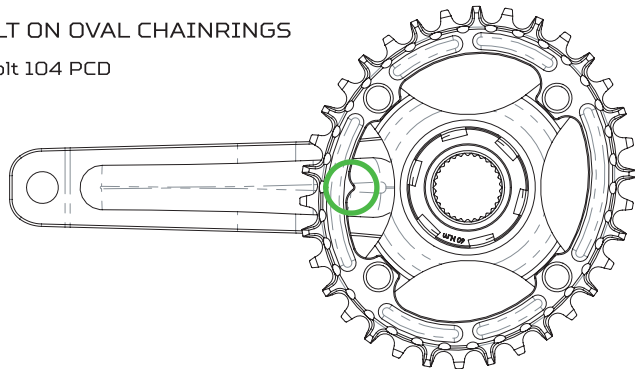


BOLT ON OVAL CHAINRINGS

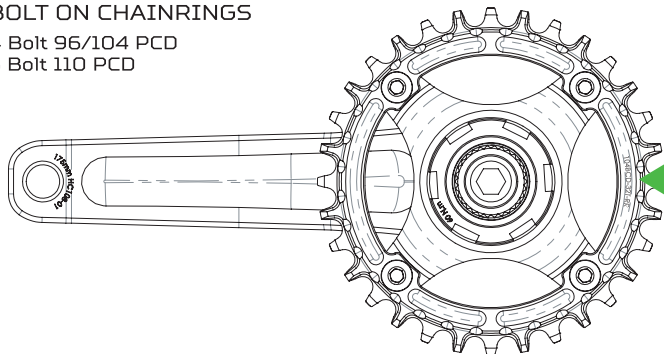
4 Bolt 104 PCD

Align tab with
crank arm

BOLT ON CHAINRINGS

4 Bolt 96/104 PCD

5 Bolt 110 PCD

Align with crank arm.
Writing facing inward.

INSTALLATION

001_Install the chainring so the engraved writing and chainring bolt counterbore is facing inward. Note that the **30T Chainring doesn't** have any counterbore so make sure the engraved writing is facing inward.

002_For the Oval Chainring, to ensure correct position align the little tab with the crank arm. For 4 Bolt Chainrings, align the bigger pocket with the crank arm. 5 Bolt chainrings don't have any specific angular position.

003_Make sure the chainring bolts are the correct length to ensure enough thread engagement or not too long which could prevent proper tightening. In a cross pattern, tighten the four or five chainring

bolts to manufacturer recommended torque (usually **10-12 N.m** for steel chainring bolts).

004_Make sure the chainring seats perfectly flush to the spider. There should be no play at all. If there is any, it is very likely that the chainring bolts used are **too long**.

NOTE: After re-installing your crankset and chain, to minimise the chainring wear you may need to adjust the chainline. This depends on the range of cogs used on the rear but to adjust the chainline we recommend inserting some shims between the chainring and crankset spider.



