

*CRATUS*  
*SRM ORIGIN*  
*CRANKARMS*

**WATTSHOP**  
The Relentless Pursuit of Speed

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## Cratus SRM Origin Crankarms

Thank you for purchasing a pair of WattShop #Cratus SRM Origin crankarms. We hope they serve you well in achieving maximum performance in all of your races! Please share your pictures and results on Facebook, Twitter and Instagram using #WattShop.

### WATTS IN THE BOX

No	Part Description	Quantity	Torque
1	Drive side (DS) crankarm	1	-
2	Non-drive side (NDS) crankarm	1	-
3	Upper crankarm nut	2	-
4	Lower crankarm nut	2	-
5	M6 Splitter bolt	1	-
6	Pedal inserts (LH and RH)	1 (pair)	-
7	Pedal insert plates	1 (pair)	-
8	M5x25mm caphead bolt	2	8Nm

### NOTES

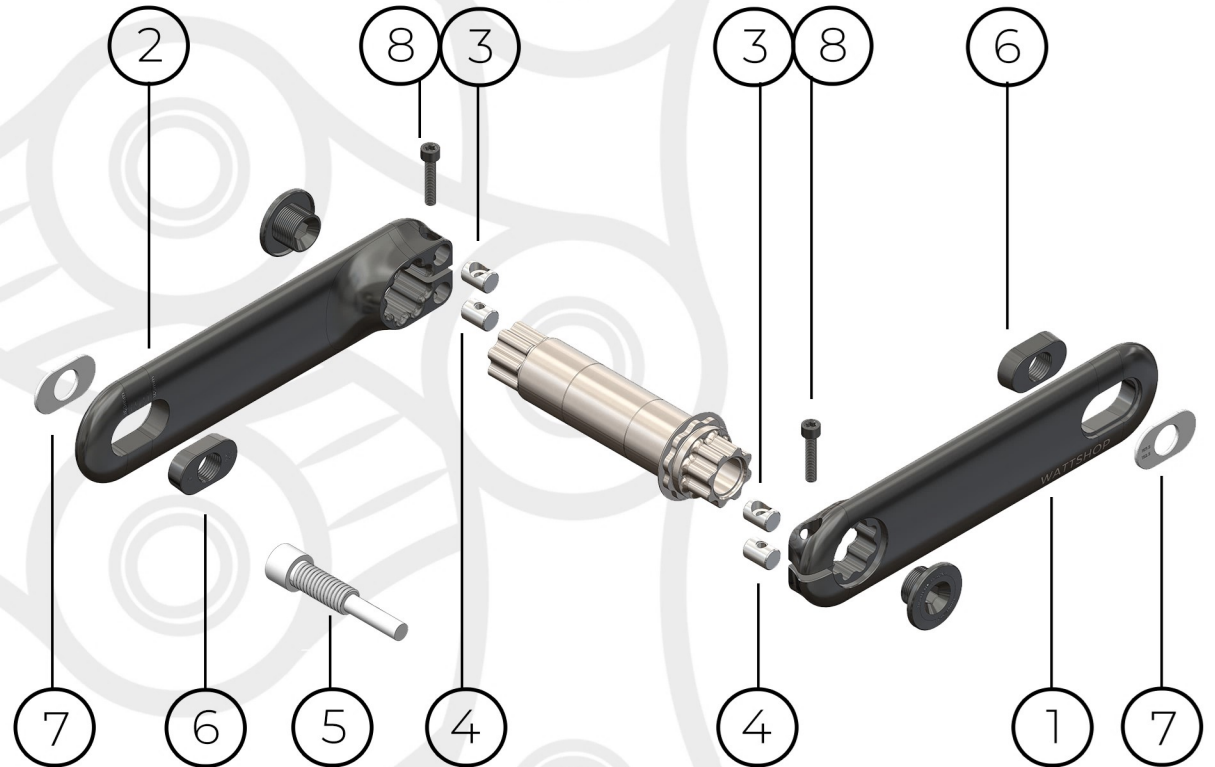
You'll need to continue to use your SRM Origin spider, spindle and retention bolts.

