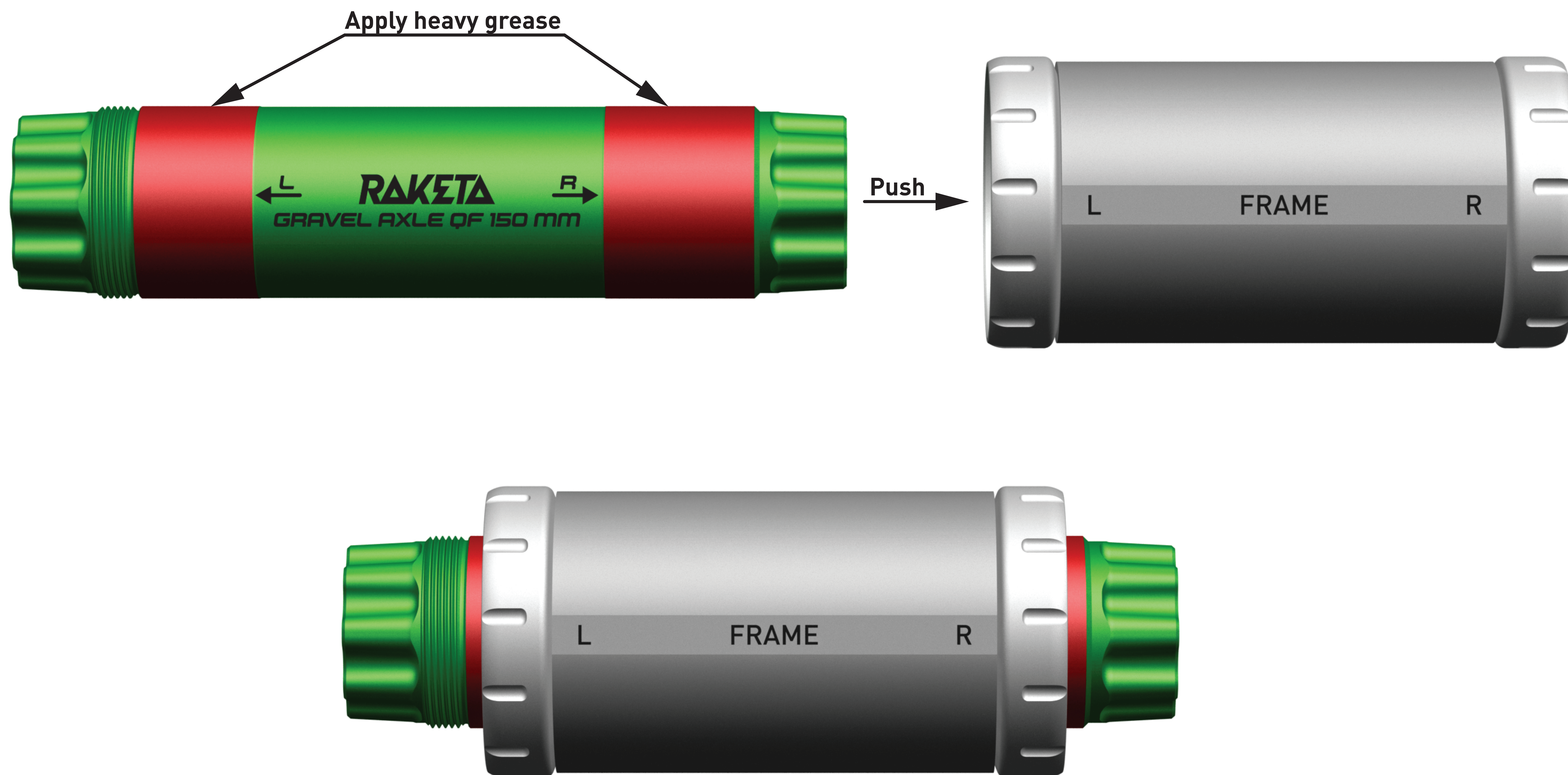
Medium compound thread locker (such as Loctite Blue 242) must be applied to the bolts.

Tighten the mounting bolts 1 turn in an alternating sequence until a torque of 4 N·m is achieved for each bolt.
Use a torque wrench with a Torx T20 bit.

