How to install/remove direct mount chainrings on Gen 4 XCX Race and Gen 2 Cranks

How to install and remove direct mount rings or spiders on Gen 4 XCX Race and Gen 2 Cranks

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INTRODUCTION

How to install and remove direct mount rings or spiders on Gen 4 XCX Race and Gen 2 Cranks which do not use adjustable chainline spacers like Gen 3 and Gen 4 TRS and LG1 cranks.

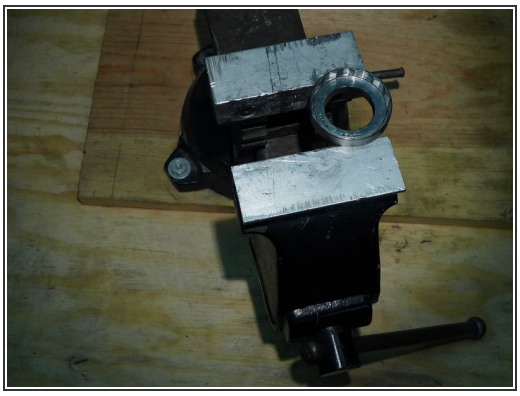
TOOLS:

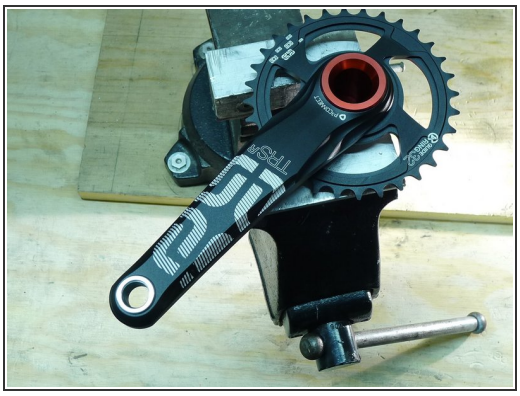
- e*thirteen crank spider tool (1)
- Vise (1)

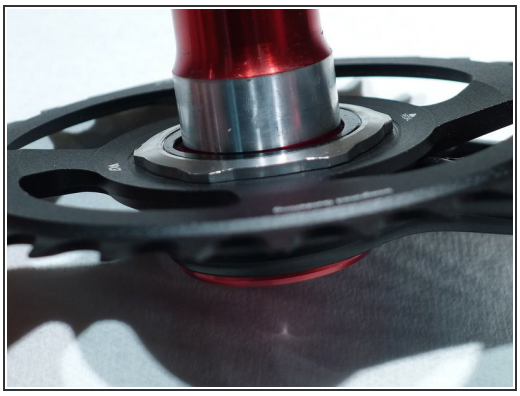
PARTS:

- grease (1)
- medium strength threadlocker (1)

Step 1 — How to install/remove direct mount chainrings on Gen 4 XCX Race and Gen 2 Cranks

