RACING-TORQ CRANKSETS
# RACING-TORQ CRANKSETS

## 1 - TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>CRANKSET TYPE</th>
<th>BOLT CIRCLE DIAMETER</th>
<th>CHAIN LINE</th>
<th>MINIMUM CHAINSTAY LENGTH</th>
<th>AXLE THREADS</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD CRANKSET</td>
<td>135 mm</td>
<td>43.5 mm</td>
<td>405 mm</td>
<td>9/16x20 TPI</td>
</tr>
<tr>
<td>52/39 53/39</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>COMPACT CRANKSET</td>
<td>110 mm (Shank radius = 56.6 mm)</td>
<td>43.5 mm</td>
<td>405 mm</td>
<td>9/16x20 TPI</td>
</tr>
<tr>
<td>50/34</td>
<td></td>
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</tr>
</tbody>
</table>

### 1.1 - CHAIN LINE SIZE

- Chain line for double crankset (Fig. 1)
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

The Fulcrum Racing-Torq crankset is compatible with shells having the following widths:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>X (Fig. 1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Italian thread</td>
<td>69.2 mm – 70.8 mm</td>
</tr>
<tr>
<td>English thread</td>
<td>67.2 mm – 68.8 mm</td>
</tr>
</tbody>
</table>
3.2 - DIMENSIONS

![Diagram of Racing-Torq Cranksets dimensions](image-url)
4 - ASSEMBLY

When a bike frame is manufactured, the bottom bracket shell is often deformed. In addition, paint residue is often left on the edge of the shell and on its threads. Therefore, in order to prevent the bottom bracket (bb) cups from being twisted off their ideal working axis, it is necessary to face and tap the bb shell (unless this operation has been performed by the frame manufacturer).

4.1 - FRAME PREPARATION AND INSTALLING THE CRANKSET

- Make sure that the threads (A - Fig. 1) of the bb shell are compatible with the threads of the bb cups:
  - **Italian thread:** 36x24 tpi
  - **English thread:** 1.370x24 tpi
- True the thread (A - fig.1) of the cassette using a suitable tool.
- Face the bottom bracket shell (B - Fig. 2) respecting the measures X (Fig. 1 - chapter "INTERFACE WITH THE FRAME"), using a suitable tool.

- Make sure that there is a water draining hole on the bottom of the bb shell.
  If there is no such hole, do not simply drill one. You must contact the frame manufacturer for further information and clarification in this regard.
- Clean and degrease the threads of the bb shell. (Fig.3)

CAUTION

Use exclusively the cups for Fulcrum Racing-Torq cranksets.

- Take the bb right cup, screw it in fully (Fig. 4) and tighten at 35 Nm (310 in.lbs) with the UT-BB130 tool and the torque wrench (Fig. 5).
- Repeat the previous step with the left cup.

- Make sure that the bearing set are correctly greased (Fig. 6).
RACING-TORQ CRANKSETS

- Identify the two holes in the groove of the right-hand cup (Fig. 7).
- Position the retaining spring so that the two ends are near the holes (Fig. 8). Do not insert the spring fully.

7

8

- Insert the right-hand crank fully into the shell (Fig. 9).

9

- Push the spring so that the two ends slide into the holes (Fig. 10).

10

- 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. 11).

11

- Fit the wave washer (A – Fig. 12) into the bearing seat of the left-hand cup.

12

A
RACING-TORQ CRANKSETS

• Fit the left-hand crank into the bottom bracket shell (Fig. 12.1).

• Make sure that the crankarms are correctly aligned (Fig. 13).

• Using tool UT-BB110 insert the fixing bolt (B - Fig. 14) in the semi-spindle of the right crank until it passes through the hole at the inner end of the semi-spindle and it engages the thread of the semi-spindle of the left crank.

⚠️ WARNING!
Use the special bolt (CC-RS007). 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 Loc-tite 222.

• Hold the left-hand crank in the correct position with one hand, tighten the fixing bolt (B – Fig. 14) 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. 14),

⚠️ WARNING!
If it is necessary to replace the chainrings, contact a 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.
5 - MAINTENANCE

- 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)
- Never modify the crankset in any way. Tampering with the components may cause sudden failure and accidents.
- Periodically inspect all components of your bicycle to insure that they are in optimum condition and safe for use.
- Contact your nearest 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 UT-HS040 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.
- Clean and re-grease the ball-bearings and the semi-axle and lubricate the cup bearing seats with specific grease CAMPAGNOLO PROFESSIONAL LUBRICATING GREASE (cod. LB-100) 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 components, damaging them beyond repair. Wash your bicycle and Campagnolo® components by wiping them down with water and neutral soap.