



BB30/PF30/OSBB Conversion BB For SRAM GXP/ISIS2 Cranks



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.

- Ensure that the frame BB shell is clean, and on BB30 frames the cir-clips/bearings removed.
- Make sure the black O-ring is on the Non-Drive Cup prior to pressing into Non-Drive side.
- Apply **Anti-Seize** to the drive cup threads before installing.
- Before riding the bicycle, check that there is no play or looseness in the bottom bracket connection. Also, be sure to retighten the crank arms and pedals at periodic intervals.
- If you feel any looseness or 'play' in the bearings, the bottom bracket should be inspected/replaced.
- Be sure to read the instructions for your front chainrings/crank in conjunction with these service instructions.
- **Do not wash the bottom bracket with high-pressure jets of water.**
- For maximum performance it is required to periodically inspect/clean your Praxis Works Conversion bottom bracket. This is very important after riding in rain and/or very muddy conditions.
- 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 AND FOLLOW THE STEP BY STEP INSTRUCTIONS PROVIDED ON THE OTHER SIDE.**

WARRANTY

- Praxis Works Bottom Bracket 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, painting, or changing out bearings 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

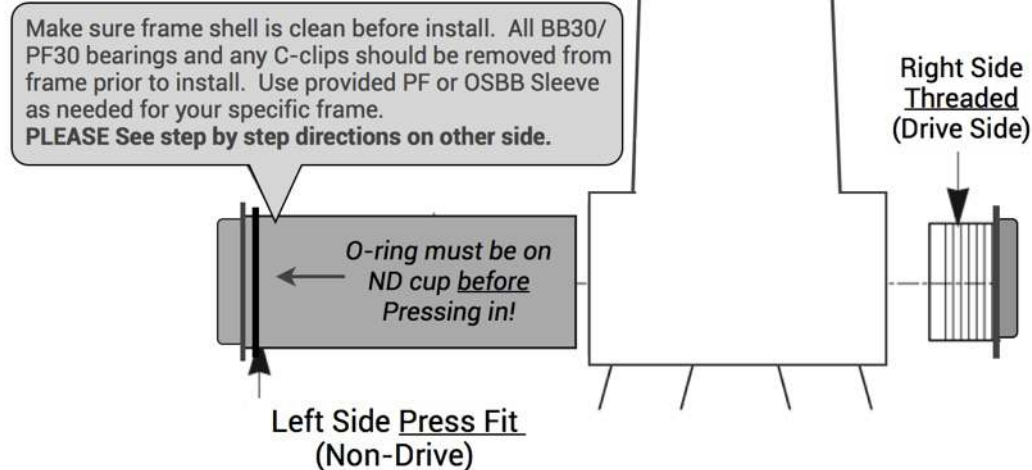
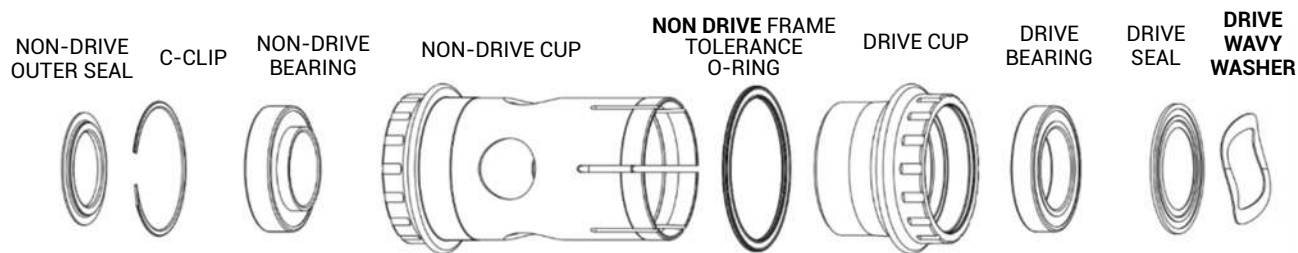
Note: specifications are subject to change without notice. © October 2010 by Praxis Works, LLC
Now go ride your bike.

Conversion BB Compatibility & Spec	
CRANKSET	Compatible with SRAM GXP/ISIS2 cranks/spindle. 68mm for ROAD cranks only - 73mm for MTB cranks only.
FRAME SHELL	Only for BB30, PF30 frames. Specialized OSBB Road 68mm or 73mm
FRONT DERAILLEUR	Braze On, ST clamp, or Direct Mount. No E-Type or BB mounted guides.

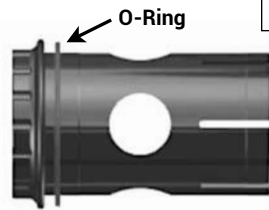
NEEDED TOOLS:

Use a Press tool to install the longer NonDrive cup first. PF/OSBB Sleeves are included if needed for your specific frame. **Two BB tools are required for correct installation.** We suggest using a socket style BB tool for leverage. Example Park BBT-9, Pedros socket-style, or Shimano TLFC33 tool. For removal, use same BB tool to unscrew the Drive cup first, but also a 'Cup' removal tool for when removing the pressed NonDrive Cup.

