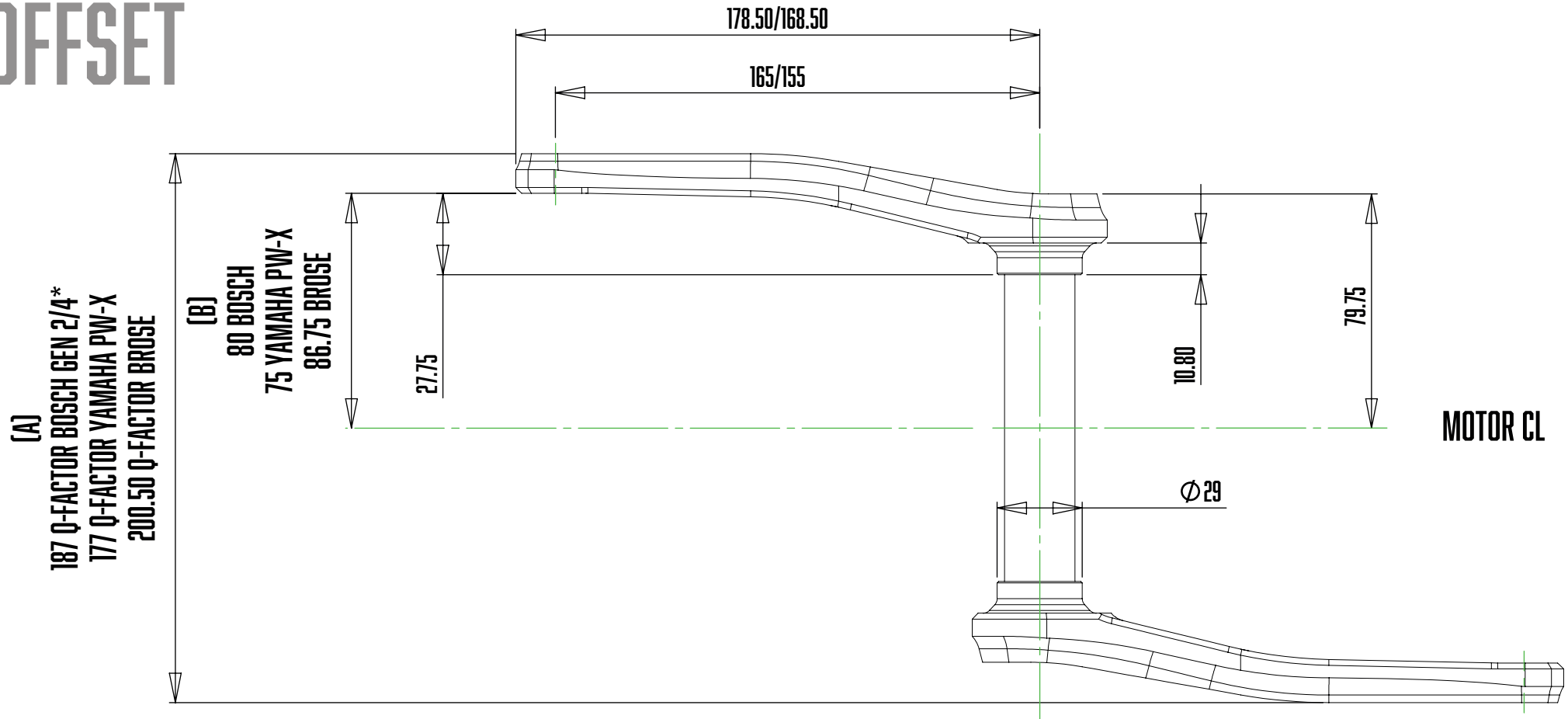


# STANDARD OFFSET

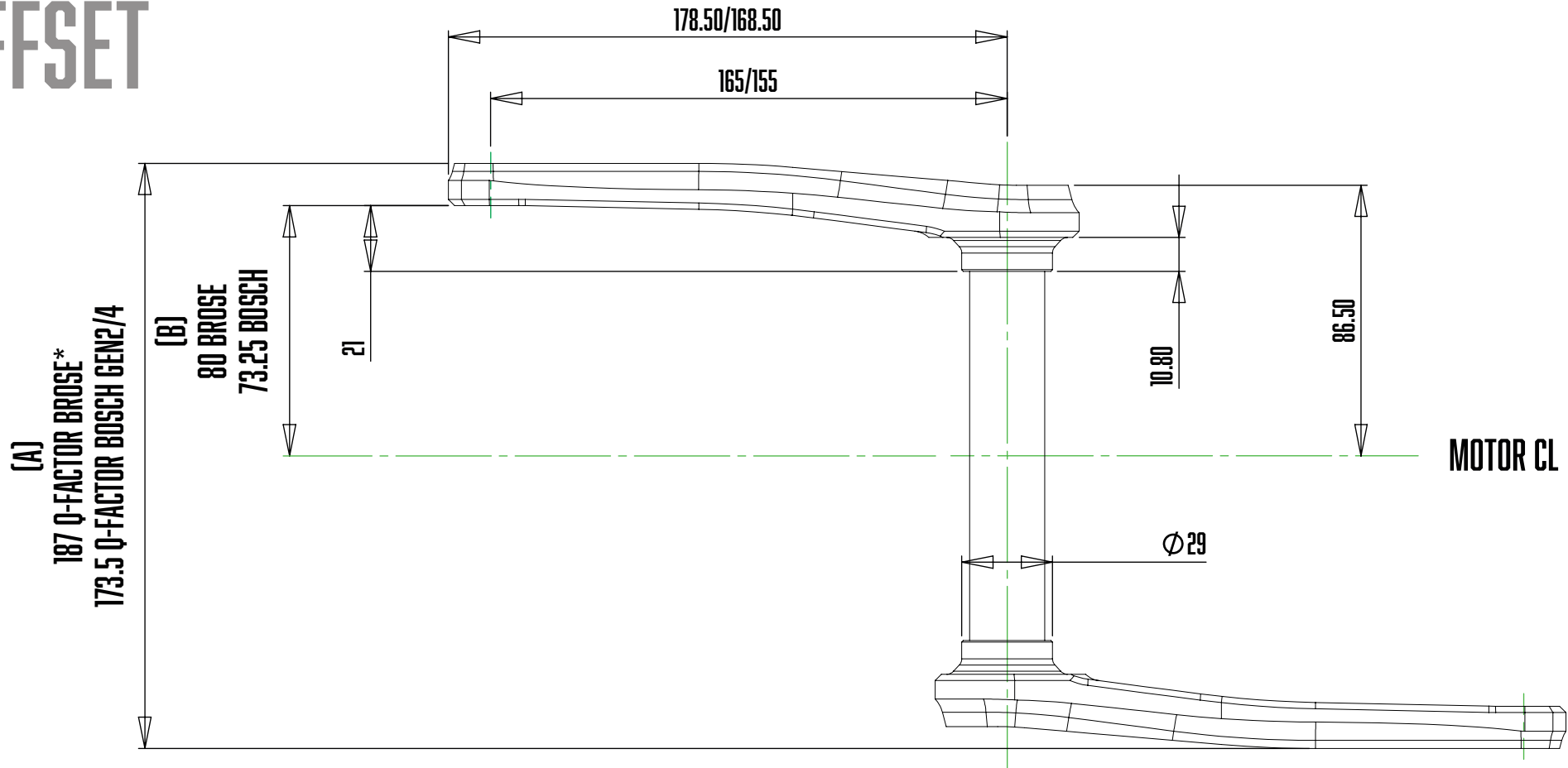


\*THIS CRANK MODEL IS MOST SUITABLE FOR BOSCH GEN 2/4 SYSTEMS AND YAMAHA PW-X SYSTEMS  
(NOT COMPATIBLE WITH BOSCH GEN 3 BNI SPINDLE INTERFACE)

DRAWING PROVIDED SO FITMENT CAN BE CHECKED FOR YOUR APPLICATION. CHAINSTAY CLEARANCE REQUIREMENTS VARY BETWEEN MANUFACTURER AND EVEN BETWEEN MODELS, WE CANNOT TEST FIT THESE CRANKS ON EVERY MODEL OF BIKE SO PLEASE CHECK YOUR NEEDS AGAINST THIS DRAWING.

Q-FACTOR (A) AND OFFSET FROM CENTRELINE (B) WILL VARY DEPENDING ON MODEL OF MOTOR.

