

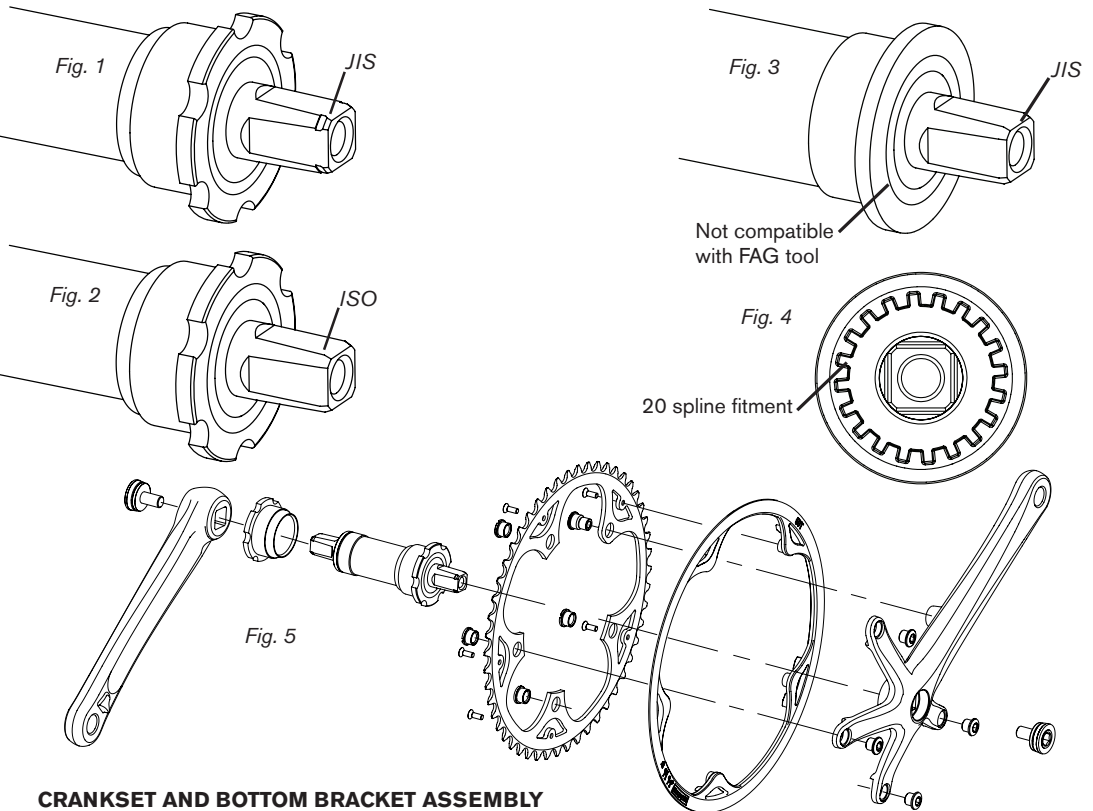
BOTTOM BRACKET COMPATIBILITY

CRANKSETS & BOTTOM BRACKETS

- In January 2013 a new crankset was introduced with detachable chainrings, this crankset is designed to mount to a JIS taper bottom bracket, it is not compatible with ISO bottom brackets
- We recommend using the 'fixed chainring' crankset (pre 2013) with a 119mm ISO bottom bracket spindle
- Crank bolts, the square taper surface and pedal threads should be lightly greased then tightened to 30Nm
- Chaining bolts should be greased and tightened to 10Nm
- Crank bolts, pedals and chainring bolts must be re-checked after approximately 50 miles of riding

BOTTOM BRACKET COMPATIBILITY

- The FAG branded JIS bottom bracket (fig. 1) has a notch at the end of the spindle, whereas the FAG branded ISO bottom bracket does not (fig. 2)
- FAG bottom brackets use a 6 point tool to fit and remove the cups, additionally the newer JIS bottom brackets will accept a 20 spline (fig. 4) Shimano style BB tool
- In 2015 a new Stronglight JIS was introduced (fig. 3), this can be identified by the black spindle and lack of external notches on the cup, this bottom bracket accepts a 20 spline (fig. 4) tool only
- In 2017 a new THUN JIS bottom bracket was introduced (fig. 3), this can be identified by the bright chrome plated spindle and lack of external notches on the cup, this bottom bracket accepts a 20 spline (fig. 4) tool only
- The 5 bolt crankset (fig. 5) is only compatible with a JIS bottom bracket (fig. 1, 3)
- All bottom bracket cups should be greased before fitting and tightened to 30Nm