Please read the step by step instructions provided on the other side.



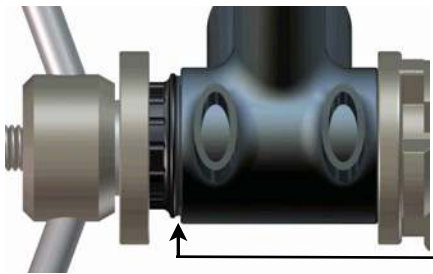
BB30/OSBB AL INSTALL



1. Slide rubber O-ring down onto the longer Non-Drive cup to the cup lip. **This O-ring must be installed on Non-Drive side to accommodate frame width variances.**



2. Dab **ANTI-SEIZE** on the Non-Drive shell towards the ends. Only needed on the ends of the cups and not in the middle. *Note : A little anti-seize goes a long way.*

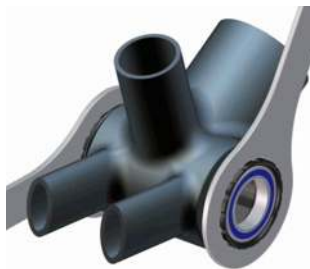


3. With a press tool, GENTLY press Non-Drive cup into Non-Drive side of frame so the O-ring just BARELY touches the side of frame. **DO NOT COMPRESS O-RING**

**Do not compress the O-ring.*



4. On the Drive Cup, put a thin coat of **ANTI-SEIZE** on the threads and on the taper smooth area just above the threads. Then start threading the Drive Cup in **CLOCKWISE** with your BB tool. As it threads in, you will feel friction build as the collet expands. This is when you grab your 2nd BB tool.



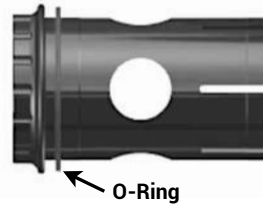
5. The 2nd BB tool is to hold the Non-Drive cup steady while you tighten the Drive cup. This gives you leverage and allows you to tactically feel when the Drive cup bottoms out on the Non-Drive cup, hitting its machined stop. **The Drive Cup has a machined stop and by design it must be tightened till it bottoms out on the Non-Drive cup.** This precisely sets/stops the collet expansion to PF Spec and also sets the bearings right on SRAM's chainline. **NOTE - It is normal to feel a good amount of friction build up as drive cup threads in and expands collet.**



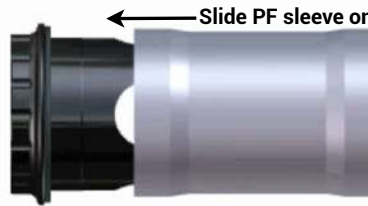
6. Dab some grease on the underside of the included seals, then place seals on the bearings with **Praxis logo facing outward (larger metal surface outward.)**

7. Take included wavy-washer and push it all the way down onto the SRAM/GXP ISIS2 crank spindle. With wavy-washer all the way down the spindle, now you can insert crank into BB from drive side and follow **SRAM crank** instructions.

PF30 INSTALL



1. Slide rubber O-ring down onto the longer Non-Drive cup to the cup lip. **This O-ring must be installed on Non-Drive side to accommodate frame width variances.**



2. Put a thin layer of grease on the Non Drive cup ends, and then slide the included PF sleeve on. The grease is only needed on the ends of the cups and not in the middle.



3. With the the O-ring and PF sleeve installed, put a thin layer of grease on the sleeve towards the ends of the cups.

DAB OF GREASE ON ENDS

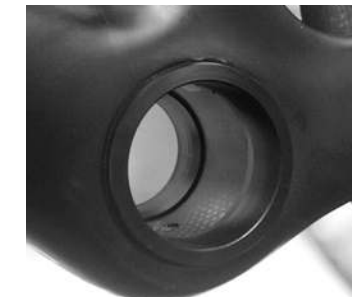
OSBB CARB INSTALL



1. Remove the stock BB/bearing assembly so the Specialized Carbon frame shell is **completely empty** like the photo here. If any left over debris from prior BB, please clean out so frame shell is perfectly clean.



2. Put a tiny dab of grease on the provided Praxis Delrin PF cups. Then using your press tool, press one PF cup into each side of frame.



3. The Delrin PF cups need to be pressed in flush to the frame. Once you make sure the PF cups are flush, you're ready to install the Conversion BB.

NOW, Continue with steps 3-6 from the BB30 install to the far left.

REMOVAL OF CONVERSION

Unscrew the Drive Cup Counterclockwise and remove. Use one tool to hold the Non-Drive side for leverage, and the other on to unscrew the Drive cup. Once Drive Cup removed, slide a cup removal tool through from the drive side and **it will catch a machined lip inside** the Non Drive cup. Carefully bracing the tool/frame, very gently hammer/tap the removal tool to push the Non Drive Cup out of frame. We recommend using a 1.5" cup removal tool as it has wider stance and works best.

