Limited Warranty

Chris King Precision Components warrants this product to be free from defects in materials or workmanship for a period of five (5) years from the original date of purchase. If this product is found by Chris King Precision Components to be defective in materials or workmanship, it will be repaired or replaced at the discretion of Chris King Precision Components. This warranty does not cover damage or failure resulting from misuse, abuse, alteration, neglect, normal and reasonable wear and tear, crash or impact, failure to perform routine maintenance, improper installation, or use other than that for which the product was intended. In order to make a warranty claim, the Chris King product alone (i.e., not including any other equipment such as cassettes, skewers, steering tubes, etc.), together with a copy of the original receipt showing the date of purchase of the product, must be returned to Chris King Precision Components at the address set forth on its website (www.chrisking.com) postage prepaid. If a defect is found and the product is within its warranty period, our entire liability and your sole remedy shall be, at our option, free repair or replacement of the Chris King product. Chris King Precision Components shall not be held liable for any indirect, special, punitive, or consequential damages. The warranty does not cover any Chris King Precision Components product where the serial number has been altered or removed.To the fullest extent permitted by applicable law, this written express limited warranty is in lieu of all other warranties, implied or expressed, and does not cover any representation or warranty made by dealers beyond the provisions of this warranty. If any implied warranties exist by applicable law, such implied warranties shall be limited to the duration of the express limited warranty for the product. Some U.S. states and foreign countries provide rights in addition to those above or do not allow the exclusion or limitation of certain warranties or limitation of liability for certain types of damages. Therefore, the above limitations may not apply to you or there may be laws of a state or foreign country which supersede the above. Any clause of this limited warranty or any disclaimer or limitation of liability contained herein that is declared invalid shall be deemed severable and not affect the validity or enforceability of the remaining clauses. You are strongly encouraged to register your Chris King product on the website within thirty (30) days of the original date of purchase. Registration will assist us in processing your warranty claim and in expediting our response.

Made in the USA

All Chris King Precision Components products are manufactured 100% in the USA using industry leading environmental and quality control standards.

Chris King Precision Components™
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800.523.6008 | www.chrisking.com | info@chrisking.com

Printed with soy ink. Contains 100% post consumer recycled paper fiber.
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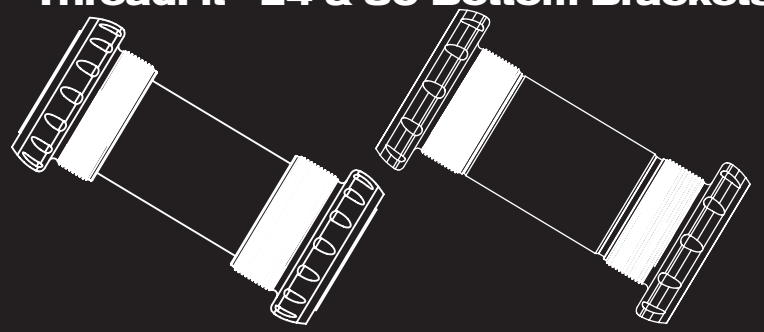
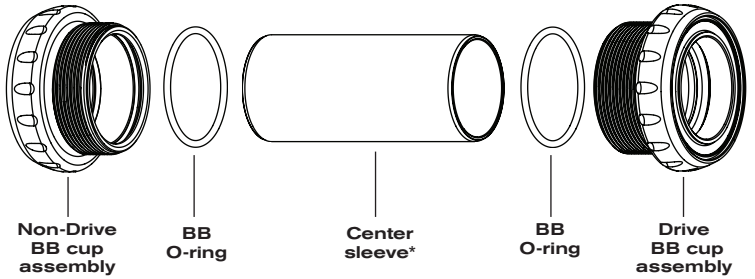
ThreadFit™ 24 & 30 Bottom Brackets