CRANKSET AND BOTTOM BRACKET ASSEMBLY

CHAINRINGS & CHAINRING BOLTS

Chainrings are available in 44t, 50t and 54t sizes and all use the same two-part chainring bolts to mount them to the crank arm (fig. 5, 6). It is very important to use the correct size chainring bolts to ensure a secure connection.

The fifth chainring bolt on the back of the crank (fig. 7) is only available from Brompton. Do not use alternatives as it is likely they will be ill fitting and unsafe. All threads and mating surfaces should be lightly greased before assembly.

The counterbored features around the chainring holes must face in, towards the centre of the bike, otherwise the slotted nuts may protrude and foul the frame. The bolt hole with the adjacent rounded corners (fig. 7) should align with the back of the crank.

Chainring bolts should be tightened to 10 Nm (max).

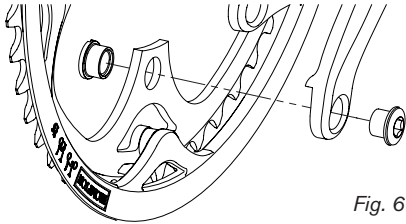
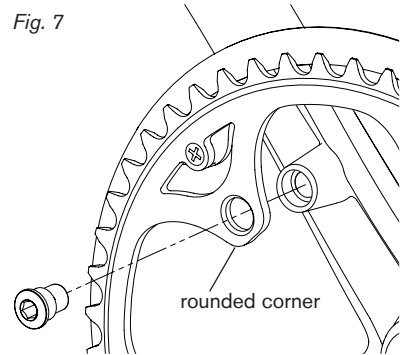


Fig. 6

Fig. 7



CHAINGUARDS

Chainguards are an important part of the folding function, as they interact with the front mudguard stay during the fold. Removing the chainguard will compromise the integrity of the folded package.

Chainguards are retained with five self tapping countersink screws and can be fitted while the crankset is attached to the bike (fig. 5 & 8). Using incorrect screws may damage the guard or fail to provide a secure fit.

Repeated removal and refitting may cause the screws to become less effective, so is best avoided.

When fitting the chainguard ensure all screw heads are flush to the inside face of the chainring.

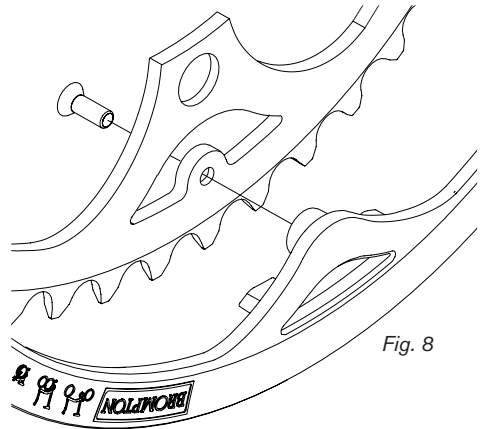


Fig. 8

CHAINS

Brompton chainrings all have a 2mm tooth thickness best suited for 3/32" chains but 1/8" chains can also be used. Always use a 1/8" chain if a 1/8" sprocket is fitted to the rear wheel. Sprockets should be replaced when fitting a new chain, as both parts will wear during use and a new chain will not engage properly with a worn sprocket.

Correct chain length is essential for a smooth running drive train and trouble free folding of the bike. The table below shows the number of links required for the different chainwheel and sprocket combinations fitted by Brompton.

Chainring	Sprocket size	Chain length	Sprocket stack sizes (2 and 6 speed)	Chain length
54t	12 or 13t	100 links	12/16t, 13/16t, 13/15t	102 links
50t	12 or 13t	98 links	12/16t, 13/16t, 13/15t	100 links
44t	12 to 14t	96 links	12/16t, 13/16t, 13/15t	98 links