

Gusset

PIGMY MTB TYPE BB AXLE.



First and most important.

Thanks for buying a Gusset part

Congratulations, you have selected one of the very best quality Cr-Mo bottom bracket axles available. Our axles may appear similar to some others, but be assured that Gusset have developed exclusive features to offer you a technically superior product that is simple to fit and reliable in use.

Personal preparation

Ensure that you have familiarised yourself with any relevant hazard data relating to grease and thread locking fluids. Make sure that all your tools are in good order and take appropriate action to protect yourself and others from any potential harm. Please read these instructions carefully.

GUSSET PIGMY 2 (ARMS AND AXLE) : 36 SPLINE.

GUSSET PIGMY 3 (ARMS AND AXLE) : 48 SPLINE.

They look the same, so make SURE you have the correct one.

Pigmy bottom bracket axle and OKR features:

High strength, easy to fit, precision formed Cr-Mo axle with high strength Multi-Spline for problem-free torque transmission.

19-20mm dual size axle diameter

19mm is the “Industry Standard” for most axles. Our 20mm centre adds strength and allows the use of readily available and reasonably priced industrial bearings. (Best of both worlds!)

Note: most MTB frames have 135mm rear dropout width and require a 153mm axle. If you are going to use a frame with 110mm dropout width you may need our shorter 145mm BMX axle. There is also a 165mm axle if you should need the extra length. Please contact your dealer if you need either.

First, check what you have in the box with fig 1.



Fig. 1

1 x axle (make sure you have the correct axle)

The OKR bolt system comprising:

2x X XL OKR bolts

2x Y Low friction washers

2x Z Alloy caps. Recessed. LH thread ensures they do not unscrew when the XL bolts are unscrewed to remove the crank arm.

Axle fitting Instructions.

THIS AXLE IS FOR A GUSSET PIGMY BOTTOM BRACKET BEARING SET AND HAS A 20MM CENTRE SHAFT.

Basic tools needed.

Soft face hammer.

When we say RHS, or L & R, we mean with you sitting on the saddle facing the handlebar.

Assuming the cranks and the spacing have been removed and put to one side so that they can be put back on in the same order, leaving the axle on it's own in the sealed bearings, tap one end of the axle through the bearing as far as it will go. If you can grip the protruding end firmly and pull it out, fine. If it will not come out you must use a mandrel or punch of a smaller diameter than the axle, continuing to hit it through the bearings until it comes out the other side. Look through the axle holes in the cups to make sure it is all clean, then take the new axle, identify the correct way round it should go (the axle is marked L & R) and gently insert the 19mm diameter splines through the hole. When you reach the smooth 20mm section it will become a good fit again, so tap it through with the hammer until it reaches what looks to be a good position. Refit the RH crank first, using the XL OKR bolts supplied, confirming that the pedal end of the crank does not hit the frame (it shouldn't do if you use the same spacing as before, but check it just the same.....) and then the left crank. If you should need to change the spacing for any reason it will be very easy to take the cranks on and off now you have fitted the XL OKR bolt system.

XL One Key Release bolt system

ONLY FOR USE ON CRANKS WITH LH THREAD CRANK CAP ENDS

XL One Key Release bolt system

Allows arms to be fitted and removed easily using a single 8mm hex key.

- Note: XL bolt feature allows correct thread location of the bolts prior to arm connecting with axle.

Prepare the OKR bolt system for use as follows:

- a** Apply grease to parts shown in (fig2)
Splines in crank arms. XL OKR bolt threads. Both sides of XL bolt flange (X). Both sides of low friction washer(Y). Underside (inside face) of alloy cap.(Z)

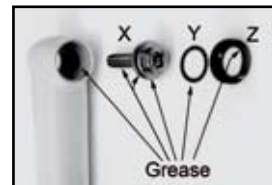


Fig. 2

This grease application should be repeated in general servicing at least every 6 months, more frequently if crank arms are often removed.

It will have several benefits including:

- Reduction of friction during installation or removal.
- Reduction of wear to all parts.
- Avoidance of corrosion.
- Avoidance of assembly seizure.

- b** Apply Loctite blue fluid to threads of Z. This will prevent loosening and potential loss of caps during riding.

- c** Assemble the parts into the crank arm ends as follows:
Put the low friction washer Y(fig2) onto the head of the XL OKR bolt X and put this into the crank. Screw the alloy cap Z into the crank and tighten gently. Left hand thread. Anticlockwise.

WARRANTY

Gusset Pigmy bottom bracket axles and the XL OKR bolt system are guaranteed for life to the original purchaser.

This warranty excludes damage or failure due to abuse, neglect, accident, improper assembly, fitting unauthorised components, lack of maintenance, commercial hiring, normal wear and tear, competitive racing, stunt riding, jumping or other similar activities.

No warranty claim can be considered valid until inspected and agreed by Gusset Bikes.

In the event of a genuine warranty claim being validated, original replacement parts only (or the nearest available equivalent parts) will be issued by Gusset Bikes. All returns are at senders expense.

Complete assemblies will not be exchanged or credited.

Gusset Bikes (Ison Distribution Ltd) shall not be responsible for accidental or consequential damage or loss howsoever caused.

The user assumes any and all risks in using these products in any manner excluded by this warranty.

This warranty in no way seeks to diminish your statutory rights as a consumer, which may vary from country to country.

Keep everything as clean and properly lubricated as you can, and do not immerse in water if you can avoid it, and do NOT jet wash any bearing area of the bike, because high pressure water sprayed onto the bike will force its way through the seals, with obvious consequences. If there are any unusual noises, investigate immediately.

If you experience any significant problems, consult your dealer and if you still need help, try us fellahs here at:

www.gussetbikes.com, email: service@gussetbikes.com