### TOOLS REQUIRED

T25 Torx key  
M5 Hex key (for splitter bolt)  
M10 Hex key (for SRM retention bolts)

### NOTES

The non-drive side SRM retention bolt is left hand thread.



The WattShop Cratus SRM Origin crankarms replace your existing SRM crankarms and were designed to provide you with the narrowest Q-factor possible alongside optimised aerodynamics and crank arm adjustability. The latter is an interchangeable component with adjustability in 2.5mm increments from 160mm through to 175mm or 145mm through to 160mm, depending on crank length chosen. Additional pedal inserts can be purchased separately via our website.

You will continue to use your existing SRM Origin spider, spindle (+ spindle adapters if 24mm/DUB spindle) and your existing retention bolts.

Please note if you have any custom aspects you may receive slightly different components to those listed above but this will be explained prior to shipping.



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## INSTALLATION GUIDE

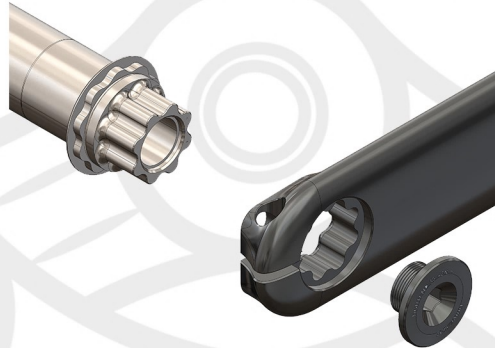
1. Install the lower and upper crankarm nuts (parts 3 & 4), into the dedicated holes in the crankarms. The upper bolt is denoted by the counterbore in the nut. This locates into the upper hole, which itself is denoted by the through hole in the arm.

With these nuts positioned install the M5x25mm cap head bolts (part 8) so the bolt catches the thread to hold the nuts in place. Do not torque at this stage.



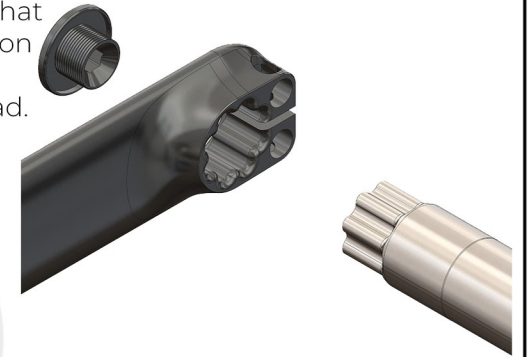
2. With your old crankarms removed, take the drive side crankarm (part 1) and slide over the splines of the spindle.

With the crankarm fully engaged tighten the M5 bolt (part 8) and torque to 8Nm. Then install the SRM retention bolt and torque to the manufacturer recommended setting.



3. Repeat step 3 with the non-drive side crankarm. If you have a 24mm or 29mm (DUB) spindle you will need to install the spindle adapter before sliding the crankarm onto the spindle.

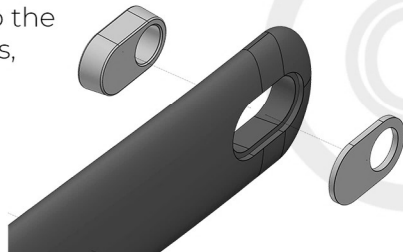
Also note that the retention bolt is left hand thread.



4. The pedal inserts (part 7) can now be installed. Ensuring the DS pedal is a standard thread and the NDS pedal is the LH thread, this is denoted on the pedal insert, the insert is positioned from the reverse side of the arm.

Ensure that you have applied grease to the pedal insert to make future removal easier.

Check you have installed these the correct way to achieve your desired crank arm length. The pedal plate (part 8) is positioned from the outside face into the corresponding recess, ensure you align the hole in the correct position. Finally install your pedals.



5. The splitter bolt (part 5), is used to aid removal of the crank arms.

To use, need to remove the M5x25mm cap head bolts (part 8) and replace with the M6 splitter bolt. Tighten until the arm starts to open, this will allow the crankarm to slide off the spindle.

In some instances you may find it beneficial to use the splitter bolt to help you install the crankarms. In which case tighten the splitter bolt to open the crankarm, slide onto the spindle before removing the splitter bolt and installing the M5x25mm cap head bolts and pick the install guide back up at step 2.