Bottom bracket parts diagram

This comprehensive guide tells you everything you need to know about bottom brackets â€" from a breakdown of all the bottom bracket systems available and their compatibility with one another to how a bottom bracket works and how to stop a bottom bracket creaking, this guide has it all. Below we rundown each of the major bottom bracket systems currently available, along with advantages, disadvantages, notes on compatibility, and some input from their proponents on why they exist. Other widths may be named according to shell dimensions: Wider overall shell is also claimed to improve bearing support. An older Pressfit 61x46mm BB appears to be obsolete. An older CeramicSpeed now offers a fully integrated bearing akin to T47 that will fit 30mm spindles. Modern, external cup threaded bottom brackets are among the most common of standards. Square taper bottom brackets also fit in most shells designed for external cup bottom brackets, but to keep things simple, we will only cover the modern standard here. The idea is simple, by moving the bearings outboard of the shell, you can then use a much larger spindle. In fact, companies such as Santa Cruz continue to stand by it despite the plethora of other options now available. The bearing bores are usually round already, with aluminium cups, because it is a machined surface, and if the bearing bores are too tight you can sand them out and get the fit just right for the bearings before you thread them into the frame. You cannot use a facing or cutting tool that I know of in a carbon shell. To make matters even more confusing, there exists a number of other threaded bottom bracket standards. Trek introduced the proprietary BB90 standard in on the revamped Madone and soon followed with the mountain bike-specific BB Instead of bearing pressed into aluminium cups that were then threaded into the frame, Trek pressed the bearings directly into the frame. Bearing seats were moulded into the carbon frame structure to save weight, and bottom bracket shell width ballooned to 90mm on road bikes and 95mm on mountain bikes, creating more real estate for frame tubes and suspension pivots. It also provides a simplified installation process. Crankset compatibility is thus unchanged, although you do lose the ability to run chain guides that sandwich between the driveside cup and frame. This system is not without its issues however, with shells becoming oversized due to wear being a relatively common problem leading Trek to release the very slightly oversized V2 bearings to compensate. Perhaps partly due to these issues, Trek has, in fact, recently abandoned this bottom bracket standard on its Domane endurance road bike platform for , in favour of the T47 threaded standard. It will be interesting to see if this trend carries over to future models in its range. We can do this without creating our own crank spindle standard because it adheres to the same spindle that a threaded BB uses. None that I can see. The road standard has an A number of other shell widths may also exist, though they all use the same bearing cups. More recently, bearings have shown up that allow a 30mm spindle to be used. The dimensional restriction mean the bearings are generally quite small, as the system was designed around 24mm spindles. This can lead to reduced bearing lifetimes. This system has a number of different names depending on who you talk to. The key benefits are lighter weights owing to the larger, 30mm-diameter aluminium spindle and the elimination of separate bearing cups. Plus, because the shell is still just 68mm wide, the cranks can also be made to provide more heel clearance â€" or, depending on the crank design, an even a narrower stance width commonly referred to as Q factor. By comparison, Dura-Ace weighs around g [we recorded g in our review â€" ed]. In addition to weight, another BB30 advantage is stiffness. By increasing the spindle diameter, you increase its resistance to twisting, which is where the bulk of the deflection in a crankset comes from. Moreover, with the notable exception of Felt , which uses a carbon tube, BB30 also usually employs an alloy shell insert that has to be bonded or co-moulded into an otherwise carbon frame. According to Cannondale, this allows for wider bearing spacing and better spindle support which should improve bearing longevity. That extra 5mm can complicate crank compatibility, however. Thankfully, many newer BBcompatible cranks now feature extra-long spindles for wider compatibility and those will install just fine. Cranks of both systems are compatible with each other. They both have the same needs for concentricity and placement relative to the frame. The threads are at a disadvantage in that they need to be machined from both sides and have a hard time sharing a centerline, whereas our OSBB is machined from one side all at once â€" and round holes are easy to measure. This is essentially the same as the BB30A and BB Ai Cannondale system described above, except that it uses bearing cups rather than bearings pressed directly into the frame. BBRight shares its 30mm-diameter alloy spindle, cartridge bearings, and driveside bearing location with PF30 â€" in fact, the bottom bracket cups are identical to PF However, the non-driveside bearing is pushed outward by 11mm â€" the same as conventional threaded, BB90, and PF86 bottom brackets. This makes it something of a hybrid between the two widely accepted systems. Your feet are in exactly the same place as before. BBRight is available in two incarnations. The direct fit version uses the same bearings from a BB30 bottom bracket, which are pressed directly into the frame. While it seems to make