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Axle installation

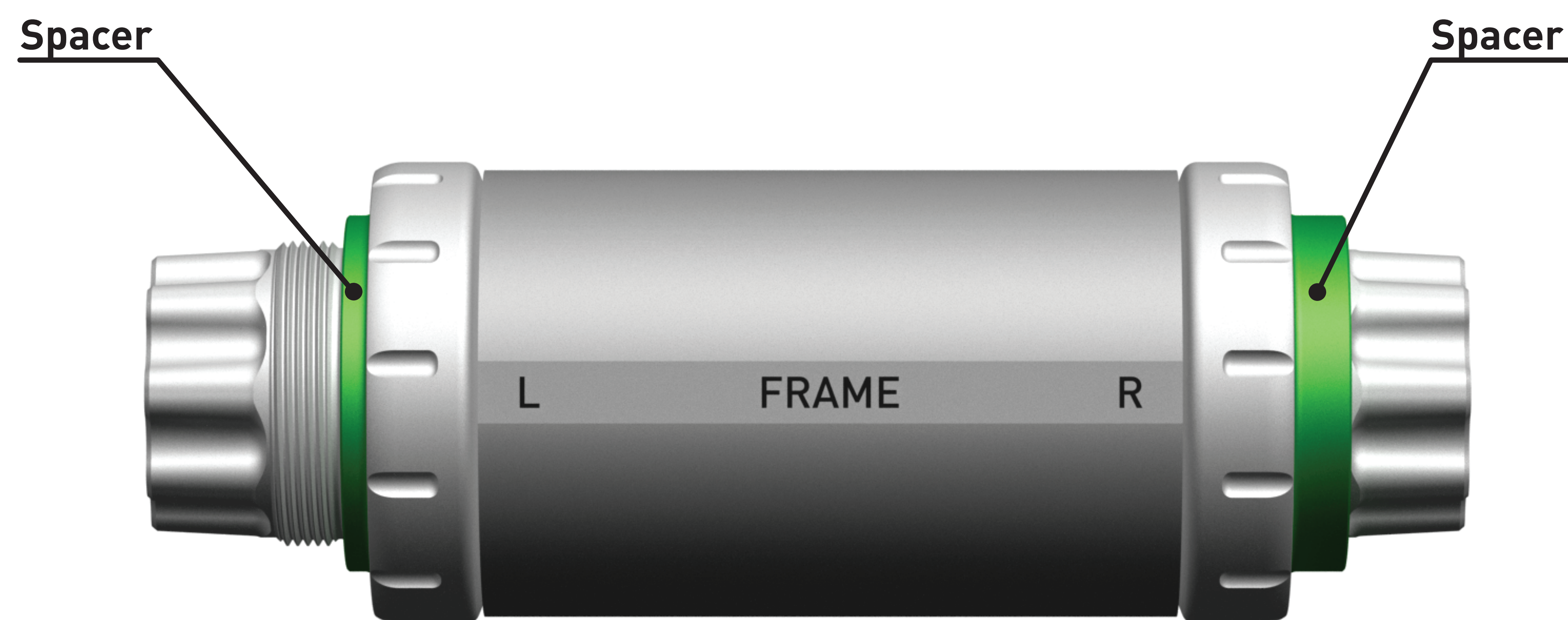


Apply heavy grease (like bearing grease) to the bearing races of the axle and push the axle into the bottom bracket. Use a mallet if the fit is too tight to push by hand.

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Spacers installation



Install required spacers.

If you are using a Raketa bottom bracket go to the pages 6-9 to select correct spacers.

If you are using a third-party bottom bracket go to the page 10 to calculate the required width of the spacers.

BSA 68 MM BOTTOM BRACKET WITH ROAD AXLE



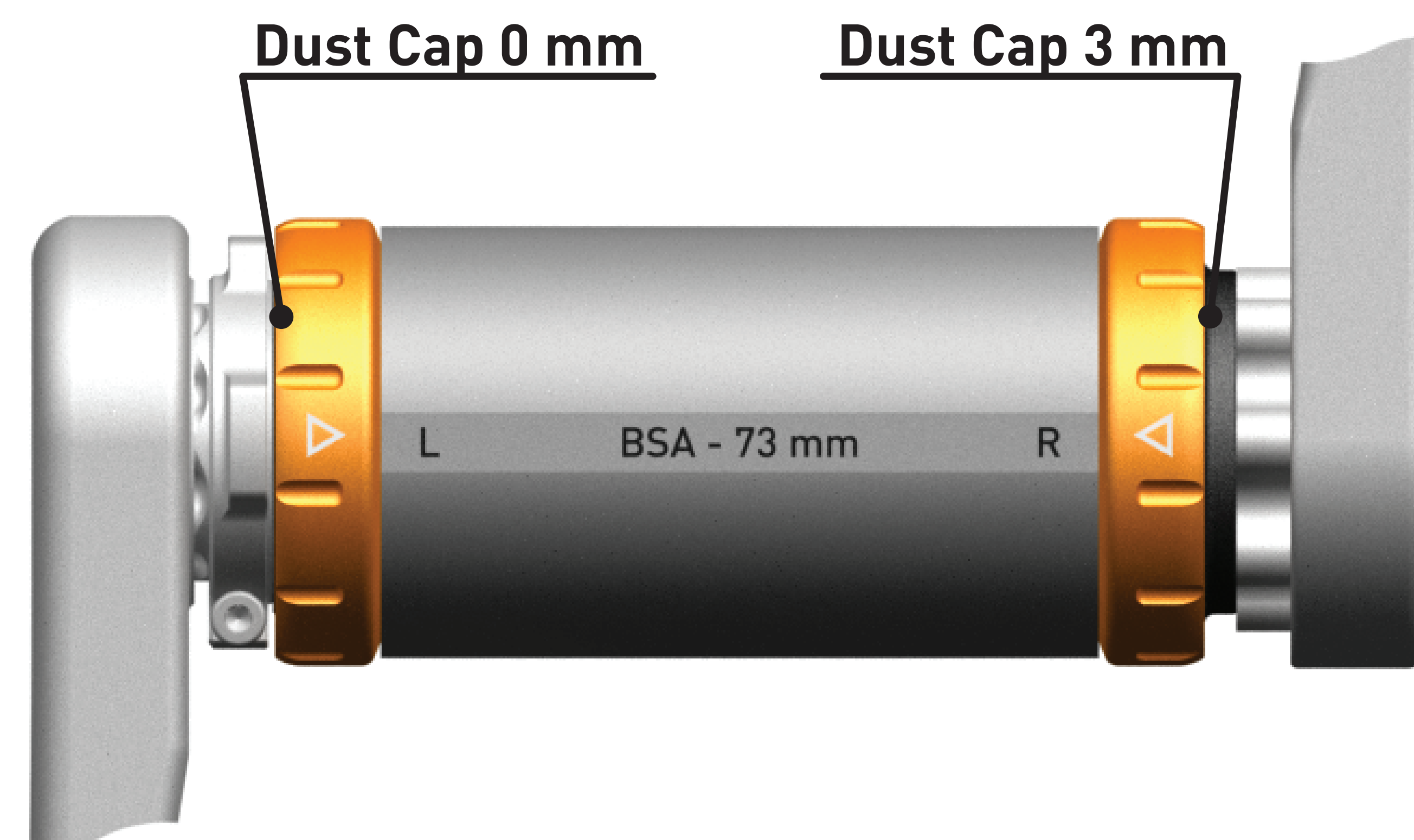
BSA 68 MM BOTTOM BRACKET WITH GRAVEL AXLE