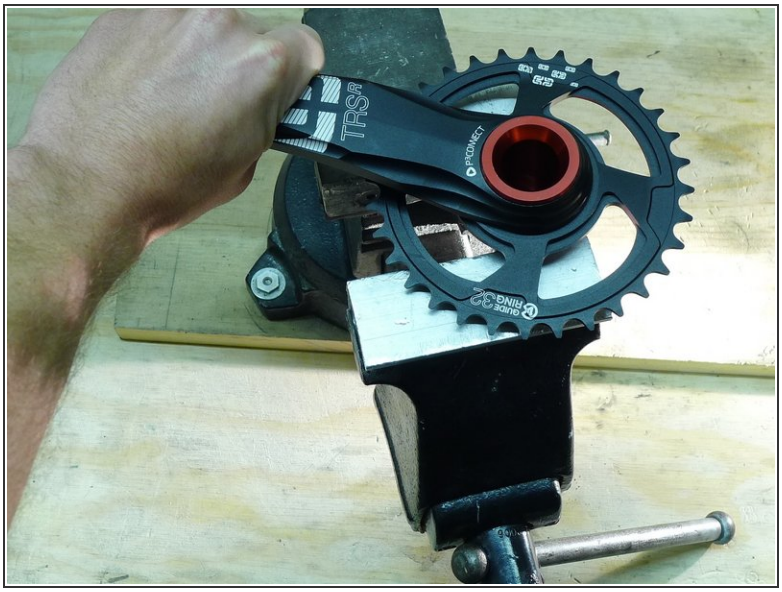


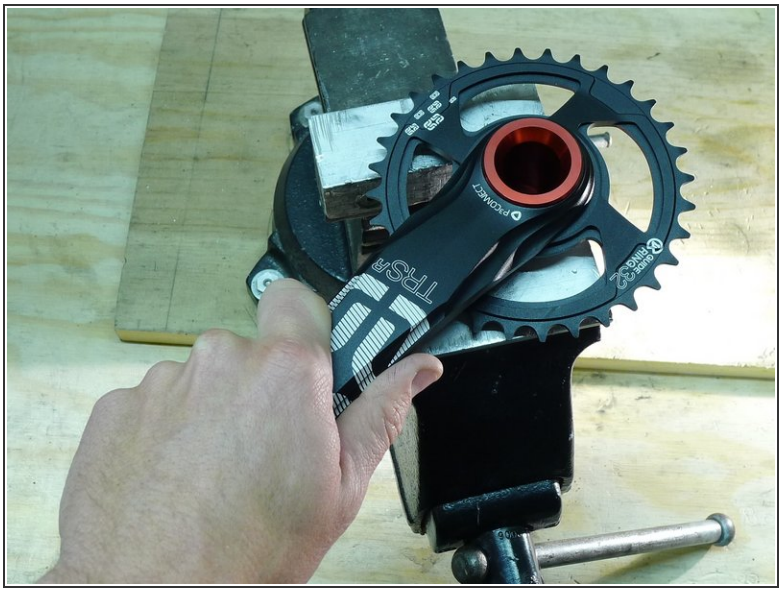




- Insert the spider lockring tool into a vise
- Be sure the vise will accommodate the spindle
- Insert the spindle and lockring into the tool

Step 2





⚠ Press down on the driveside arm and spindle assembly to ensure that is does not slip in the tool

- Turn the crank counter-clockwise (as seen from above) too loosen the lockring
- Be careful not to injury yourself on the sharp chainring teeth
- I can be helpful to bump the arm loose rather than just applying steady pressure

Step 3

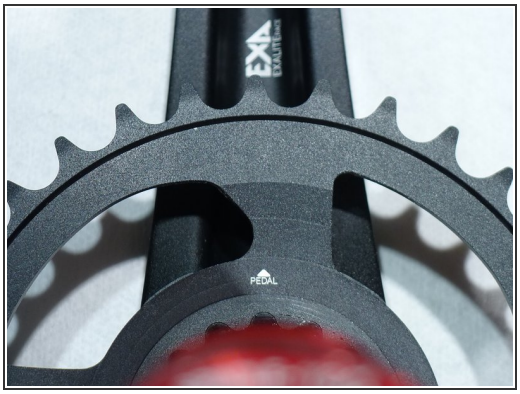


- Once the lockring is loose, unthread it completely
- Remove the spider or integrated ring from the splines
- The spider or ring will fit snuggly on the crank arm splines, it can be helpful to rock it in order to free it from the arm
- Do not use a hammer to remove the spider or integrated ring

Step 4

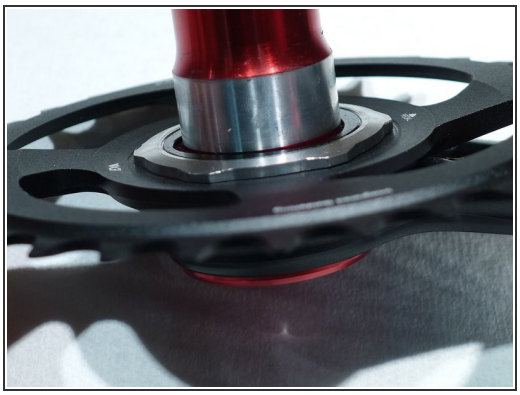
- Thoroughly clean the splines on both the spider and arm
- Clean the lockring
- Lightly grease the splines on both the spider and the arm

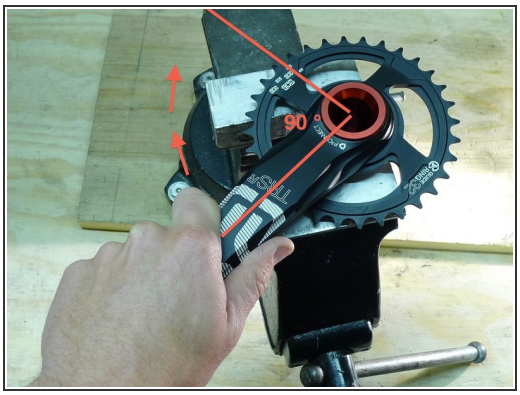
Step 5



- Install the spider or integrated ring on the arm
- Be sure to clock the spider properly such that the rings will line up in the right place
- Press firmly to seat the splines

Step 6





- Since you will not be able to use a torque wrench, follow the procedure below to ensure proper torque
- Lightly grease lockring threads
- Install lockring
- Put lockring and crank back into lockring tool in vise
- Turn lockring until it begins to tighten on the spider face
- Turn crank (or lockring) 90 degrees from touching the spider face to reach proper torque spec (approximately 30Nm)
  - Turn crank clockwise (as seen from top) to tighten

Thanks for reading, now get out there and ride!