CHRIS KING®
PRECISION COMPONENTS

Chris King ThreadFit™ 24 Bottom Bracket Conversion Kit Guide				
Crankset Type	**BB Shell Width**			
	68mm	73mm	83mm	100mm
24mm Road (Shimano® type)	Conversion Kit #8	N/A	N/A	N/A
24/22mm Road (SRAM® type)	Conversion Kit #9	N/A	N/A	N/A
24mm MTB (Shimano® Type)	Conversion Kit #10	Conversion Kit #12	Conversion Kit #14	Conversion Kit #16
24/22mm MTB (SRAM® Type)	Conversion Kit #11	Conversion Kit #13	Conversion Kit #15	Conversion Kit #17
24/22mm Tandem (SRAM® Type)	Conversion Kit #18	N/A	N/A	N/A
24/22mm Triple (SRAM® Type)	Conversion Kit #19	N/A	N/A	N/A
24mm BMX	Conversion Kit #20	N/A	N/A	N/A

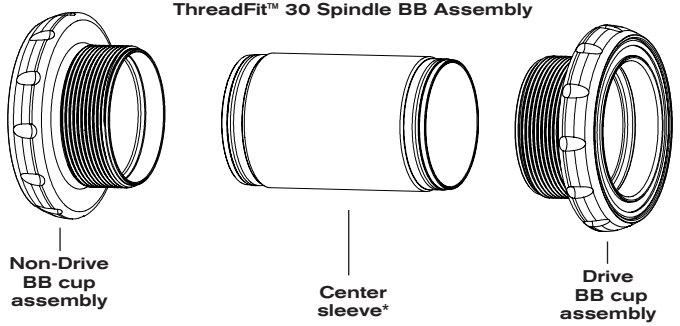
ThreadFit™ 24 Spindle BB Assembly



*Chris King ThreadFit™ 24 bottom brackets ship with a center sleeve for a 68/73mm bottom bracket shell. For all other bottom bracket shell sizes, the correct center sleeve will be supplied with the appropprite conversion kit.

Chris King ThreadFit™ 30 Bottom Bracket Conversion Kit Guide				
Crankset Type	**BB Shell Width**			
	68mm	73mm	83mm	100mm
30mm MTN Wide (Race Face® Type)	Conversion Kit #23	Conversion Kit #21	N/A	N/A
30mm MTN Narrow (e*13® Type)	Conversion Kit #24	Conversion Kit #22	N/A	N/A

ThreadFit™ 30 Spindle BB Assembly



*Chris King ThreadFit™ 30 bottom brackets ship with a center sleeve for a 68/73mm bottom bracket shell. For all other bottom bracket shell sizes, the correct center sleeve will be supplied with the appropprite converison kit.

Congratulations! Since 1976, Chris King has been supplying cyclists with the best made, most reliable components in the market. With proper installation and maintenance, you can expect to enjoy many years of exceptional performance from the legendary quality that is built into each and every component we make.

Important Notice - Converison Kits

Chris King ThreadFit™ 24 and 30 bottom brackets are designed specifically to interface with our Chris King bottom bracket conversion kits to give our bottom brackets a wide range of crank system compatibility. ThreadFit™ 24 and 30 require the use of our conversion kits for correct crank installation. Please see the attached table to help you determine which conversion kit you need. If your bottom bracket shell width or crankset type is not listed on the table or you have questions about the best possible fit for your bike please be sure to contact your nearest Chris King dealer or reach out to us directly at info@chrisking.com or by phone at 800-523-6008.

ThreadFit™ 24 and 30 Bottom Bracket Installation

Before beginning your BB installation please be sure that you have the correct Conversion Kit for your frame and crank system. BB installation requires specialized tools. We recommend that a qualified professional bicycle mechanic perform the procedure. To ensure proper installation, when applicable, the use of high quality facing and thread tapping tools are strongly recommended.

FOR CARBON FIBER FRAMES PLEASE CHECK WITH MANUFACTURER REGARDING FRAME PREPARATION.

ThreadFit™ 30 cups require use of Chris King 30mm BB Cup Tool ThreadFit™ 30/T47x (TBB006).

Preparation of Bottom Bracket Shell

Proper preparation of the BB shell is required for best BB performance, durability, longevity and reduces the possibility of installation problems.