BSA 73 MM BOTTOM BRACKET WITH ROAD AXLE

NON COMPATIBLE

BSA 73 MM BOTTOM BRACKET WITH GRAVEL AXLE



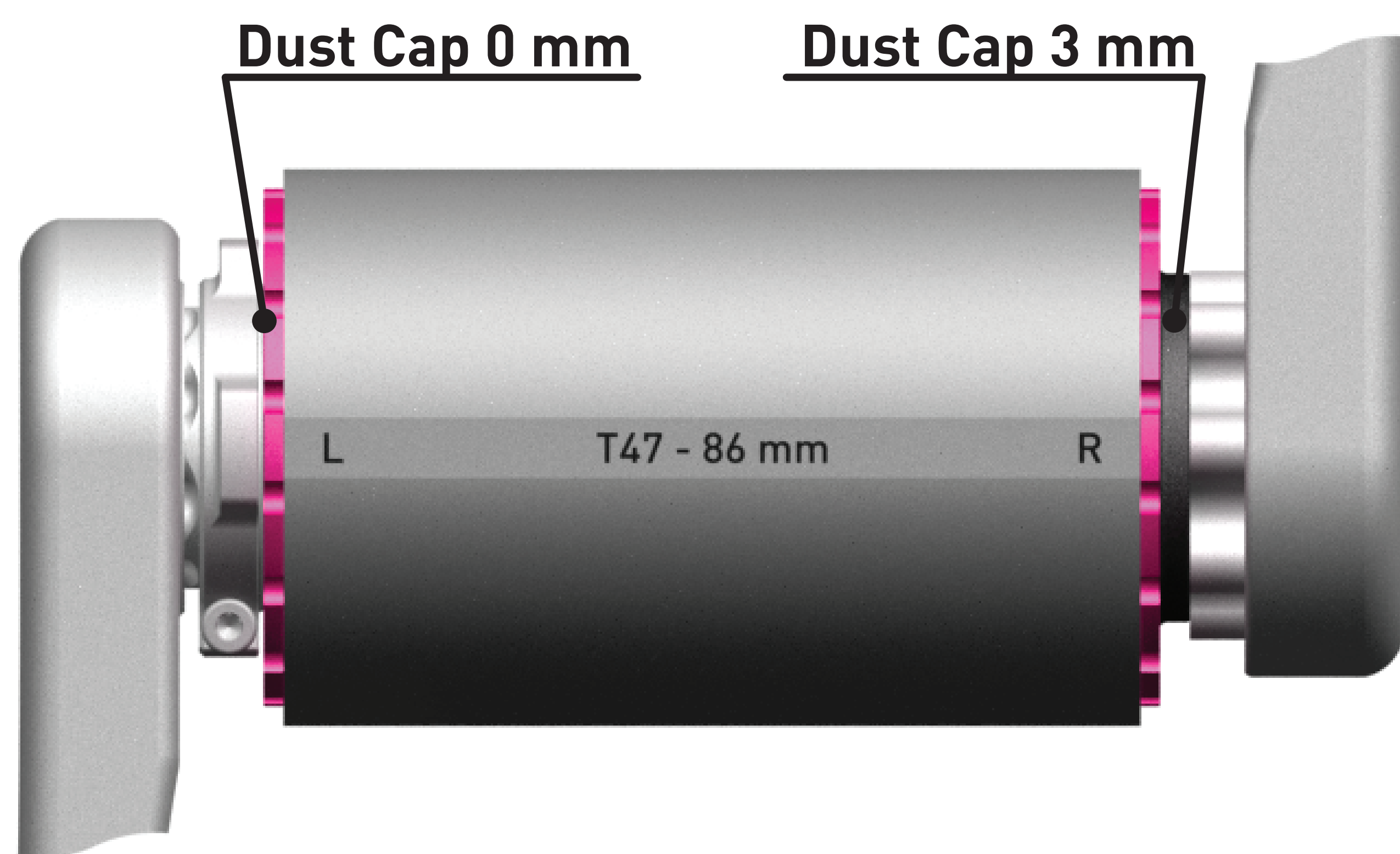
