





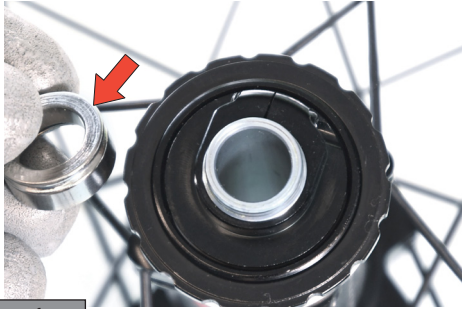
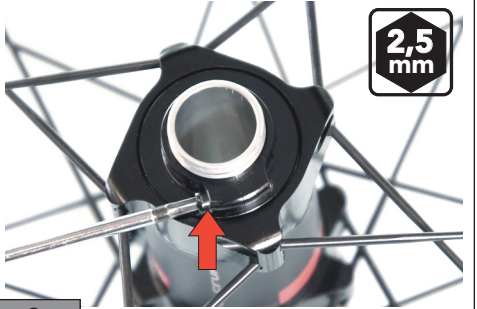




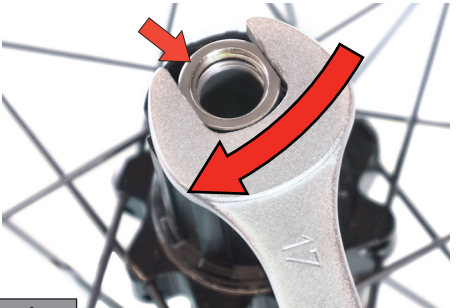





MAINTENANCE CARD

GROUPSET	TYPE	REVISION	DESCRIPTION					
ROAD WHEELS DISC BRAKE	BOTTOM BRACKET INDUSTRIAL BEARINGS	00/ 2017	INSTALLATION OF KIT DRP REAR WHEEL					
PRODUCTS TO WHICH THIS PROCEDURE APPLIES								
RACING QUATTRO CARBON DB	RACING 5 DB	RACING 4 DB	RACING 6 DB	RACING 7 DB	RACING 400 DB	RACING 500 DB	RACING 600 DB	RACING 700 DB
RACING 5 DB (2016 - 2017 range)								

<p>CHARACTERISTICS OF THE LH SEAL (DISC SIDE) TO USE:</p> <table border="1"> <tr> <td>Inner diameter</td> <td>17,1 mm</td> </tr> <tr> <td>Outer diameter</td> <td>30 mm</td> </tr> <tr> <td>Colour</td> <td></td> </tr> </table> <p>CHARACTERISTICS OF THE RH SEAL (FW BODY SIDE) TO USE:</p> <table border="1"> <tr> <td>Inner diameter</td> <td>20,5 mm</td> </tr> <tr> <td>Outer diameter</td> <td>28 mm</td> </tr> <tr> <td>Colour</td> <td> until July 2018  after July 2018</td> </tr> </table>	Inner diameter	17,1 mm	Outer diameter	30 mm	Colour		Inner diameter	20,5 mm	Outer diameter	28 mm	Colour	 until July 2018  after July 2018	 <p>1</p> <p>Remove the RH outer adapter from the pin.</p>	 <p>2</p> <p>Ensure that the clearance recovery ring nut is tightened (screw tightened to 2.5 Nm) so that the ring nut does not turn.</p>
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 <p>3</p> <p>Place a 20 mm spanner on the adjustment ring nut, protecting it with workshop paper in order not to scrape it.</p>	 <p>4</p> <p>Unscrew the nut on the right using an 17 mm socket wrench. Attention: left hand thread!</p>	 <p>5</p> <p>Remove the nut and the spacer.</p>
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 <p>6</p> <p>Loosen the screw which tightens the ring.</p>	 <p>7</p> <p>The ring nut is loose when the crack of the joint is visible.</p>	 <p>8</p> <p>Working anti-clockwise, fully loosen the adjuster nut (holding the pivot stationary from the opposite side at the same time).</p>
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<p>9</p> <p>Remove the metal seal and the spacer.</p>	<p>10</p> <p>Install the DRP kit seal on the left hand side</p>	<p>11</p> <p>Install again the clearance recovery ring nut.</p>

<p>12</p> <p>Install the seal on the spacer of the FW body. Note: from July 2018 the seal will be black.</p>	<p>13</p> <p>Install the seal and the spacer of the FW body.</p>	<p>14</p> <p>Install again the nut. Attention: left hand thread!</p>

<p>15</p> <p>Lock the clearance recovery ring nut.</p>	<p>16</p> <p>Place a 20 mm spanner on the adjustment ring nut, protecting it with workshop paper in order not to scrape it.</p>	<p>17</p> <p>Screw in the nut on the right using a 17 mm wrench and tightening to a torque of 15 Nm. Attention: left hand thread!</p>

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<p>18</p>	<p>19</p>	<p>20</p>
<p>Keep the pivot on the other side still and screw in the ring until it stops. Unlike conical - bottom bracket cup bearings that do not have an end stop, on these industrial bearings the end stop point is clear.</p>	<p>Keeping the pivot still, unscrew the ring by ¼ of a turn (90°).</p>	<p>Tighten the screw (with a 2.5 Nm - 22 in.lbs tightening torque), using a torque screwdriver.</p>