good engineering sense, however, other bike companies have been slow to come on board. In addition, it uses the same bearings and cups as PF30 and BBRight and, thus, the same manufacturing tolerances and required tools. We are able to have a full carbon shell with no metal bonded into the frame, which makes for a stronger, lighter frame structure. The straighter arms also have less ankle and heel clearance than those narrower formats. Total stiffness is not a measure of crank stiffness alone, though. Designed in conjunction with Chris King and Argonaut Cycles, T47 â€" announced in â€" is the most recent offering hoping to become the next standard. T47 bottom brackets, aka Thread Fit 30i, use the same 46mm internal diameter as PressFit 30, but they thread into frames rather than being pressed in. The design comes about as a solution to the well documented creaking issues associated with oversized press-fit systems. While these issues are near always the result of poor tolerances, the T47 standard promises to fix the creaking issue without sacrificing the benefits of an oversized interface. As it stands, this new standard may just become the hot new thing among smaller manufacturers of metal bikes. The need for a heavier metal interface looked like a limiting factor for mass-produced carbon bikes, but with a manufacturer like Trek on now on board as mentioned above, its Domane features a T47 BB that could all be about to change. Threadfit Rather than press the BB86 bottom bracket directly into the frame, the ThreadFit system threads an aluminium shell into the frame first, which provides the interface for the bearings to sit in. According to Colnago, this allows dimensions and tolerances to be controlled more accurately. Additionally, it allows the bottom bracket interface to be replaced easily if it wears over time or after multiple bottom bracket replacements. This also allows a larger 30mm spindle crank to be installed. SRAM claims that the focus on optimising the bearings resulted in a spindle diameter of Thankfully DUB has been designed with major bottom bracket standards in mind, allowing the cranks to be fitted to the most common designs with the choice of the appropriate bottom bracket. This is achieved by placing the bearings at the same axial location along the bottom bracket axis â€" in the case of BB30 and PF30 bottom brackets, that results in the bearings being located outboard of the frame. Generally, your replacement cranks may have the same or smaller spindle diameter, and the same or longer spindle length than the system your bottom bracket is designed around. On the other hand, a BB30 crankset, being specifically designed for a BB30 bottom bracket is generally not adaptable to many other systems, due to the short spindle length matching the narrow shell width. Newer BB30 cranks have started using longer spindles to make them a bit more versatile. Various other bottom bracket standards lie between these two extremes. Take these guidelines with a pinch of salt and always be sure to double check what you can fit before committing to a new crankset. And, not surprisingly, several companies are at the ready to help you make those changes. Changing between setups typically requires some type of adapter. In general, though, the guideline is the same: try to minimise the number of parts involved. More parts added on top of each other results in greater tolerance stack-ups, plus more interfaces that could potentially creak. How companies decide to go about that â€" and precisely what design features they want â€" is the real issue, because everyone seems to have their own ideas on how to achieve the same goals less weight, more stiffness, and lower manufacturing costs. Threaded systems have very few limitations â€" they are easily cleaned and repaired at the shop level, and they do not affect the bearing fit. But the realities of relaxing tolerances can create other issues. For example, save for Shimano, Rotor, Specialized, and some FSA models that use adjustable effective crank arm-to-crank arm distance, most of these alternative systems require wave washers or compressible spacers to account for inherent shell width variability Magic Motorcycle used precision micro-shims back in the day, and some third parties offer similar systems for modern cranksets. Things work okay if the installation is done correctly. But, if not, you could still end up with lateral play under load possibly resulting in dropped chains or bearings that are too heavily preloaded decreasing bearing lifespan. Weather-sealing can be a problem, too. Integrated cup and bearing systems at least have the potential for good barriers against dirt and moisture, depending on the design, but bottom bracket standards that rely solely on bearings pressed directly into the frame sometimes have to make do with the typically inadequate seals