1. Chase the BB shell threads to ensure that threads are properly formed.
2. Face the BB shell to ensure that the ends are square and parallel to each other. Be sure to remove all frame paint from BB shell/BB cup interface.
3. Using a small file, deburring tool or sand paper, carefully remove any sharp edges or burrs from the BB shell edges.
4. Clean BB shell threads and surfaces to remove any chips, shavings, grit, and/or cutting oil.

Installation of Bearing Cups

1. Note BB cup orientation marking on outside of cup, Drive and Non-Drive. Apply a generous coating of anti-seize (use Zinc or Copper based anti-seize when installing onto a titanium frame) to the threads on the BB cups, as well as on the BB shell threads on the bicycle frame.
2. Make sure that the center sleeve is pressed into the Non-Drive BB cup, seating the sleeve on the inner edge of the BB cup (it is recommended with ThreafFit™ 30 cups to apply a thin layer of waterproof grease to groove on center sleeve shown in Figure 1 prior to installation).
3. Your Conversion Kit will include the correct BB cup spacers for proper frame setup. Please refer to your Chris King ThreadFit™24 or 30 converison kit manual and you crank manufacturers manual for specific set up information.
4. With proper BB spacers installed on BB cups, thread BB cups into frame using a compatible BB cup spline tool (see below) and torque to 40 Nm (30 ft/lbs). The Non-Drive cup threads into the bottom bracket shell clockwise and the Drive cup threads into the bottom bracket shell counter-clockwise.
   BB cups are compatible with the following external BB cup spline tools:
   Chris King External BB Cup Tool, Park™ BBT-9 and Shimano™ TL-FC32/TL-FC33. The Chris King External BB Cup Tool features an optimized spline interface that minimizes the chance of marring BB cup anodization and is compatible with 3/8" socket wrenches and torque wrenches.
   ThreadFit™ 30 cups require use of Chris King 30mm BB Cup Tool ThreadFit™ 30/T47x (TBB006).

Crank Installation

Follow crank arm manufacturer's instructions to determine spacer orientation. Proper spacer configuration is essential for correct bearing preload, chain line and crank arm positioning. Chris King's ThreadFit™ 24 BBs are designed to work directly with 24mm and 24/22mm spindled crank systems. Chris King's ThreadFit™ 30 BBs are designed to work directly with 30mm spindled crank systems. Your ThreadFit™ 24 or 30 bottom bracket requires the use of an appropriate conversion kit in order to be compatible with your crank system. Chris King conversion kits include a manual with suggested setup information. This is for reference and should be used only as a supplement to your crank manufacturers instructions. Please refer to the attached table to determine what conversion kit your frame and crank system requires for proper installation. Conversion kits are available through any authorized Chris King dealer, or directly from Chris King at www.chrisking.com.

1. Clean crank spindle and apply a thin layer of grease to spindle surface.
2. Spindle should be inserted into BB using only hand pressure. Use of excessive force may cause bearing to separate. If fitting issues are encountered, contact **Chris King Customer Service for assistance at info@chrisking.com or call 800-523-6008**.
3. Before passing spindle through second BB bearing, be sure spindle is properly aligned with BB bearing spindle sleeve. Follow crank arm manufacturer's installation instructions to properly install crank assembly and achieve optimal BB bearing preload.
4. Check for bearing play by pushing/pulling the crank arm toward/away from the frame. To eliminate bearing play, confirm proper spacer orientation and readjust bearing preload.
   Tech note: three white plastic spindle spacers are inclueded with your conversion kit fine tune the bearing preload on your ThreadFit™ 24 or 30 bottom bracket. They each have a thickness of .33 mm. These spacers are only required when fine tuning of the BB bearing preload is necessary. Additional spacer kits are available through any authorized Chris King dealer, or directly from Chris King Precision Components.
5. Periodically check adjustment during the first 100 hours of use. Keeping optimal preload on BB bearings will help maximize their longevity. DO NOT RIDE WITH LOOSE BEARING ADJUSTMENT.

