# CRANKSET

## 1 - TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>STANDARD CRANKSET</th>
<th>BOLT CIRCLE DIAMETER</th>
<th>CHAIN LINE</th>
<th>MINIMUM CHAINSTAY LENGTH</th>
<th>AXLE THREADS</th>
</tr>
</thead>
<tbody>
<tr>
<td>52/39</td>
<td>135 mm</td>
<td>43,5 mm</td>
<td>405 mm</td>
<td>9/16x20 TPI</td>
</tr>
<tr>
<td>53/39</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>55/42</td>
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<tr>
<td>54/42</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>COMPACT CRANKSET</th>
<th>BOLT CIRCLE DIAMETER</th>
<th>CHAIN LINE</th>
<th>MINIMUM CHAINSTAY LENGTH</th>
<th>AXLE THREADS</th>
</tr>
</thead>
<tbody>
<tr>
<td>50/34</td>
<td>110 mm (Shank radius = 56.5 mm)</td>
<td>43,5 mm</td>
<td>405 mm</td>
<td>9/16x20 TPI</td>
</tr>
<tr>
<td>52/36</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 1.1 - CHAIN LINE SIZE

- Chain line for double crankset (Fig. 1)

![CHAIN LINE](image)

### 2 - COMPATIBILITY

<table>
<thead>
<tr>
<th>CRANKSET</th>
<th>CHAIN</th>
<th>SR / R / CH FRONT DERAILLEUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>ULTRA - TORQUE 11S (UNTIL 2014 RANGE)</td>
<td>11s</td>
<td>UNTIL 2014 RANGE  OK EPS OK LOWER PERFORMANCE (COMPAARED TO THE CURRENT RANGE)</td>
</tr>
</tbody>
</table>
2.1 - PEDAL AXLE COMPATIBILITY

⚠️ WARNING!
Do not insert washers between the pedal axle and the crank as they would generate abnormal stresses in the interface area. These stresses could lead to premature failure, resulting in an accident, personal injury or death.

⚠️ WARNING!
The contact face of the pedal axle must correspond with the data of Fig. 2. The above characteristics are necessary to minimize abnormal stresses in the cranks. Such stresses could lead to premature failure, resulting in accidents, personal injury or death.

NOTE
Q-factor: 145.5 mm (nominal value).

3 - INTERFACE WITH THE FRAME

3.1 - COMPATIBILITY WITH BOTTOM BRACKET SHELLS

Note
The compatibility between the bottom bracket shells and the relative bottom bracket cups can be found in the “Bottom bracket cups” section of the technical manual.
3.2 - DIMENSIONS FOR ULTRA-TORQUE CRANKSET
4 - ASSEMBLY

After installing the specific bottom bracket cups for your Ultra-Torque gasket in the bottom bracket shell (for the exact compatibility see the "Bottom bracket cups" section of the technical manual).

- Insert the right-hand crank fully into the shell (Fig. 1).

- Push the spring so that the two ends slide into the holes (Fig. 2).

- Gently move the right crank sideways as if to remove it from the bb cup, to make sure that the spring has been fitted correctly and that it retains the crank (Fig. 3).

- Fit the wave washer (A – Fig. 4) into the bearing seat of the left-hand cup.

- Fit the left-hand crank into the bottom bracket shell (Fig. 4.1).
• Make sure that the crankarms are correctly aligned (Fig. 5).

• Using the Campagnolo® UT-BB110 tool or an appropriate hexagonal insert, insert the fixing bolt (B – Fig. 6) in the right hand crank semiaxle until going through the hole at the internal end of the semiaxle and engage the left hand crank semiaxle thread.

⚠️ WARNING!

Use the special bolt (cod. FC-SR007 - FC-RE007). Using any other bolt may cause malfunctions or failures, resulting in an accident, personal injury or death.

NOTE

To prevent long-term oxidation of the retaining bolt thread, use a threadlocker fluid. We recommend you use only Loctite 222.

• Hold the left-hand crank in the correct position with one hand, tighten the fixing bolt (B – Fig. 6) manually until it becomes hard to turn, and then fit a torque wrench (with a 10 or 17 mm adaptor) and tighten with a torque of 42 Nm + 60 Nm. (372 in.lbs + 531 in.lbs) (fig. 6).

⚠️ WARNING: The central titanium bolt FC-SR007 fitted exclusively on Super Record Ultra-Torque crankset, with titanium semi-spindle, has a left-hand thread (to tighten turn anti-clockwise, to loosen turn clockwise). FOLLOW THE TIGHTENING DIRECTION INDICATED BY THE ARROW SHOWN ON THE HEAD OF THE CENTRAL BOLT. (Fig. 7).

⚠️ WARNING!

If it is necessary to replace the chainrings, contact a Campagnolo® Service Center since the flatness must be carefully checked using special equipment. Final assembly must be carefully performed in order to avoid an accident, personal injury or death.
Check periodically to make sure that the crankset and chainring fixing bolts are tightened with the correct torque wrench setting:
- crankset fixing bolt: 42 Nm ÷ 60 Nm. (372 in.lbs ÷ 531 in.lbs)
- chainring fixing bolt: 8 Nm (71 in.lbs)

Contact your nearest Campagnolo® Service Center for the replacement of the bearings. This delicate operation requires an extractor for pulling them out (and extra care to avoid damage to the teeth of the joint) and the (type Cyclus Tools “720263”) tool to press fit the new bearings in.

Only clean the crankset and the cups using specific products for cleaning bikes. Never use solvents and non-neutral detergents.

**SUPER RECORD 11S crankset:** Periodically bring the bike to a specialized mechanic to lubricate the hub bearings and ball bearings with specific oil for bearings (approximately every 5.000 km - 3.000 miles).

Campagnolo® Super Record 11S bearings are in Cronitect® (advanced solution by FAG) and the balls are ceramic.

**RECORD 11S / CHORUS 11S:** clean and re-grease the ball-bearings and the semi-axle and lubricate the cup bearing seats with specific grease for bearings (approximately every 4,000/6,000 km).

Maintenance intervals are purely indicative and may be significantly different in relation to conditions of use and the intensity of your activity (for example: racing, rain, salted Winter roads, weight of the rider etc.). Check with your mechanic to select a schedule that is best for you.

Only clean the carbon crank using a soft cloth with mild soap and water.
Do not expose the carbon crankset to high temperatures. Do not store bike parts in vehicles parked in the sun, and do not store near radiators or other heat sources. Do not store carbon fiber products in direct sunlight.

**NOTE**
Never spray your bicycle with water under pressure. Pressurized water, even from the nozzle of a small garden hose, can pass seals and enter into your Campagnolo® components, damaging them beyond repair. Wash your bicycle and Campagnolo® components by wiping them down with water and neutral soap.