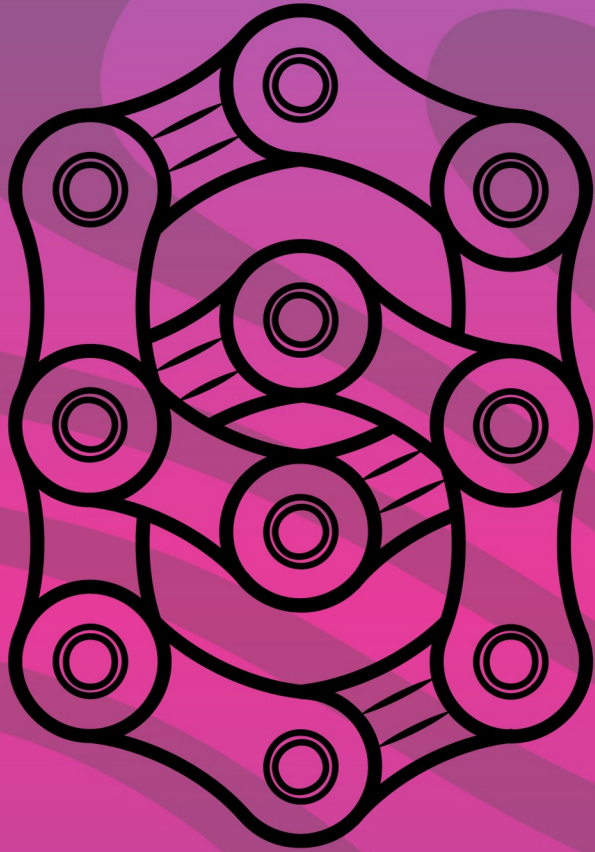


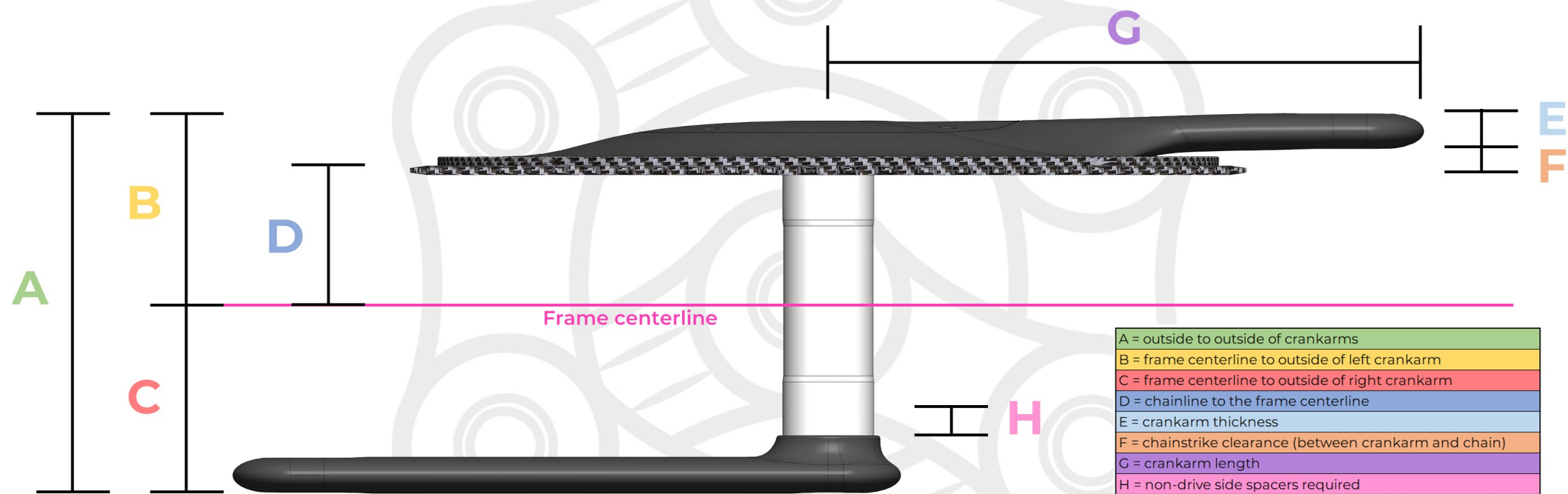


WATTSHOP
The Relentless Pursuit of Speed

CRANKARM DIMENSIONS

SRAM AXS/QUARQ

Image for illustrative purposes only



- A = outside to outside of crankarms
- B = frame centerline to outside of left crankarm
- C = frame centerline to outside of right crankarm
- D = chainline to the frame centerline
- E = crankarm thickness
- F = chainstrike clearance (between crankarm and chain)
- G = crankarm length
- H = non-drive side spacers required

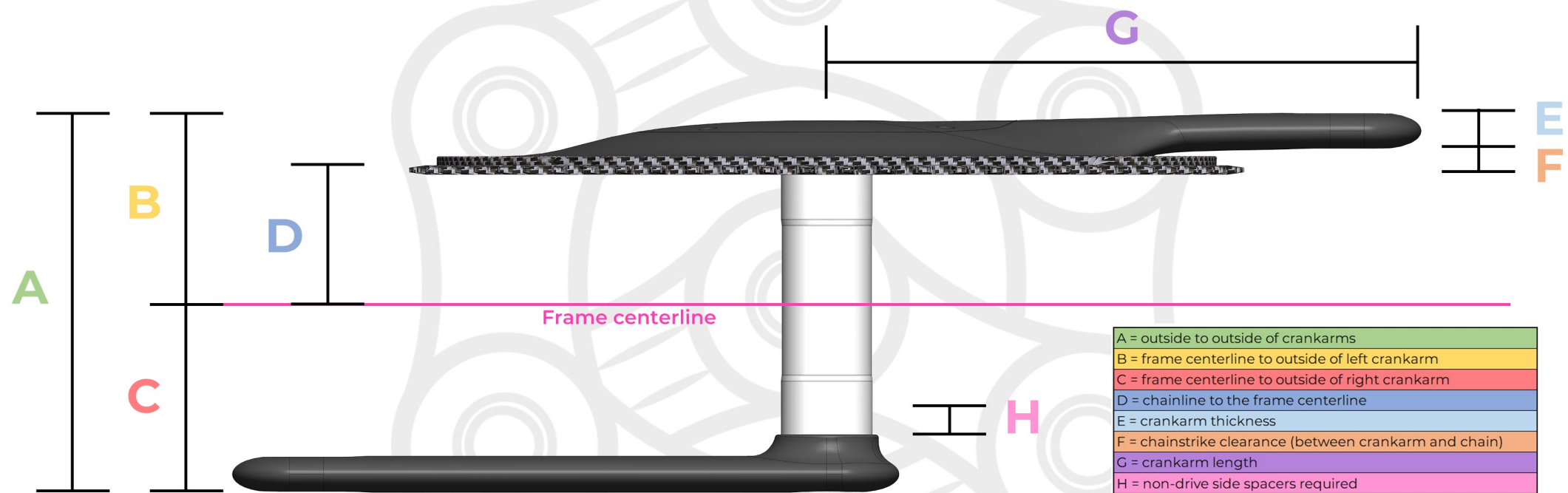
SRAM AXS	Crankarm		Spindle	Q Factor (A)	Q Factor Drive Side (B)	Q Factor Non Drive Side (C)	Chainline (D)	Crankarm Thickness (E)	Chainstrike Clearance (F)	Crankarm Length (G)	NDS Spacers Required (H)
	SHORT	STR	Narrow (Gold)	129.35	64.68	64.68	46.58	12.00	-0.83	180	2.18
			Standard (Red)	134.85	67.43	67.43	49.33	12.00	0.27	180	4.93
		+3	Narrow (Gold)	135.35	67.68	67.68	46.58	12.00	2.18	180	2.18
			Standard (Red)	140.85	70.43	70.43	49.33	12.00	3.27	180	4.93
	LONG	STR	Narrow (Gold)	129.35	64.68	64.68	46.58	12.00	-1.63	195	2.18
			Standard (Red)	134.85	67.43	67.43	49.33	12.00	-0.41	195	4.93
		+3	Narrow (Gold)	135.35	67.68	67.68	46.58	12.00	1.38	195	2.18
			Standard (Red)	140.85	70.43	70.43	49.33	12.00	2.60	195	4.93