T47 68 MM BOTTOM BRACKET WITH ROAD AXLE



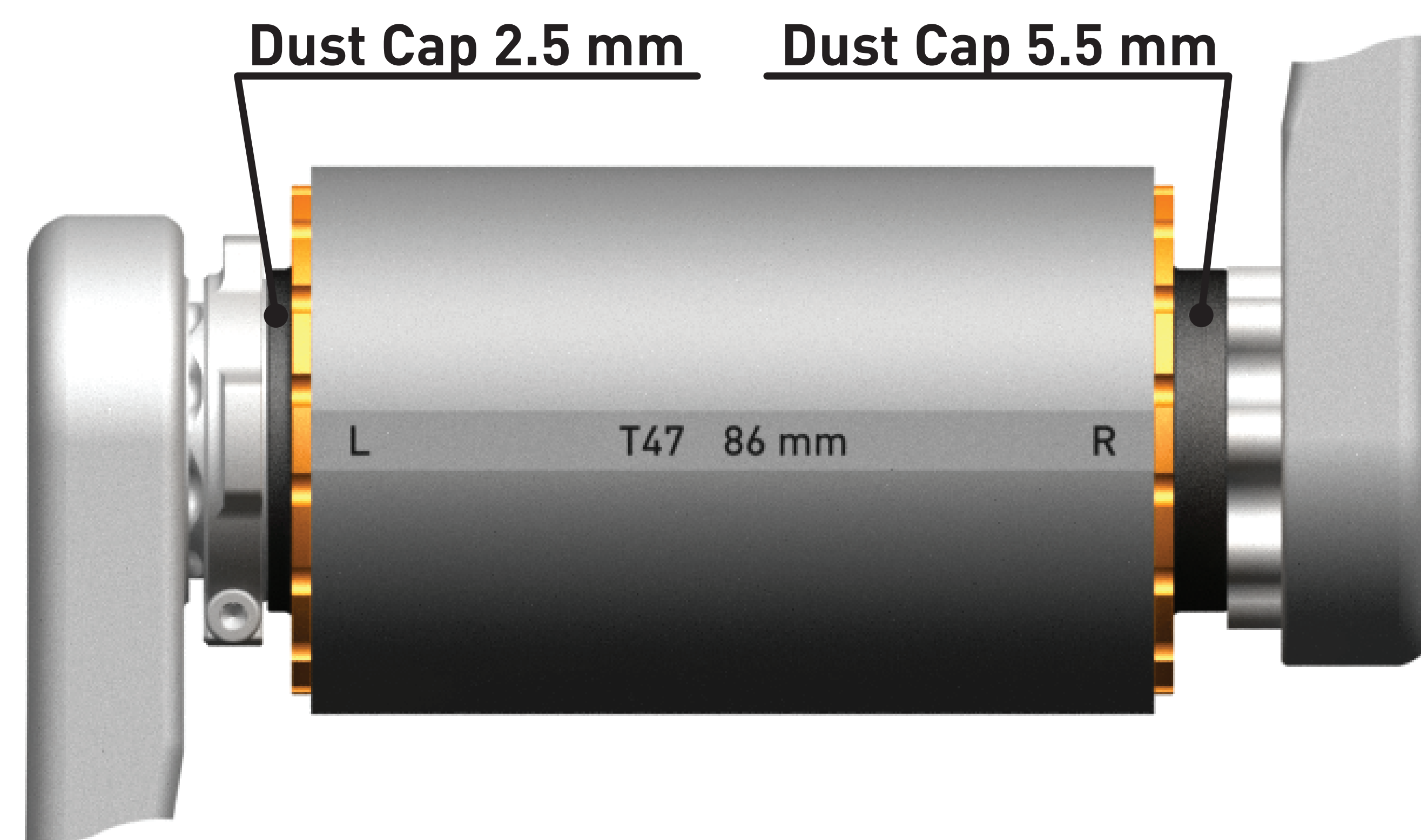
T47 68 MM BOTTOM BRACKET WITH GRAVEL AXLE