Bottom Bracket Maintenance

Chris King bearings are designed to provide the maximum life of any bottom bracket with a minimum of maintenance. Besides an occasional bearing preload adjustment, the only service necessary is an occasional cleaning and re-greasing of the bearings. Riding conditions will dictate how often you will need to service your BB. In wet conditions, service may be necessary as often as every 3 months; in dry conditions, up to every 6 months. See the Bottom Bracket Grease Guide on our website at chrisking.com/tech for lubrication and maintenance interval details.

Service of Bearings

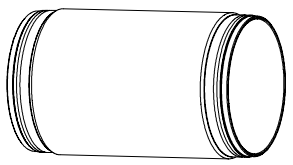
The BB bearings can be serviced by two different methods, using a Chris King Injector Tool (available as 24 BB Injector Tool for 24mm bottom brackets, or 30 BB Injector Tool for 30mm bottom brackets. Images and part numbers below) or applying grease manually. Check the bearing by rotating the inner bearing race. If resistance or drag is detected but the bearing feels smooth, a relubrication is due. If the bearing feels gritty, contaminated, or if significant resistance is detected, then it is necessary to fully clean and relubricate the bearing.

BB Bearing Relubrication with Chris King BB Injector Tool

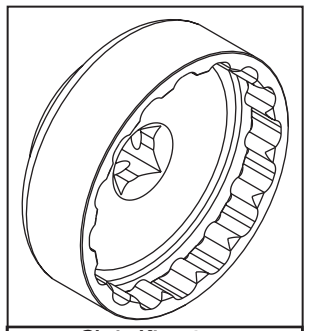
The BB bearing can be easily flushed with new grease using the Chris King BB Injector Tool. This service should be performed periodically. For more detailed bottom bracket service information, information on manually servicing your Chris King bottom bracket without the injector tool, or FAQs please visit chrisking.com/support or email tech@chrisking.com.

1. Remove crank set assembly and spindle from BB according to crank set manufacturer's instruction.
2. Remove BB bearing spindle sleeves (black plastic pieces) from the inner ring of both bottom bracket bearings by hand. If not removable by hand, carefully insert the tip of a small screwdriver or penknife under outer flange of BB bearing spindle sleeve and gently pry it out of the bearing using alternating prying locations.
3. Insert BB Injector Tool into bearing.
4. Attach grease gun tip to grease fitting on BB Injector Tool.
5. While continuously pressing the BB Injector Tool into the bearing to form a seal, slowly pump small amounts of synthetic waterproof grease into the bearing. Between pumps, turn the bearing by rotating the injector tool back and forth. This motion allows the new grease to be evenly distributed within the bearing, and to completely purge the old grease and contaminants through the front seal. This motion also helps prevent the black rubber seal from accidentally dislodging.
6. Wipe purged grease from bearing surface.
7. Reinstall bearing spindle sleeve by pressing the sleeve back into bearing's inner race by hand.

ThreadFit™ 30 Center Sleeve
Figure 1

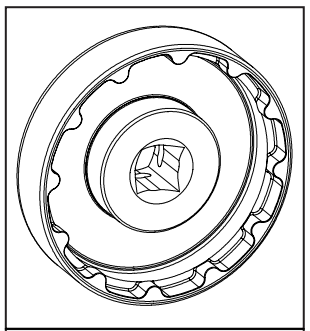


Apply thin layer of waterproof grease to ends that go inside BB cups



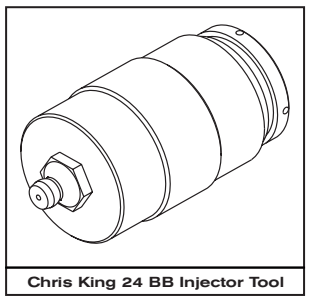
Chris King 24mm External BB Cup Tool

TBB004



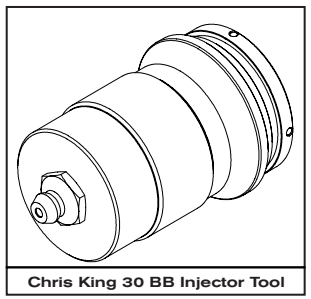
Chris King 30mm External BB Cup Tool

TBB006



Chris King 24 BB Injector Tool

TBB002



Chris King 30 BB Injector Tool

TBB005

Bringing you better living through sealed bearings since 1976!