For road use, we recommend selecting a crankarm/spindle option with **at least 1mm** of chainstrike clearance (highlighted column). Chainstrike clearance is the clearance between your crankarm and chain when in the smallest sprocket of your cassette. This clearance is based on a **405mm chainstay length, 64mm bottom sprocket chainline and a 58t chainring**. NDS spacers are worked out based on a **BSA BB shell width (87mm)**. These parameters may differ from your specific setup and should therefore only be used as a guide.

All dimensions are in millimetres (mm), unless otherwise stated.

FSA POWERBOX

Image for illustrative purposes only



- A = outside to outside of crankarms
- B = frame centerline to outside of left crankarm
- C = frame centerline to outside of right crankarm
- D = chainline to the frame centerline
- E = crankarm thickness
- F = chainstrike clearance (between crankarm and chain)
- G = crankarm length
- H = non-drive side spacers required

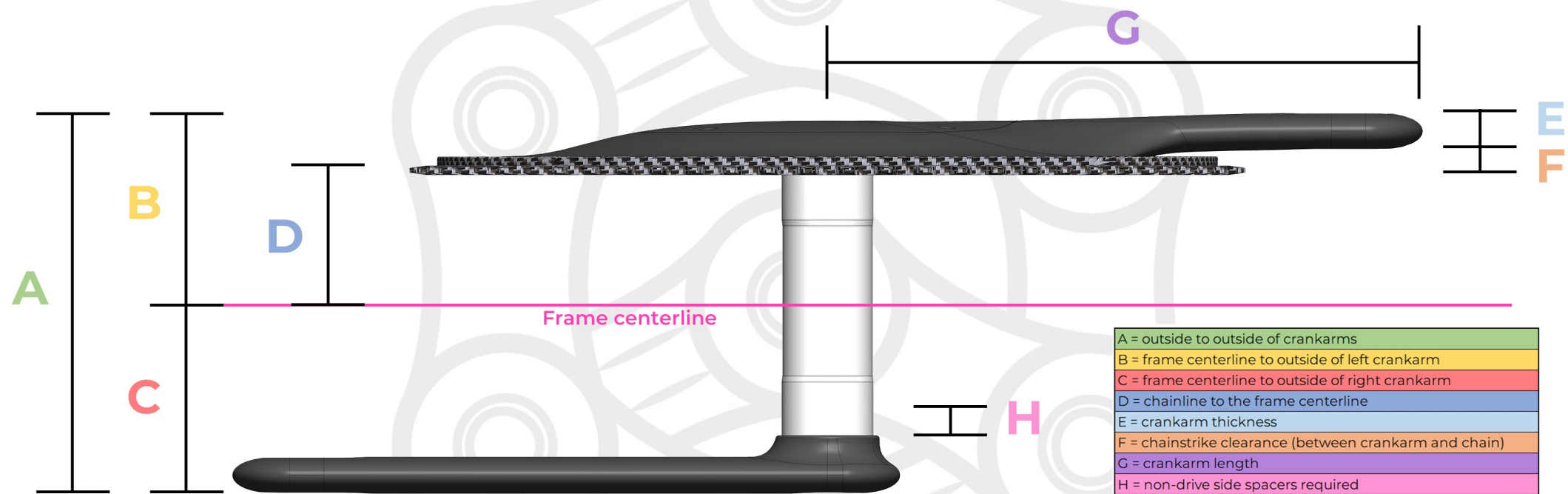
FSA FULL SPEED AHEAD	Crankarm		Spindle	Q Factor (A)	Q Factor Drive Side (B)	Q Factor Non Drive Side (C)	Chainline (D)	Crankarm Thickness (E)	Chainstrike Clearance (F)	Crankarm Length (G)	NDS Spacers Required (H)
	SHORT	STR	Narrow (Gold)	129.35	64.68	64.68	46.12	12.00	-0.55	180	2.18
			Standard (Red)	134.85	67.43	67.43	48.87	12.00	0.54	180	4.93
		+3	Narrow (Gold)	135.35	67.68	67.68	46.12	12.00	2.46	180	2.18
			Standard (Red)	140.85	70.43	70.43	48.87	12.00	3.54	180	4.93
	LONG	STR	Narrow (Gold)	129.35	64.68	64.68	46.12	12.00	-1.37	195	2.18
			Standard (Red)	134.85	67.43	67.43	48.87	12.00	-0.16	195	4.93
		+3	Narrow (Gold)	135.35	67.68	67.68	46.12	12.00	1.64	195	2.18
			Standard (Red)	140.85	70.43	70.43	48.87	12.00	2.85	195	4.93