T47 86 MM BOTTOM BRACKET WITH ROAD AXLE

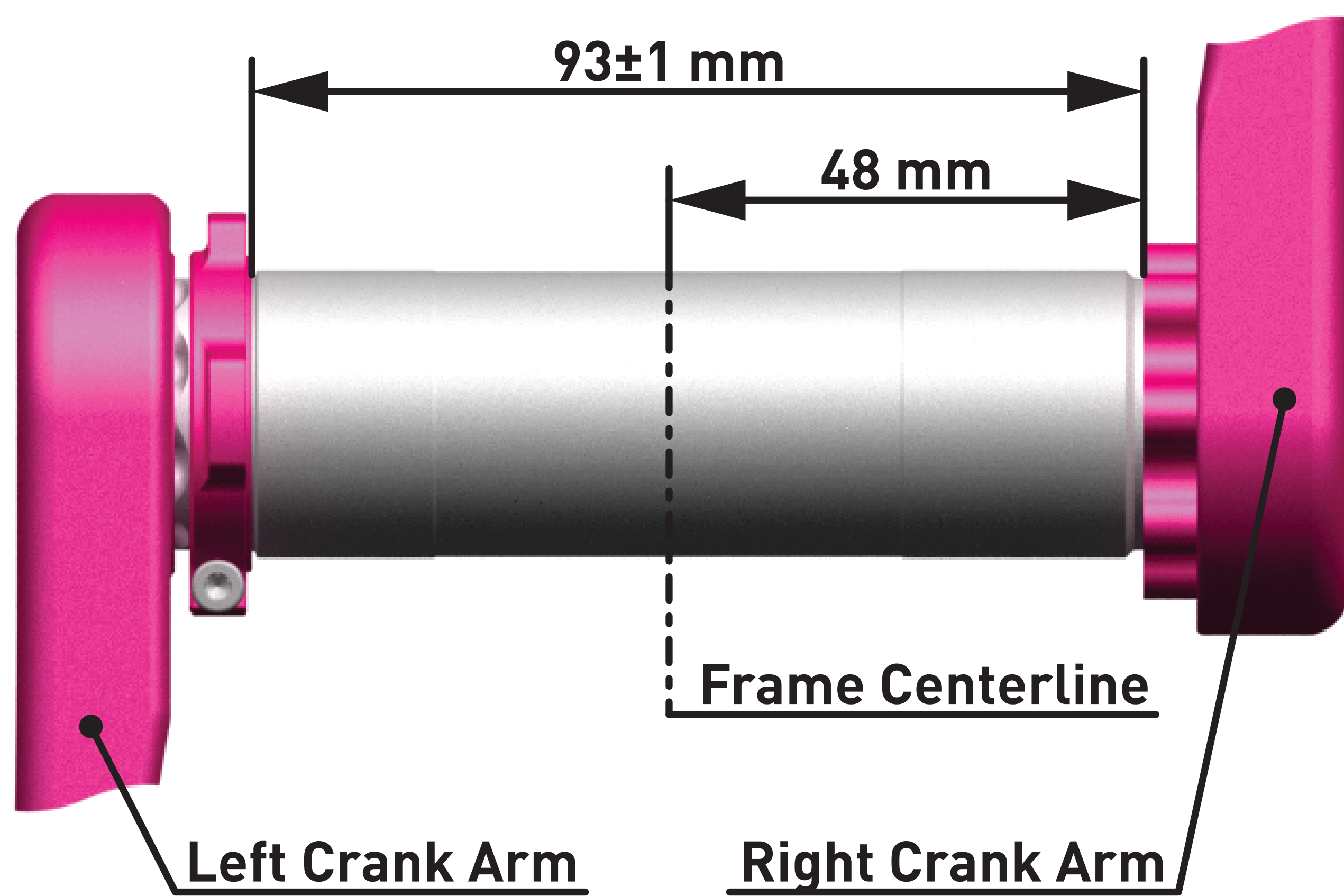


T47 86 MM BOTTOM BRACKET WITH GRAVEL AXLE



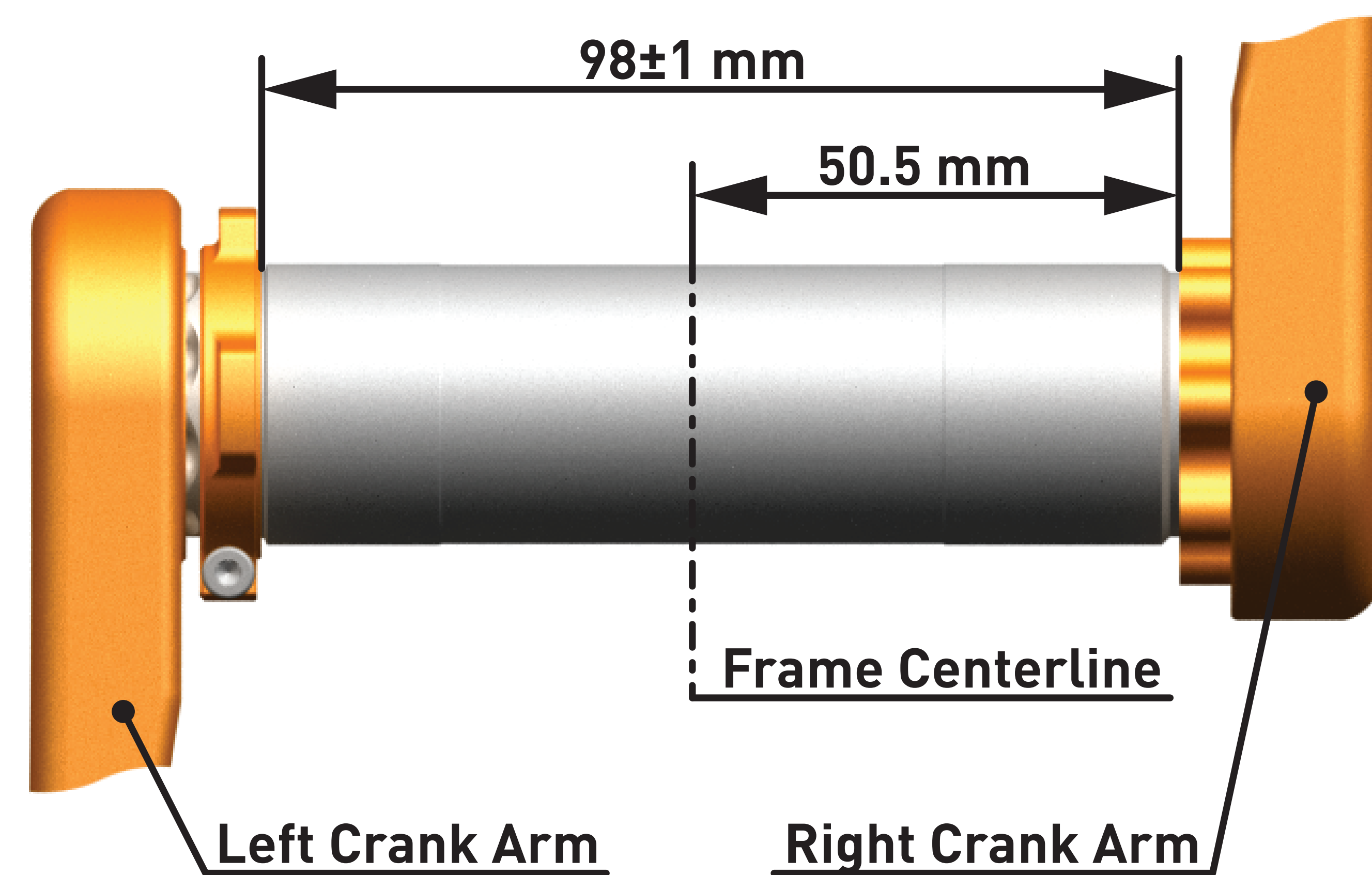
ROAD AXLE DIMENSIONS

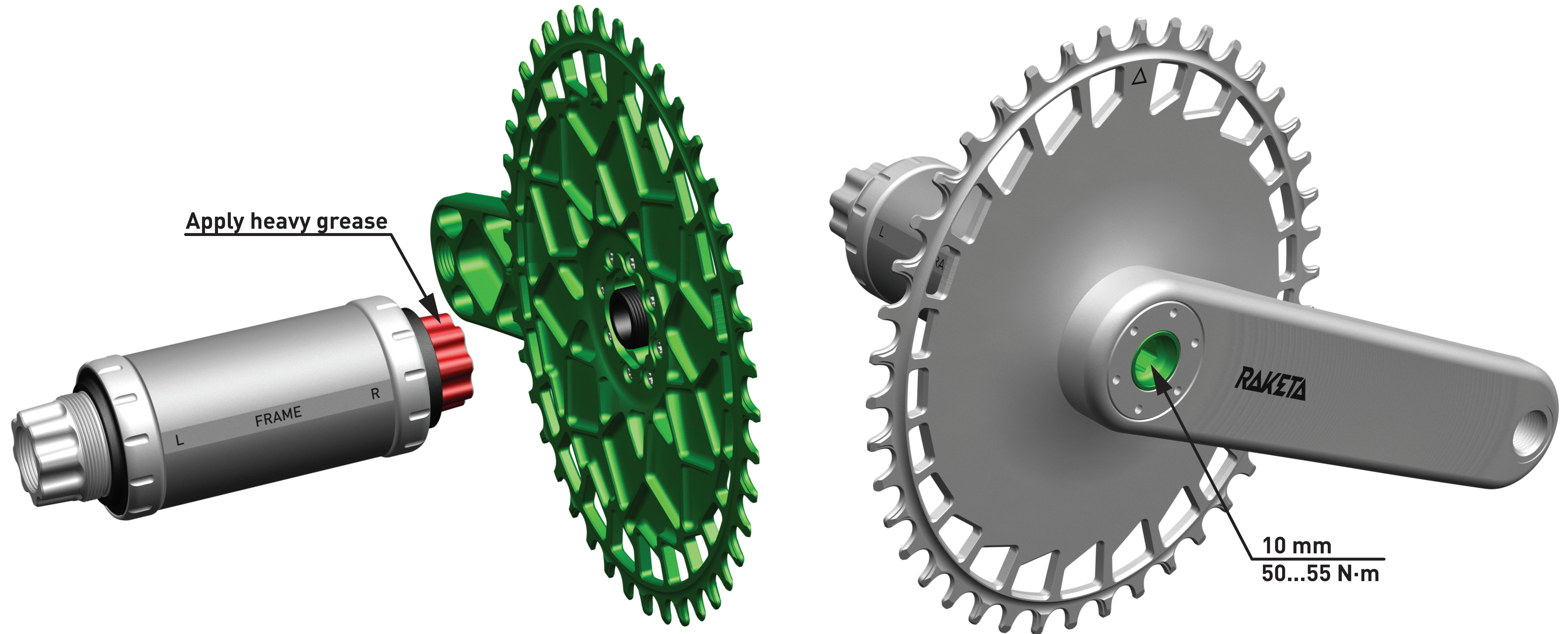
Q-FACTOR 145 mm



GRAVEL AXLE DIMENSIONS

Q-FACTOR 150 mm





Apply heavy grease (like bearing grease) to the splines of the axle and install the right crank arm.

Use a torque wrench with a 10 mm hex bit socket to tighten the crank arm bolt to 50...55 N·m.