on the bearing cartridges themselves. Some designs even offer discipline-specific advantages. For example, BB30 offers the narrowest potential Q-factor, while wider shells allow for greater chainstay spacing, for more tire clearance on mountain bike hardtails and cyclocross frames. Finally, there are aesthetic considerations. Road companies often gravitate towards BB30 for the sleek, narrow form factor, while smaller builders dealing primarily in steel might prefer the more proportional look of a threaded shell. Carbon companies looking to maximise their stiffness or stiffness-to-weight figures generally just want to go bigger in some way. This article was first published in March and was most recently updated in January Get the multi-functional Aquarius AQ for less with this exclusive deal. Home Advice Buying Guides The complete guide to bottom

bracket standards. Conventional threaded bottom brackets are still very popular, and for good reason. Bearings are pressed directly into precision-molded carbon seats Immediate Media. Proper BB30 bottom brackets require extensive and careful machining inside the shell in order to work properly â€" and quietly Immediate Media. Colnago Threadfit Numerous adaptors are available to convert from one bottom bracket system to another Immediate Media. The explosion of new bottom bracket standards has also required the introduction of new tools to go with them Immediate Media. Benedict Pfender. Daily Deals. Review Troy Lee Designs Resist waterproof pants. You may also like. Allen keys: everything you need to know. Silence those persistent mystery creaks. The right tools for the job: building an affordable home workshop. The bottom bracket on a bicycle connects the crankset chainset to the bicycle and allows the crankset to rotate freely. It contains a spindle to which the crankset attaches, and the bearings that allow the spindle and cranks to rotate. The chainrings and pedals attach to the cranks. Bottom bracket bearings fit inside the bottom bracket shell , which connects the seat tube , down tube and chain stays as part of the bicycle frame. The term "bracket" refers to the tube fittings that are used to hold frame tubes together in lugged steel frames [1] which also form the shell that contains the spindle and bearings; the term is now used for all frames, bracketed or not. There is some disagreement as to whether the word axle or spindle should be used in particular contexts. The distinction is based on whether the unit is stationary, as in a hub, or rotates, as in a bottom bracket. An old American term for the bottom bracket is hanger. This is usually used in connection with Ashtabula cranks, alternatively termed one-piece cranks. In typical modern bikes, the bottom bracket spindle is separate from the cranks. This is known as a three-piece crankset. The cranks attach to the spindle via a common square taper, cotter or splined interface. Earlier three-piece cranks consist of a spindle incorporating bearing cones facing out , a fixed cup on the drive side, an adjustable cup on the non-drive side, and loose bearings. Overhauling requires removing at least one cup, cleaning or replacing the bearings, reinstalling the spindle, and adjusting the cups. It comprises a standard spindle and bearings in a steel cylinder with a slightly-modified bearing cup at each end. The cylinder, bearing and spindle are placed in the shell and held in place by the bearing cups, each of which has a narrow flange that bears against the edge of the shell. It was fitted to various English lightweights through the s and was used by Royal Enfield on its 'Revelation' small wheeler in the mids. However, the unit bottom bracket was never popular and it had a reputation for being troublesome. A lack of positive location allowed it to rotate within the frame, loosening the bearing cups. Contemporary users overcome the problem by fixing the unit in the frame using adhesive or a screw. Many modern bicycles use what is called a "cartridge" bottom bracket instead. Other designs are three piece, the spindle is separate, but the bearing cups incorporate cheaply replaceable standard cartridge bearing units. Either arrangement makes servicing the bottom bracket a simple matter of removing the old cartridge from the bottom bracket shell, and installing a new one in its place. Cartridge bottom brackets generally have seals to prevent the ingress of water and dirt. The early Shimano LP bottom brackets from the s had the support cup on the drive side and used loose bearings inside; they could be dismantled and serviced much like cup and cone bearings. In general use, the term 'three piece' refers to the former design, with sealed bottom brackets being seen as the 'standard'. Designs utilizing separate bearings are usually found on low end bikes, due to the low cost. With a one-piece also called Ashtabula crank and bottom bracket, the spindle and crank arms are a single piece. The bottom bracket shell is large to accommodate removal of this S-shaped crank. Bearing cups are pressed into the bottom bracket shell. The crank holds the cones, facing in; adjustment is made via the left-threaded non-drive side cone. One-piece cranks are easily maintained and reliable, but heavy. They are found on BMX bikes as well as low-end