



Since specific tools and experience are necessary for proper installation, it is recommended that the product be installed by a qualified bicycle technician.

- Be careful not to let your clothing get caught in the chain while riding, otherwise you may fall off the bicycle.
- Check that the tension of the chain is correct and that the chain is not damaged. If the tension is too weak or the chain is damaged, the chain should be replaced. The chain may break and you may fall off the bicycle if this is not done.
- Use a torque wrench to check the final tightening torque of the main crank bolt and chainring bolts. Furthermore, after riding approximately 100 km (60 miles), use a torque wrench to re-check the tightening torques. **Main Crank bolt = Torque 48-52nm. Chainring Bolts = Torque 8-10nm.**
- If the bottom bracket shell is not parallel, shifting performance will be affected and performance will drop.
- Check that there are no cracks in the crankarms before riding the bicycle. If there are any cracks, the crankarm may break and you may fall off the bicycle.
- Before riding the bicycle, check that there is no play or looseness in the bottom bracket connection. Also, be sure to retighten the crank, chain ring bolts, and pedals at periodic intervals
- If you feel any looseness or 'play' in the bearings, the bottom bracket should be inspected/replaced.
- To ensure the designed performance, only use 10 or 11 or 12sp chains.
- **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.

- Praxis Works 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 or painting 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.

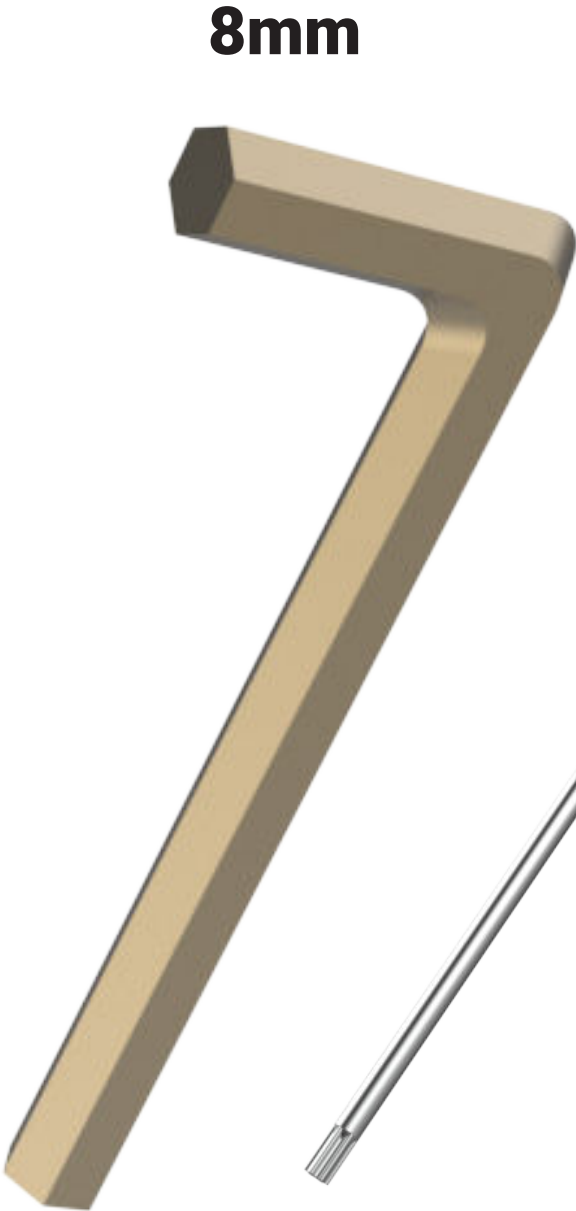
Note: specifications are subject to change without notice. © JUNE 2023 by Praxis Works, LLC

REF J

REQUIRED CRANK INSTALLATION TOOLS
T25 Torx wrench
8mm ALLEN wrench
Torque wrench
2.5mm Allen wrench

Praxis Works, LLC 207 MCPHERSON ST. SUITE E. SANTA CRUZ, CA 95060 www.praxis-works.com