# NARROW OFFSET

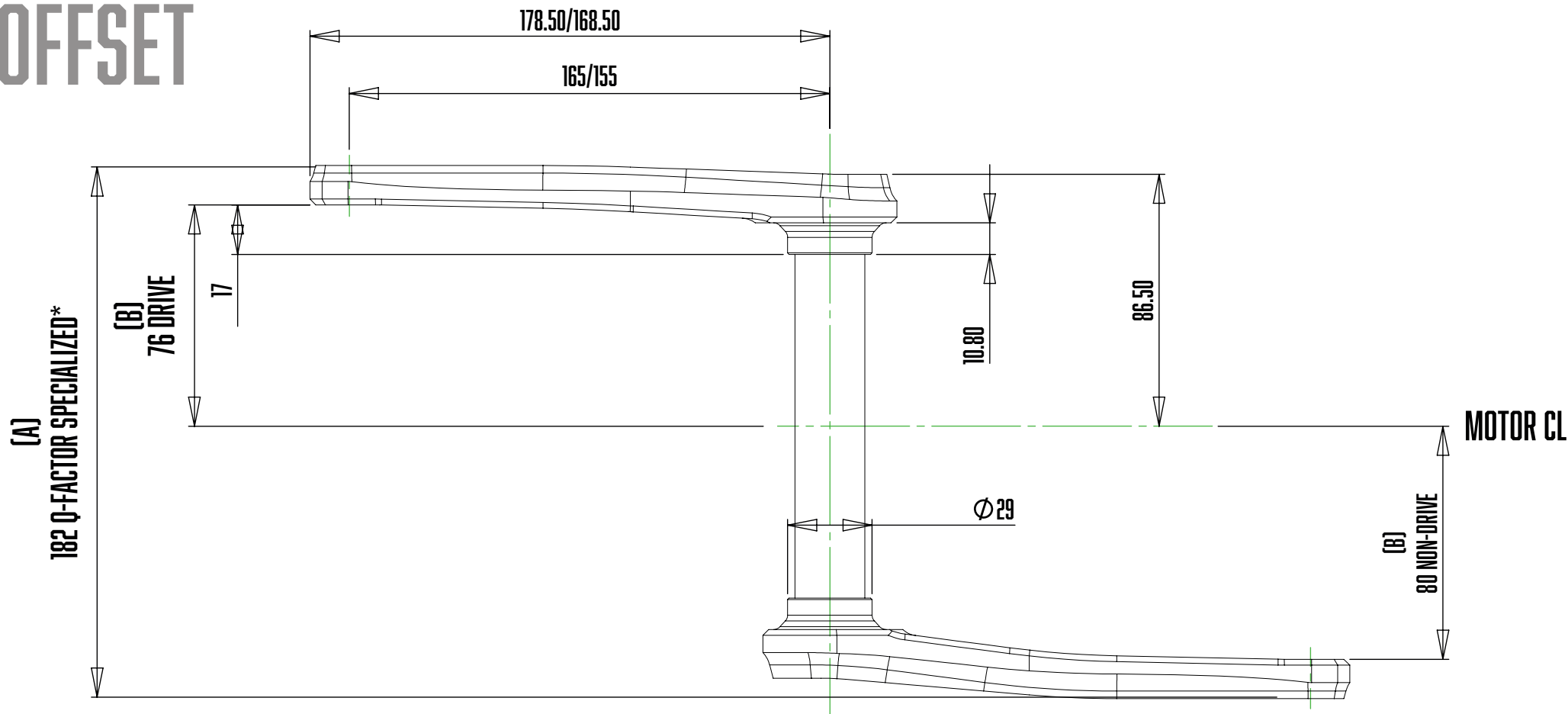


\*THIS CRANK MODEL IS MOST SUITABLE FOR BROSE SYSTEMS MAY ALSO BE USED AS A NARROW Q-FACTOR OPTION ON BOSCH SYSTEMS IF THERE IS ADEQUATE FRAME CLEARANCE (NOT COMPATIBLE WITH BOSCH GEN 3 BNI SPINDLE INTERFACE)

DRAWING PROVIDED SO FITMENT CAN BE CHECKED FOR YOUR APPLICATION. CHAINSTAY CLEARANCE REQUIREMENTS VARY BETWEEN MANUFACTURER AND EVEN BETWEEN MODELS, WE CANNOT TEST FIT THESE CRANKS ON EVERY MODEL OF BIKE SO PLEASE CHECK YOUR NEEDS AGAINST THIS DRAWING.

Q-FACTOR (A) AND OFFSET FROM CENTRELINE (B) WILL VARY DEPENDING ON MODEL OF MOTOR.

# SPECIALIZED OFFSET



\*THIS CRANK MODEL IS MOST SUITABLE FOR SPECIALIZED TURBO SYSTEMS

DRAWING PROVIDED SO FITMENT CAN BE CHECKED FOR YOUR APPLICATION. CHAINSTAY CLEARANCE REQUIREMENTS VARY BETWEEN MANUFACTURER AND EVEN BETWEEN MODELS, WE CANNOT TEST FIT THESE CRANKS ON EVERY MODEL OF BIKE SO PLEASE CHECK YOUR NEEDS AGAINST THIS DRAWING.

Q-FACTOR (A) AND OFFSET FROM CENTRELINE (B) WILL VARY DEPENDING ON MODEL OF MOTOR.