road and mountain bikes. They fit only frames with American sized also known as "Pro size" bottom brackets. The bearings are normally open to the elements and easily contaminated, although this rarely causes failure. Ball retainers caged bearings are used to facilitate assembly and to reduce the number of balls required. The Thompson bottom bracket uses adjustable spindle cones and cups pressed into the bottom bracket shell like the Ashtabula bottom bracket. Unlike the Ashtabula crank, the non-drive side crank is removable, allowing for a smaller bottom bracket shell. Frames with either Italian or English bottom bracket shell diameters independent of threading may be fitted with Thompson bottom brackets. Thompson bottom brackets are rare. The design is similar to a typical hub bearing and theoretically supports the load better but is hard to seal effectively against dirt and water. Many current designs are now using an integrated bottom bracket with outboard bearings. This is an attempt to address several issues associated with weight and stiffness. Because of the relatively small 1. External bearings allow for a large diameter hence stiff and hollow hence light spindle. They also offer more distance between the two bearing surfaces, which contributes to stiffness while allowing lighter components. A different approach

would be to standardize on the larger BMX shell for all bicycles, or the BB30 standard [6] originally introduced by Cannondale. In one design, the driveside right crankarm and the bottom bracket spindle are an integrated unit and the bearings are placed outside of the bottom bracket shell. The terms 'X-Type' and 'Hollowtech II' are both used to refer to any design of this type, but are in fact trademarks of the corporations marketing the systems. These external bearings are compatible with those from other manufacturers. With this new standard have come several cranksets designed to use the external bearings of other manufacturers, such as DMR's "Ex type" and Charge Bikes "Regular" cranks. Magic Motorcycle, a small USA component manufacturer that was later purchased by Cannondale, and re-formed into Cannondale's CODA brand Coda Magic cranks , made a proprietary external bearing bottom bracket, oversized spindle and crank system in the early s. The modern versions are using the same bearing size RS and even the original mounting tool fits but the bearings are sitting closer to the frame now. The crank had intricately CNC machined wide hollow crank arms made of two halves glued together. Their special frames have a larger bottom bracket shell allowing the bearings to be inside again while their top level SI crankarms are still two machined aluminum halves glued together. Their Sweet Wings cranks from the early s incorporated the through spindle concept by attaching the two half pipes coming off each crank arm and held together with a single bolt that resided within the cavity of the spindle itself. Their bottom bracket bearing arrangement was a "hybrid" - the right side was internal while the left side was external and had the RS sealed bearing, too. The spindle is made longer, and the bearings sit outside the bottom bracket shell. The spindle is permanently pressed into the right crank. The left side spline interface looks similar, but is different so as to prevent installation of older ISIS Drive crankarmsâ€"which are no longer compatible because Q-factor and chain line cannot be maintained using these older cranks with an external bearing BB. In late , Campagnolo introduced an outboard bearing design called Ultra-Torque, which has both crank arms permanently attached to halves of the spindle called semi-axles , which then join in the middle of the bottom bracket with a Hirth joint and a bolt. Bicycle frames utilizing pressed bearing standards do not have any threads inside the bottom bracket shell. The bottom bracket is pressed directly into the frame. Using pressed in standards allows frame manufacturers greater flexibility in the frame design that many times offers greater stiffness and weight reductions, however many users are reporting creaking issues with these systems. Pressed in standards usually require two-piece cranksets where the spindle is attached to one of the crankarms. Due to fixed spindle length and diameter, crank sets designed for one pressed standard may not be compatible with another. For example, a crankset made specifically for BB30 will not fit in a BB86 bottom bracket and frame. There are other instances where adapters can be used to fit a crankset made for one standard into another. Lightning Cycle Dynamics, Inc. Schlumpf makes a bottom bracket that incorporates a two-speed epicyclic transmission. As well as the different means to fit the bottom bracket into the frame, there are a number of ways of connecting the crank arms to the bottom bracket spindle. Shimano introduced a proprietary splined interface named "Octalink". One of the earliest standards of crank interface, cottered cranks are now considered obsolete in Western countries, but are still in common use in China, India and other developing nations. The spindle is a cylinder and has a flat region across it a land. The crank has a hole through it to fit onto the spindle, with a transverse hole for the cotter