

### **Tools needed:**

1. Esker BB Tool
2. Socket Wrench
3. Blue Thread Locking compound
4. Anit-seize compound (Parktools ASC-1)
5. Clean rag/towel

### **I. Disassembly of BB.**

1. Remove cranks, Bottom bracket cups, and bashguard from bike. (Note: It is not necessary to remove the drive side components but it does allow for a better grip on the BB tool when removing/installing the lock ring to prevent slipping off)
2. Remove non-driveside lock ring using Esker BB Tool and socket wrench. (The lock ring is a left hand thread, righty loosey, lefty tighty.) You do not need to remove the BB Sleeve from the bike.
3. Clean threads and outer surface of any debris or compounds.
4. Clean frame interface.

### **II. Lock Nut Prep before install**

1. Apply a small amount of blue thread locker to the inside threads on the lock nut. You don't need to cover all of the threads with compound, just enough to have a small bead all the way around. Note: Do not use a high temperature thread locker, aka red Loctite, as you will not be able to remove it without apply damaging heat.
2. Apply a small amount of anti-seize compound to the outer surface of the lock nut and spread evenly around with your finger on the outer silver surface.

### **III. Installing locknut into bike**

1. After completing the above steps start by threading the lock nut onto the BB sleeve by hand until you cant twist it with your fingers.
2. Using the Esker BB Tool tighten the lock nut down until you don't get any movement. Be careful to hold the BB tool against the frame with the opposite hand from the one on the wrench, this will help prevent the tool from slipping off of the lock nut and damaging it.
3. Wipe away any excess thread locker or anti-seize.
4. Reinstall Bashguard, Bottom bracket cups, and cranks.
5. Allow thread locker to dry per the thread locker manufactures recommended dry time before riding.