TOOLS REQUIRED



T25



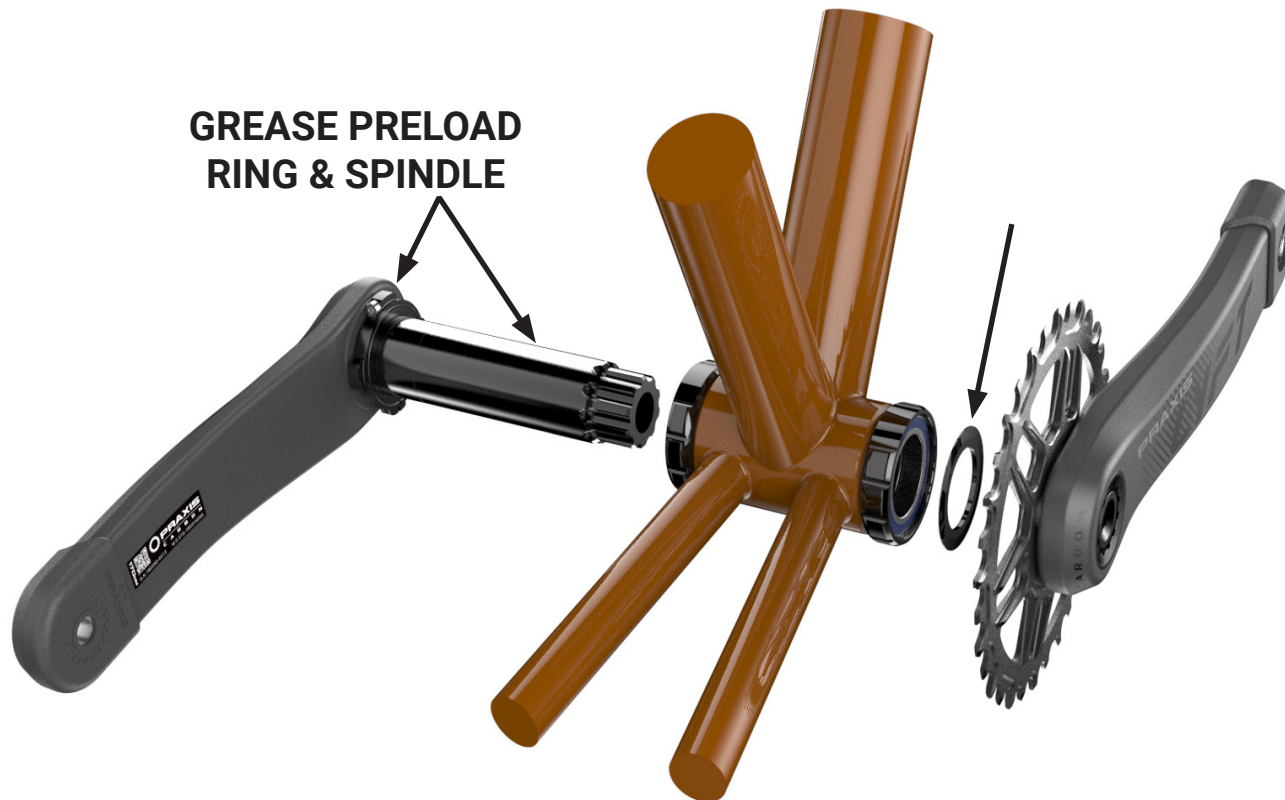
8mm

CRANK INSTALLATION

BEFORE YOU START, READ THIS:

- Your Praxis **M30-THRU** bottom bracket (sold separately) must be installed in frame
- Use BB Dust Covers that came with M30-THRU bottom bracket
- For bottom bracket instructions and chainline specs : www.praxiscycles.com/manuals

- 1 Install DM chainring.** Before putting ring on crankarm, lightly grease the ring/arm interface. Using the 3 T25 Torx bolts that are in the RIGHT/DRIVE crankarm, install the ring. Bolts must be torqued to **9 Nm**



- 2 Refer to Dust Cover page (page 3) to find the correct Dust Cover for your specific crank.** Sometimes Dust Covers are already on BB cups. If so the Praxis logos will show and you want to make sure that Dust Cover is the correct one for your frame
- 3 First ensure the preload ring is tightened against the crankarm and the spindle is greased. Then, insert the LEFT/NON-DRIVE arm with spindle through the M30 THRU BB**

Continued next page.....

4 Install RIGHT/DRIVE arm. Grease spindle splines and main crank bolt. Using an **8mm Allen** torque wrench, attach and torque the RIGHT/DRIVE crankarm to **48-52Nm**

5 Adjust preload. With the main crank bolt torqued, hand tighten the preload ring to tune the bearing play/preload.

Once the preload is set, snug the pinch bolt with a 2.5mm hex wrench to secure the preload.

****Do NOT overtighten this bolt****



USE TORQUE
WRENCH!
48-52Nm

**PRELOAD RING
W/PINCH BOLT**



****SIMPLE CRANK REMOVAL****

Insert 8mm Allen wrench into RIGHT/DRIVE crankarm bolt. Turn wrench **counterclockwise** to initially loosen the bolt. After it loosens the resistance will increase, which is normal as it is self-extracting. Just keep turning to complete removal of RIGHT/DRIVE crankarm. Then you can remove the LEFT/NON-DRIVE crankarm with spindle from the frame.