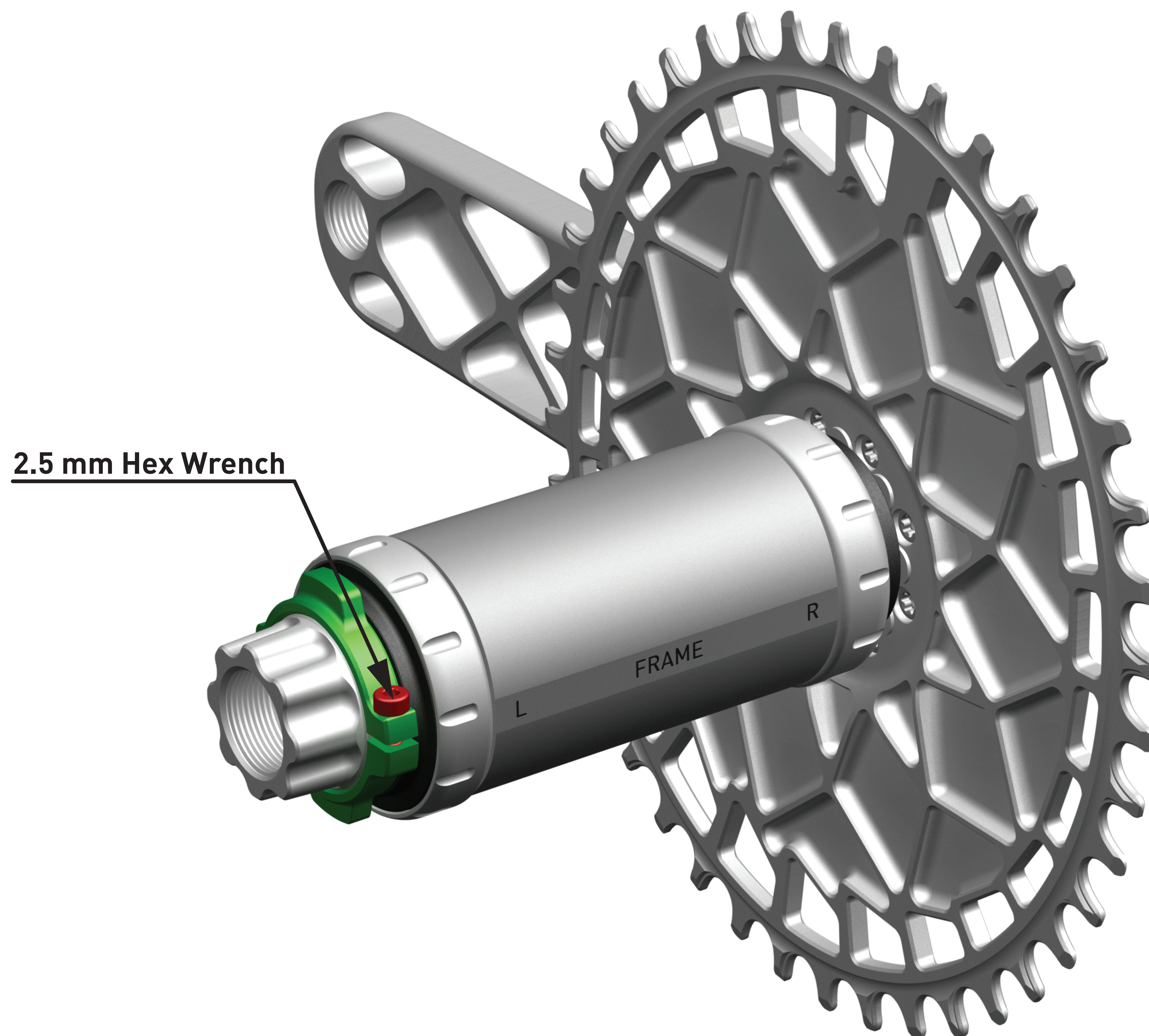
Make sure to align the splines on the crank arm and on the axle during installation.

If there is a gap between the crank arm and the bottom bracket spacer, use a rubber or plastic mallet to tap the right crank arm until it is fully seated.

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ROAD & GRAVEL CRANKSET USER MANUAL

Adjustment Nut Installation



Screw the adjustment nut onto the axle in the clockwise direction until it makes contact with the bottom bracket spacer.
Do not overtighten the preload adjuster as this could damage the bearings.

