

Assembly Recommendation Cups 1,375x24 Bolts M8x1



For best results we recommend that the assembly of Thun bb-cartridges should follow the following rules:

- Both threads in the bb-shell (BS 6109:1990 ISO 6696:1989) are clean and do not show any grease, oil, or paint. Furthermore, both threads should be concentric to each other and deep enough. Thread-entry should show an appropriate chamfer (not too small or too big). The thread sizes of the bb-shell should be sized accordingly to plug gauges on both sides (LH/RH Go/Not go as per BS 6109:1990 ISO 6696:1989).
- Recommended assembly torques

Cups:	25-30 Nm on both sides, no grease applied
Bolts M8x1:	42-45 Nm, no grease applied
- Recommendation: For **all kinds of bb-systems** (independently from maker and system), electronically controlled nut runners (e.g. Desoutter, Atlas Copco etc.) should be used (alternatively at least a manual torque wrench). Those allow precise pre-settings of the torque in both directions. The use of air compression tools such as impact wrenches is not recommended, as it could lead in **all kinds of screw-connections to inconsistent results**. If air compression tools must be used, they should be used for fast screwing in only. The final and precise tightening should be made with a manual torque wrench only.
- **No grease to be applied** - if any, (little) grease should be applied exclusively **inside the bb-shell and NOT on the threads of the cups**. The same applies for **bolts M8x1**, where any (little) grease exclusively should be inserted into the bore, and never on the bolts` thread.
- In the case of grease application, the assembly torque should be **reduced from 25-30 Nm to 20-25 Nm for cups, and from 42-45 Nm to 38-41 Nm for bolts**. When dealing with greased bb-shells and spindles, we recommend the options „P19“ treatment of cups resp. “LOCK“ of bolts, which compensate the reduction of friction and thus prevent auto-loosening of the cups resp. bolts.

Troubleshooting in case of play

In case of any 360° or sectional play (which in most cases is a result of deformation or ovalisation of the bb-shell and its threads due to welding processes of the frame) the applied torque may be increased to 40 Nm. However, this process could be inefficient in case of sleeve-less bb-cartridges (HULA, LIMBO, MAMBO, DINKY, GOAL or TWIST) and shoulder-less lh-cups (BASIC and PASO-ML). In these cases, it is best practice to replace these with SHORTY, IBEX, JIVE or TANGO.

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