



M35 Bottom Brackets BB30/PF30



SAFETY INFORMATION - READ BEFORE RIDE

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

Read the service instructions of your crank carefully prior to installing the parts. Loose, worn or damaged parts may cause riding problems and serious injury may occur as a result. If installation and adjustments are not carried out correctly, the chain may come off and this may cause you to fall off the bicycle which could result in serious injury. Read these instructions carefully, and keep them for later use.

- Ensure that the BB30/PF30 frame shell is clean, and BB30 cir-clips/bearings removed.
- Conversion BB - Make sure the black O-ring is on the Non-Drive Cup prior to pressing into Non-Drive side.
- Apply **Anti-Seize** to the drive cup threads and smooth taper area before installing.
- Before riding the bicycle, check that there is no play or looseness in the bottom bracket connection. Also, be sure to retighten the crank arms and pedals at periodic intervals.
- If you feel any looseness or 'play' in the bearings, the bottom bracket should be inspected/replaced.
- Be sure to read the instructions for your front chainrings/crank in conjunction with these service instructions.
- **Do not wash the bottom bracket with high-pressure jets of water.**
- For maximum performance it is required to remove and periodically inspect/clean your Praxis Works bottom bracket.
- 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.
- **READ THE STEP BY STEP INSTRUCTIONS PROVIDED ON THE OTHER SIDE.**

WARRANTY

- Praxis Works Bottom Bracket 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.

THIS WRITTEN EXPRESS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, IMPLIED OR EXPRESSED. This warranty gives you specific legal rights, and you may also have other rights which vary state to state. **For more information on warranty policy and instructions for completing a warranty claim, check out the Full Warranty Policy found at our website. www.praxis-works.com**

M35 BB Compatibility & Spec

CRANKSET	Compatible with Praxis M35 Based cranks cranks. 68mm for BOX Vector BMX Crank - 73mm for Oval 600 MTB cranks.	
FRAME SHELL	BB30, PF30 frames	
FRONT DERAILLEUR	Braze On, ST clamp, or Direct Mount.	No compatible with E-Type FD

NEEDED TOOLS:

Use a Press tool to install the longer NonDrive cup first. PF/OSBB Sleeves are included if needed for your specific frame. **Two 3/8" socket wrenches and M35 BB tools are required for correct installation.** For removal, use same M35 BB tool to unscrew the Drive cup first, but also a 'Cup' removal tool for when removing the pressed NonDrive Cup.

Please read the step by step instructions provided on the other side.