BB DUST COVER GUIDE

LYFT MTN M30-THRU	WIDTH	CRANK	LEFT 30MM COVER	LEFT CUP SPACER	RIGHT CUP SPACER	RIGHT 30MM COVER
BSA	68	GEN1 LYFT	<i>Preload Ring Only</i>	2.5	2.5	2mm
		GEN2 LYFT	<i>Preload Ring Only</i>	2.5	2.5	6mm
	73	GEN1 LYFT	<i>Preload Ring Only</i>	-	-	2mm
		GEN2 LYFT	<i>Preload Ring Only</i>	-	-	6mm
T47 E.B.	73	GEN1 LYFT	<i>Preload Ring Only</i>	-	-	2mm
		GEN2 LYFT	<i>Preload Ring Only</i>	-	-	6mm
BB90	89.5	GEN1 LYFT	2mm	-	-	2mm
		GEN2 LYFT	1mm	-	-	6mm
BB92	92	GEN1 LYFT	<i>Preload Ring Only</i>	-	-	1mm
		GEN2 LYFT	1mm	-	-	4mm
BB30/PF30	73	GEN1 LYFT	<i>Preload Ring Only</i>	-	-	2mm
		GEN2 LYFT	<i>Preload Ring Only</i>	-	-	6mm

FULL BB MANUALS - WWW.PRAXISCYCLES.COM/MANUALS

CHAINLINE GUIDE

GEN1

OLDER PRAXIS MTN CRANKS

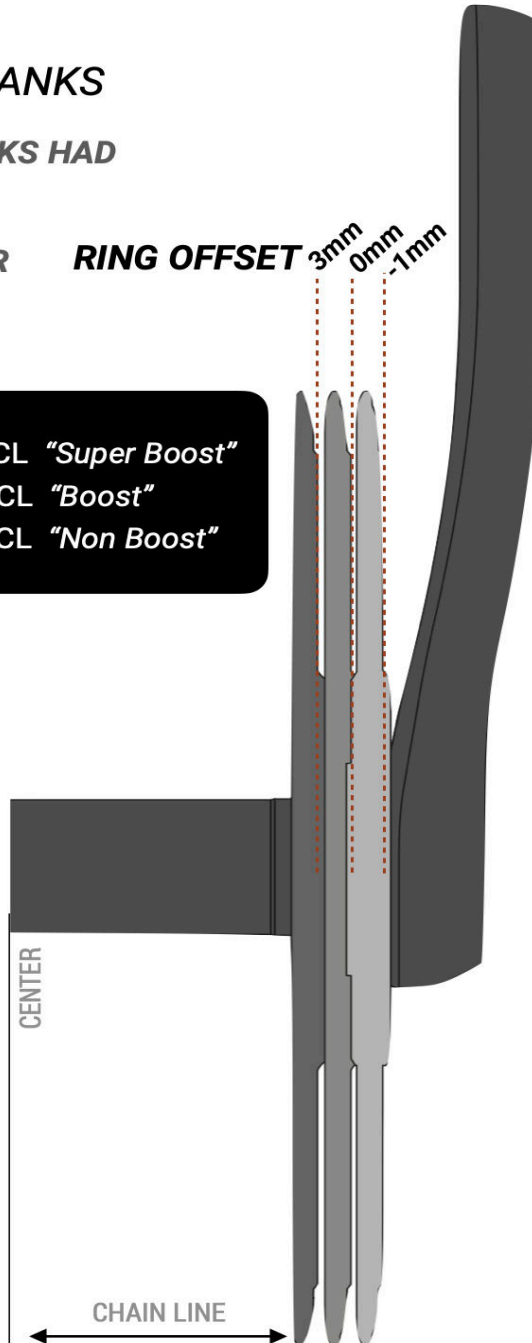
THE OLDER GEN1 MTN CRANKS HAD DIFFERENT SPACING.

FOLLOW THESE OFFSETS FOR CORRECT CHAINLINES

RING OFFSET 3mm 0mm -1mm

-1mm "DMC" OFFSET = 56MM CL "Super Boost"
0mm "DMB" OFFSET = 52MM CL "Boost"
3mm "DMA" OFFSET = 49MM CL "Non Boost"

VISUAL REFERENCE
OLDER GEN1 MTN CRANK GRAPHICS



NEW GEN2

PRAXIS MTN CRANKS

RING OFFSET 6mm 3mm 0mm -1mm

-1mm OFFSET = 56MM CL "SuperBoost"
0mm OFFSET = 55MM CL
3mm OFFSET = 52MM CL "Boost"
6mm OFFSET = 49MM CL "Non Boost"



IDENTIFIER -
THIS CL GUIDE DECAL IS ON BACK
OF ALL GEN2 PRAXIS MTN DRIVE ARMS!

VISUAL REFERENCE
GEN2 MTN CRANK GRAPHICS

