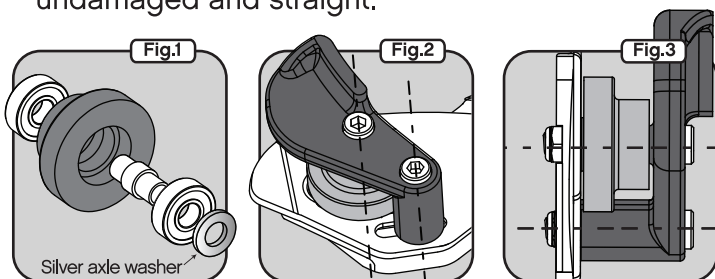


1. Remove crankset from your bike. Check your drivetrain components to be sure everything is undamaged and straight.



2. Insert DRS bearings into the side of the roller. From the other side, insert the custom Aluminium axle. Complete the roller assembly by pressing the second bearing over the axle. **(Fig. 1)**

3. Attach the appropriate number of inner guide plates **(Chart 1)** using a M3x8 OR M3x14 flat head screw.

3(cont). The plate with the washer slot and countersunk holes **ALWAYS** mounts on the outside.

4. Insert two M5x30 OR M5x35 **(Chart 1)** bolts through the holes in the plastic outer guard. Slide the roller assembly onto the rear bolt, followed by the silver axle washer. Insert the completed assembly through the backplate and affix with two M5 nylon lock nuts. **(Fig. 2)** Leave the M5 bolts loose for now.



4. Remove the drive side bottom bracket cup. Clear any grease from the BB cup threads and backplate. Apply grease to the threads inside your frame, avoiding the shell face or backplate. Sandwich the DRS backplate between the BB shell and bottom bracket. The backplate replaces the 2.5mm drive side BB spacer provided by the BB manufacturer.

5. Attach the Turbocharger bashguard to your crankset using standard length chainring bolts. The chainring is attached to the inside of the mounting tabs and the Turbocharger is placed in the outside position.

6. Reinstall the crankset and tighten fully. The center of the middle chainring should align with the center of the small step of the roller. (Fig.4)

7. Rotate the backplate so that the top of the roller assembly is level with the bottom of the bottom bracket shell. Some frames do not allow this much rotation, so get it as close as possible. Position the lower roller guard 3mm from the outer diameter of the Turbocharger (Fig.4) and torque the bolts to **0.9Nm** (a few turns past finger tight, just enough to hold the assembly in place).

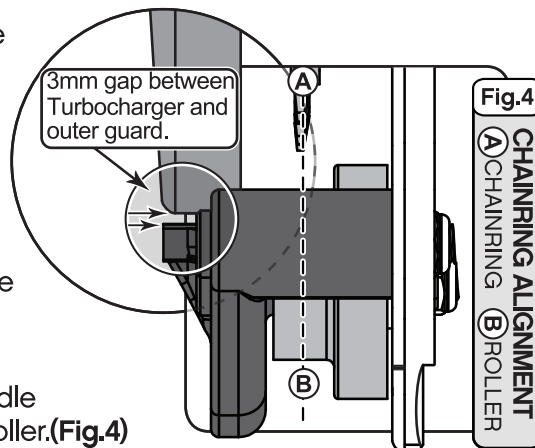
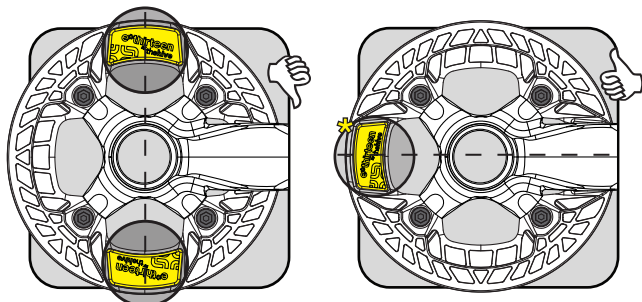


CHART 1 SPACING SET UP	BB SHELL	CHAIN LINE	ISIS SPINDLE	INNER PLATES (ISIS BB)	INNER PLATES (EXTERNAL BB)	M3 SCREW LENGTH (INNER PLATE)	M5 BOLT LENGTH (ROLLER)
	68	47.5	113	1	1	M3x8mm (short)	M5x30mm (short)
	68 / 73	50	113	1	1	M3x8mm (short)	M5x30mm (short)
	68 / 73	52.5	118	2		M3x8mm (short)	M5x30mm (short)
	68 / 73	55	122	3		M3x14mm (long)	M5x35mm (long)
	68 / 73	57.5	128	4	1 <small>ISIS separator</small>	M3x14 / M3x8	M5x30 / M5x35
	83	57.5	128	1	1	M3x8mm (short)	M5x30mm (short)
	83	60	133	2		M3x8mm (short)	M5x30mm (short)



*Turbocharger badges align with crank arm horizontal axis.