For road use, we recommend selecting a crankarm/spindle option with **at least 1mm** of chainstrike clearance (highlighted column). Chainstrike clearance is the clearance between your crankarm and chain when in the smallest sprocket of your cassette. This clearance is based on a **405mm chainstay length, 64mm bottom sprocket chainline and a 58t chainring**. NDS spacers are worked out based on a **BSA BB shell width (87mm)**. These parameters may differ from your specific setup and should therefore only be used as a guide.

All dimensions are in millimetres (mm), unless otherwise stated.

SRM ORIGIN

Image for illustrative purposes only



- A = outside to outside of crankarms
- B = frame centerline to outside of left crankarm
- C = frame centerline to outside of right crankarm
- D = chainline to the frame centerline
- E = crankarm thickness
- F = chainstrike clearance (between crankarm and chain)
- G = crankarm length
- H = non-drive side spacers required

SRM	Crankarm		Spindle	Q Factor (A)	Q Factor Drive Side (B)	Q Factor Non Drive Side (C)	Chainline (D)	Crankarm Thickness (E)	Chainstrike Clearance (F)	Crankarm Length (G)	NDS Spacers Required (H)
	SHORT	STR	Narrow (Gold)	129.35	64.68	64.68	44.43	12.00	0.47	180	2.18
			Standard (Red)	134.85	67.43	67.43	47.18	12.00	1.57	180	4.93
		+3	Narrow (Gold)	135.35	67.68	67.68	44.43	12.00	3.47	180	2.18
			Standard (Red)	140.85	70.43	70.43	47.18	12.00	4.57	180	4.93
	LONG	STR	Narrow (Gold)	129.35	64.68	64.68	44.43	12.00	-0.43	195	2.18
			Standard (Red)	134.85	67.43	67.43	47.18	12.00	0.79	195	4.93
		+3	Narrow (Gold)	135.35	67.68	67.68	44.43	12.00	2.58	195	2.18
			Standard (Red)	140.85	70.43	70.43	47.18	12.00	3.79	195	4.93

For road use, we recommend selecting a crankarm/spindle option with **at least 1mm** of chainstrike clearance (highlighted column). Chainstrike clearance is the clearance between your crankarm and chain when in the smallest sprocket of your cassette. This clearance is based on a **405mm chainstay length, 64mm bottom sprocket chainline and a 58t chainring**. NDS spacers are worked out based on a **BSA BB shell width (87mm)**. These parameters may differ from your specific setup and should therefore only be used as a guide.

All dimensions are in millimetres (mm), unless otherwise stated.