pin. The cotter pin is cylindrical with one side flattened at an angle to form a wedge to match the spindle land. When tightened, this produces a simple and effective interface. The problem is that normally the interface cannot be tightened enough without a cotter press, a highly specialized tool. [12] though still produced and for sale. Cotters can also be installed with an improvised tool designed for another purpose, such as a ball joint splitter or hammer, with mixed results. Because all the load is on one very small area of the cotter pin and the crank land the cotter pin deforms plastically under normal use and so must be replaced regularly. If this is not done the crank and the spindle wear and must be replaced. There is a warning because of a characteristic creak sound that aging pins cause the cranks to make. Often referred to as 'cotterless', since this was the design that was introduced after cottered spindles, square taper was once the most popular and only style 'cotterless' crank. This interface consists of a spindle with square tapered ends that fit into square tapered holes in each crank. It is still manufactured in great numbers for bicycles and maintains popularity for such applications as bicycles. Not all square taper crank and bottom bracket combinations are compatible. Although nearly all spindles use a 2-degree taper, there are two competing standards, defined by the measurement across the flat at the end of the spindle. Some manufacturers make cranks and bottom brackets to both specifications. Some square tapered bottom bracket axles are threaded at the ends and use nuts. Other square tapered bottom brackets are hollow, allowing for crank bolts to thread into the ends. Titanium has been used in an effort to make bottom brackets lighter, but early

attempts were not entirely successful. Several manufacturers have built bottom brackets with titanium spindles and alloy cups but their durability was lower than that of steel. Early Campagnolo Super Record titanium spindles which were hollow were replaced by a later version that used solid, nutted spindles for improved reliability. In recent years Shimano has migrated much of their product line away from square taper to a spline attachment called Octalink and to external bearing types. In late , Campagnolo announced that it was abandoning the square taper interface for double chainsets in favor of an outboard bearing design called Ultra-Torque , which uses a splined interface between spindle halves. Several different competing standards for splined interfaces exist. The tool for installing and removing these bottom brackets is often also a spline. The Octalink system uses a spindle with eight splines. The splines provide a contact area between crank and spindle for an interface. Octalink exists in the marketplace in two variants, Octalink v1, and Octalink v2. The difference between the two can be seen by the depth of mounting grooves on the bottom bracket spindle. Shimano , Ultegra and Dura Ace cranksets mate to version one bottom brackets, while later mountain bike designs use the deeper-grooved version two. The system is proprietary and protected by Shimano patents and license fees. ISIS Drive, the International Splined Interface Standard, is a non-proprietary splined specification for the interface between a bicycle crankset and the bottom bracket spindle. ISIS Drive is open source and free to the public to be used as seen fit. BMX 3-Piece bottom brackets typically use a spindle either There are other designs in use that have varying degrees of popularity. One is Truvativ's Power Spline interface. It is a 12 spline spindle proprietary to Truvativ offered as a lower cost alternative to other spline designs. It is essentially a beefed-up square taper spindle with splines instead of tapers. Phil Wood uses a similar splined design to the Shimano bottom bracket. The difference is an tooth versus a tooth as per the Shimano design. Bottom brackets have several key size parameters: spindle length, shell width, and shell diameter. Spindle length, along with the crank's shape, determines the Q factor or tread. There are a few standard shell diameters Most except for Italian and French designs use right-hand normal threading for the left side and left-hand reverse threading for the right drive side. This is opposite of most pedal threading and is done for the same reason: to keep the bottom bracket cup from backing out of the bottom bracket shell due to precession. With the development of external bearing designs, the standard shell diameter has become a considerable constraint, limiting both the diameter of the bottom bracket spindle and the size of the actual bearing balls in the races. Consequently, these external bearing designs can be less durable than older internal bearing designs. To address this problem several designers have promoted new standards for larger diameter bottom bracket shells, the best known of which is BB30 promoted by Cannondale. Since about there is now a T47 standard with a larger shell diameter and also threading. Some manufacturers like Trek are starting to implement this into their bicycles, while it is also possible to have threading cut into an existing 46mm pressfit and have T47 cups fit in there. The bottom bracket height