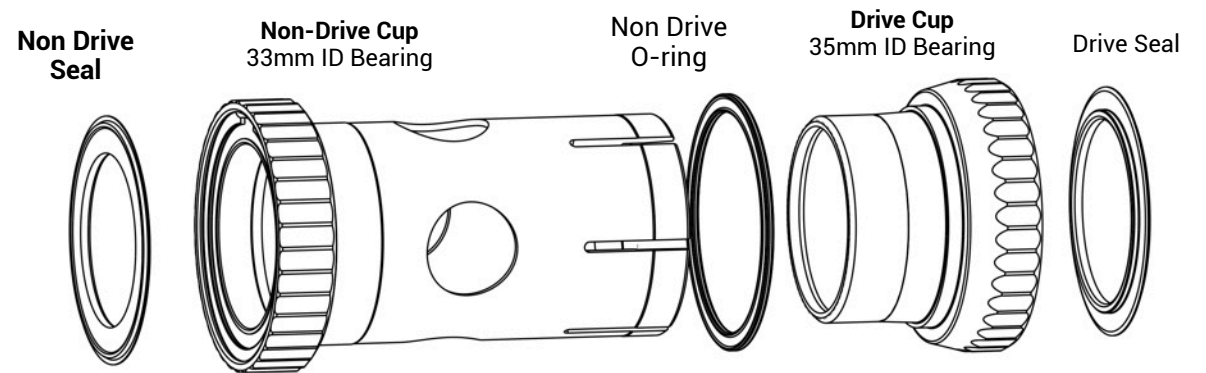
M35 TOOL



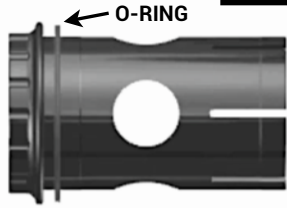
Non Drive Seal Visual Ref



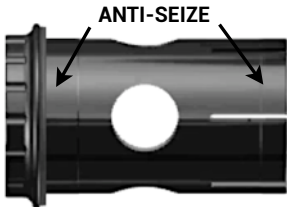
Drive Seal Visual Ref



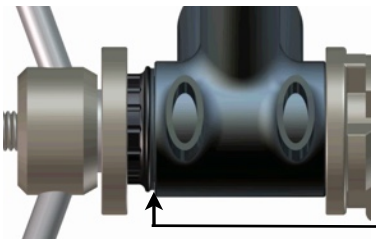
BB30/OSBB AL FRAME INSTALL



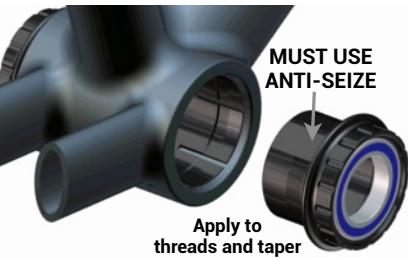
1. Slide rubber O-ring down onto the longer Non-Drive cup to the cup lip. **This O-ring must be installed on Non-Drive side to accommodate frame width variances.**



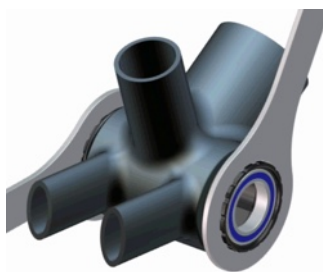
2. Apply **ANTI-SEIZE** on the Non-Drive shell towards the ends. Only needed on the ends of the cups and not in the middle.



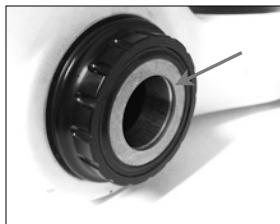
3. With a press tool, GENTLY press Non-Drive cup into Non-Drive side of frame so the O-ring just BARELY touches the side of frame. **DO NOT COMPRESS O-RING.**



4. On the Drive Cup, apply **ANTI-SEIZE** on the threads and the smooth taper area just above the threads. Then start threading the Drive Cup in **CLOCKWISE** with your **M35 BB tool**. As it threads in, you will feel friction build as the collet expands. **This is normal and when you grab your 2nd BB tool.**

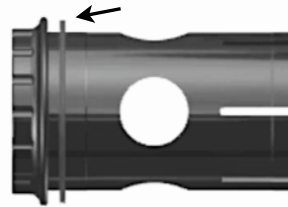


5. **TURN THE DRIVE CUP UNTIL IT STOPS** - With 2nd M35 BB tool, just hold the Non-Drive firm while you tighten down the Drive cup. This gives you leverage and allows you to tactically feel when the Drive cup bottoms out on the Non-Drive cup. **The Drive Cup has a machined stop and by design it must be tightened until it bottoms out on the Non-Drive cup.** This precisely sets/stops the collet expansion to specification. ***NOTE-** It is normal to feel a good amount of friction build up as drive cup threads in and expands collet.

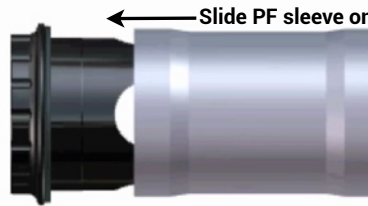


6. Dab some grease on the underside of the included Outer Seal, then place them over the bearings with the Praxis word mark facing outward. The BB install is now finished and you can now install your M35 spindle crank according to crank instructions.

PF30 INSTALL



1. Slide rubber O-ring down onto the longer Non-Drive cup to the cup lip. **This O-ring must be installed on Non-Drive side to accommodate frame width variances.**



2. Put a thin layer of grease on the Non Drive cup ends, *and then slide the included PF sleeve on.* The grease is only needed on the ends of the cups and not in the middle.



3. With the the O-ring and PF sleeve installed, put a thin layer of grease on the sleeve towards the ends of the cups.

← **NOW, Continue with steps 3-6 from the BB30 install to the far left.**

REMOVAL OF M35 CONVERSION BB

Unscrew **COUNTERCLOCKWISE** the Drive Cup and remove. Use one tool to hold the Non-Drive side for leverage, and the other on to unscrew the Drive cup. Once Drive Cup is removed, slide a cup removal tool through from the drive side and **it will catch a machined lip inside** the Non Drive cup. Carefully bracing the tool/frame, very gently hammer/tap the removal tool to push the Non Drive Cup out of frame. We recommend using a 1.5" cup removal tool as it has wider stance and works best.