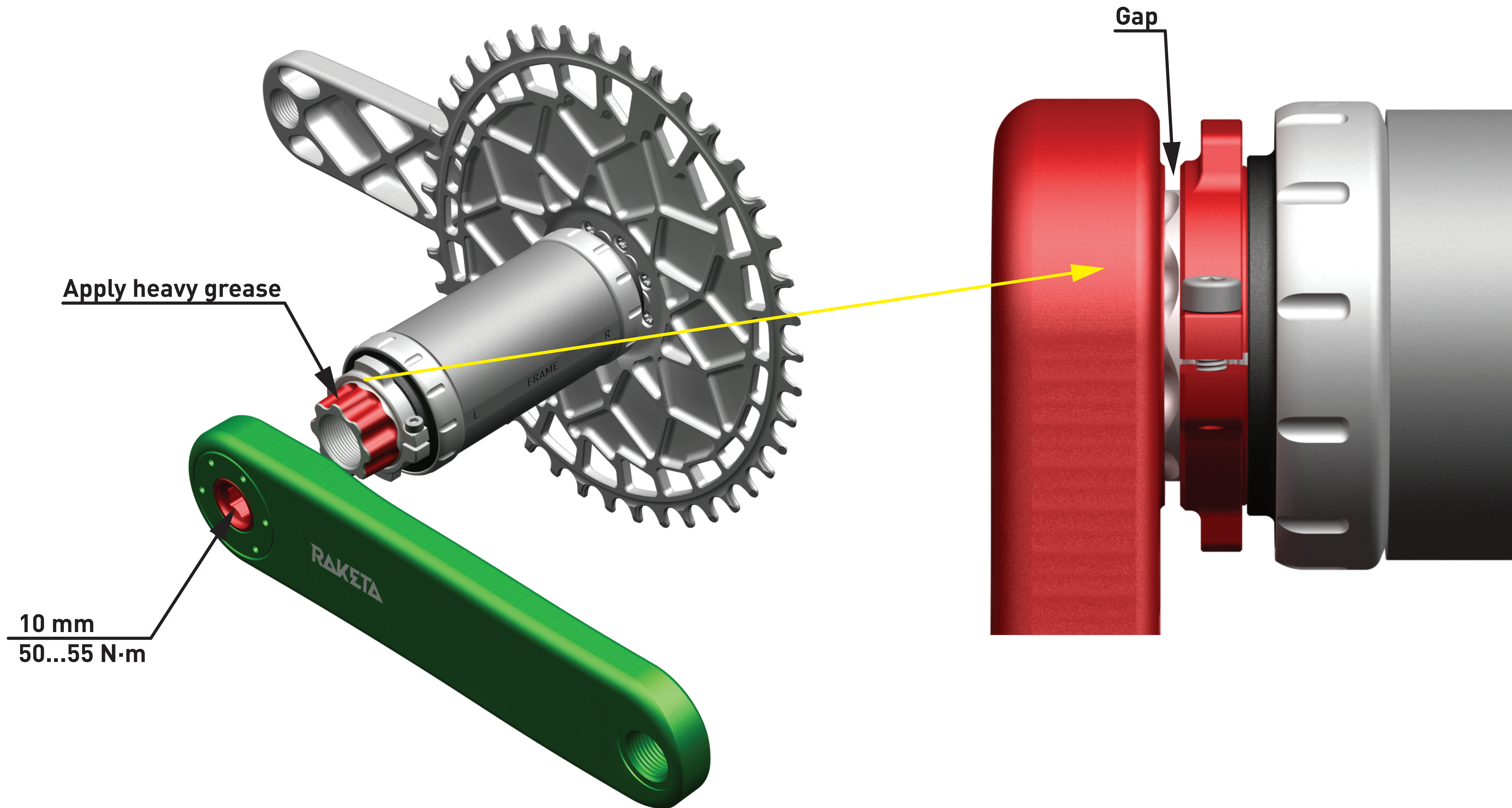
Use a 2.5 mm hex wrench to tighten the bolt.

Do not overtighten the bolt. It is okay if there is a gap in the adjustment nut, as long as the adjustment nut doesn't rotate.

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Left Crank Arm Installation



Apply heavy grease (like bearing grease) to the splines of the axle and install the right crank arm. Use a torque wrench with a 10 mm hex bit socket to tighten the crank arm bolt to 50...55 N·m.

Make sure to align the splines on the crank arm and on the axle during installation.

During installation check and make sure there is a gap between the left crank arm and the adjustment nut. If there is no gap, then the spacers are selected incorrectly or the width of the frame's bottom bracket shell is too thick and out of tolerance. It is recommended to measure the shell's width before installation of the bottom bracket.

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Maintenance

1. Inspect the crankset and bottom bracket for play, and tighten as needed.
2. Clean the crankset and bottom bracket with water and mild soap.
Do not clean the crankset or bottom bracket with a power washer.
3. Replace the bottom bracket when it no longer rotates smoothly.
4. Routinely check the chainring bolts, crankset bolt, and preload adjuster for the correct torque values. Never ride with loose bolts.
5. To remove the cranks use a 10 mm hex wrench to loosen the right crank arm bolt and remove the drive side crankarm. Use a rubber or plastic mallet to lightly tap the spindle from the drive side. Remove the crank arm.
6. If the crank arm bolt is damaged, it is recommended to replace the it. To replace the bolt unscrew the self-extractor cap. The self-extractor cap can be removed with The Park Tool HCW-4 tool or any 2.3 mm pin spanner.
Note that the self-extracting cap is reverse threaded (left-handed).
Unscrew the cap in the clockwise direction.
Medium compound thread locker (such as Loctite Blue 242) must be applied to the self-extractor cap before installing it back.
Please contact us via support@raketacomponents.com to order new parts.





ROAD & GRAVEL CRANKSET USER MANUAL

Limited Warranty

Raketa provides a limited five (5) years warranty against manufacturing defects to the original owner. In order to be considered for warranty, original proof of purchase from a Raketa retailer or dealer showing the date of purchase must be provided. If the product was purchased straight from us, the customer must contact us via support@raketacomponents.com with the confirmation of receiving the product so that the date of receiving the product is the date of purchase. If the customer fails to confirm receiving of the product, the date of purchase is the date when the product was shipped. All Raketa products have an intended purpose. Raketa Road & Gravel Crankset is designed for road and gravel cycling use. Products used outside of that purpose will not be warranted and Raketa cannot be held responsible for any damage that may occur due to misuse.

Not covered under this limited warranty:

1. This warranty does not apply to products that have been incorrectly installed, adjusted, and/or maintained according to this user manual.
2. This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturer's specifications of intended usage, or any other circumstances in which the product has been subjected to forces or loads beyond its design.
3. This warranty does not apply to normal wear and tear. Wear and tear parts are subject to damage as a result of normal use, failure to service according to Raketa recommendations, and/or riding or installation in conditions or applications other than recommended.

Wear and tear parts include:

- Corrosion
- Stripped threads/bolts