is the vertical distance from the center of the bottom bracket to the ground, and it expresses clearance of the frame over obstacles. The height of the bottom bracket is of concern when designing the frame. The height of the bottom bracket is the baseline for the rider's height while riding. Combined with the length of the cranks, it determines the bicycle's ground clearance. A higher bottom bracket is useful for mountain bikes. In a fixed-gear bicycle , the bottom bracket should be high enough to prevent the pedals from coming in contact with the ground while cornering but is not always achieved. A lower bottom bracket creates a lower center of gravity and allows for a larger frame without creating an uncomfortable standover height. An eccentric is a cylindrical plug or bearing cup that fits into an enlarged bottom bracket shell. The plug is machined to accept a typical bottom bracket, but offset from the center of the plug, so that by rotating the plug, the location of the bottom bracket and hence the chain tension may be adjusted fore and aft to tension the chain, the upper or lower eccentric position for a given chain length can be chosen to fine tune bottom bracket height. Once properly adjusted the plug is then fixed in place by a pair of set screws , a clamping bottom bracket shell, an expanding wedge in the plug, or the plug may be manufactured in left and right halves that clamp against the faces of the bottom bracket shell with screws that connect the two halves. Eccentric bottom bracket shell inner diameters vary between manufacturers from 42mmmm nominally. Eccentrics are used in applications that require precise chain tension adjustment such as the timing chain of tandem bicycles , the chain that connects the stoker's and captain's cranks. They may also be employed on bicycles that do not have an adjustable rear wheel position, due to vertical dropouts or a rear disc brake , and that do not have an external rear derailleur such as single-speeds or bikes with an internal-geared hub. The bottom bracket shell and bottom bracket assembly as a whole have changed drastically as bike frames and part manufacturing continues to evolve. While the progression in technology is great for the consumer, it has proven to play a challenging role in

frame design and aftermarket parts. Around , Shimano was manufacturing proprietary bottom bracket components with patents. Bike frame manufacturers would then create bikes with the patented bottom brackets as a guiding light around the shell area. This caused aftermarket brands to struggle in creating a bottom bracket that would fit into bikes that came with OEM Shimano parts. In August of , the ISIS Drive Standard was published and made into open source for anyone to create products using the designated specifications. Frame Manufacturers took to the idea and created bikes that accepted the standard, allowing for a broader market. This success would prove to be short-lived due to failures and need for the industry to continue progressing and creating better specifications. From Wikipedia, the free encyclopedia. This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. October Learn how and when to remove this template message. British Council Film Collection. At Retrieved Sheldon Brown. Archived from the original on The advantages of retainers are ease of assembly, and economy because the manufacturer can get by with fewer balls, if they are spaced apart by a retainer. Aluminum cranks for square taper bottom brackets seem to be holding strong as well. Most of these cranks are made for the single-chainring application. ISIS Drive. March 23, Retrieved February 13, Bicycle parts. Shifter Bowden cable Cable guide Brake Ferrule. Categories : Bicycle drivetrains. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. BB30 Cannondale [16]. BBright [18]. Shimano Press Fit BB86 [19]. The Wikibook Bicycles has a page on the topic of: Bottom bracket overhaul. Heavier items will likely ship FedEx Ground and may be up to a week in some areas. On behalf of Peak Cycles and BikeParts. We will remain open under normal business hours until further notice. We are taking every precaution necessary to remain open. In our Peak Cycles bike shop in Golden, Colorado we will continue to perform bike repairs and sales. Due to Covid we are not allowing any customers into the shop at this time. Our service department is also performing pick-up and drop-off of repair bikes outside. We are not allowing any bike rentals or demos until further notice. For online customers, BikeParts. We have experienced very few delays for most of our US customers over the 2 weeks. For local online customers, you can pick up your will-call orders at Peak Cycles. Call ahead for curbside pickup or come to front door and we will grab your order for you. We are committed to slowing the spread of Covid, and to keep our customers, employees, and communities safe. We hope that this horrible situation ends soon and that everyone takes care of themselves both mentally and physically. If you can get out and walk, hike or ride, then take advantage of it. It certainly helps with stress and anxiety during difficult times. Lastly, don't forget to stay in close contact with frien

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