### MAINTENANCE CARD

<table>
<thead>
<tr>
<th>GROUPSET</th>
<th>TYPE</th>
<th>REVISION</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROAD WHEELS DISC BRAKE</td>
<td>BOTTOM BRACKET INDUSTRIAL BEARINGS</td>
<td>00/ 2017</td>
<td>INSTALLATION OF KIT DRP REAR WHEEL</td>
</tr>
</tbody>
</table>

### PRODUCTS TO WHICH THIS PROCEDURE APPLIES

<table>
<thead>
<tr>
<th>PRODUCTS TO WHICH THIS PROCEDURE APPLIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>RACING QUATTRO CARBON DB</td>
</tr>
<tr>
<td>RACING 5 DB (2016 - 2017 range)</td>
</tr>
</tbody>
</table>

---

#### CHARACTERISTICS OF THE LH SEAL (DISC SIDE) TO USE:

- **Inner diameter**: 17,1 mm
- **Outer diameter**: 30 mm
- **Colour**: [Red](#)

#### CHARACTERISTICS OF THE RH SEAL (FW BODY SIDE) TO USE:

- **Inner diameter**: 20,5 mm
- **Outer diameter**: 28 mm
- **Colour**: [Blue until July 2018](#), [Black after July 2018](#)

---

1. Remove the RH outer adapter from the pin.
2. Ensure that the clearance recovery ring nut is tightened (screw tightened to 2.5 Nm) so that the ring nut does not turn.
3. Place a 20 mm spanner on the adjustment ring nut, protecting it with workshop paper in order not to scrape it.
4. Unscrew the nut on the right using an 17 mm socket wrench. **Attention: left hand thread!**
5. Remove the nut and the spacer.
6. Loosen the screw which tightens the ring.
7. The ring nut is loose when the crack of the joint is visible.
8. Working anti-clockwise, fully loosen the adjuster nut (holding the pivot stationary from the opposite side at the same time).
Remove the metal seal and the spacer.

Install the seal on the spacer of the FW body.

Note: from July 2018 the seal will be black.

Install the DRP kit seal on the left hand side.

Install again the clearance recovery ring nut.

Install the seal and the spacer of the FW body.

Install again the nut.

Attention: left hand thread!

Lock the clearance recovery ring nut.

Place a 20 mm spanner on the adjustment ring nut, protecting it with workshop paper in order not to scrape it.

Screw in the nut on the right using a 17 mm wrench and tightening to a torque of 15 Nm.

Attention: left hand thread!
Keep the pivot on the other side still and screw in the ring until it stops.
Unlike conical-bottom bracket cup bearings that do not have an end stop, on these industrial bearings the end stop point is clear.

Keeping the pivot still, unscrew the ring by ¼ of a turn (90°).

Tighten the screw (with a 2.5 Nm - 22 in.lbs tightening torque), using a torque screwdriver.