Warranty

We warrant the Compass René Herse cranks against defects in materials and workmanship for **ten years** after the original purchase, for the orginal purchaser. If the product is found defective by Compass Bicycles, we will replace or repair it. If you feel that a product is defective in materials or workmanship, please send the product to us for evaluation. Please allow up to four weeks for the evaluation. This warranty does not cover:

- Damage due to improper mounting.
- Crash or impact damage.
- Chainring wear.
- Changes in color due to normal oxidation.
- Indirect damage to the bicycle.

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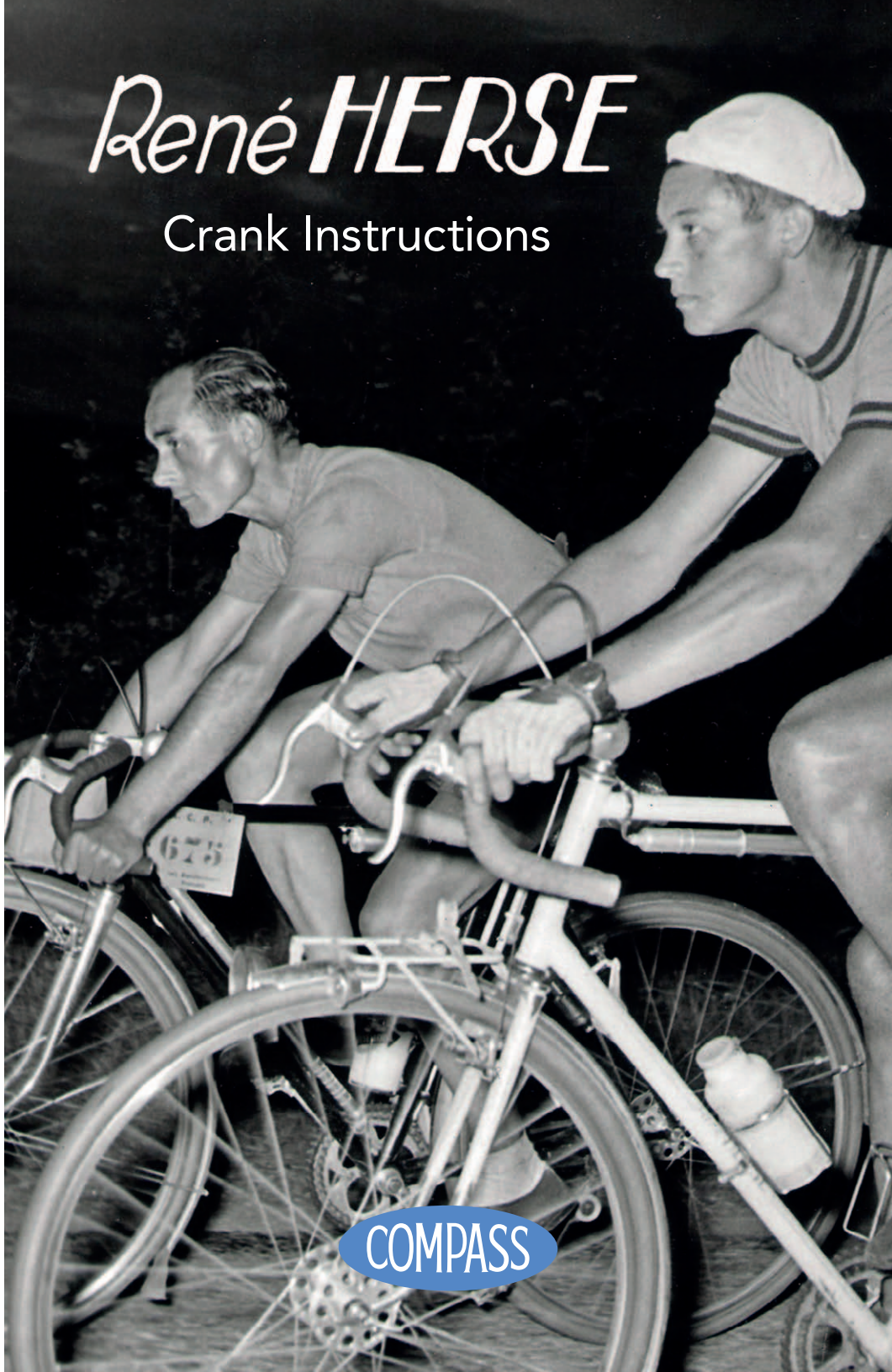
René HERSE

Crank Instructions



René HERSE

Crank Instructions

Compatibility:

- Designed for 5- to 10-speed drivetrains. Compatible with some, but not all, 11-speed chains.
- Compatible with most shifting systems:
    - **Triple cranks** are **not** compatible with Shimano STI and Campagnolo Ergopower brake/shift levers. (Use downtube or bar-end shifters with triple cranks.)
    - **Double cranks** work with **all** shifting systems, incl. STI/Ergopower.
- Bottom bracket taper: JIS
- Bottom bracket spindle length:
    - 1 chainring: 105-107 mm
    - 2 chainrings: 110-113 mm
    - 3 chainrings: 118-121 mm
- Frames with extra-wide chainstays may require longer bottom bracket spindles.
- Front derailleur: Use only **double** front derailleurs with smooth inner cages, even for triple cranks. Triple front derailleurs do not work well (see photos on the right).

Use:

- Compass René Herse cranks pass the most stringent EN "Racing Bike" standard (EN 14781:2005) for fatigue resistance.
- As with all lightweight high-performance cycling components, riders who are very hard on components may experience failures.
- If you have broken cranks in the past, we recommend that you do **not** use lightweight components like these Compass René Herse cranks.
- Compass René Herse cranks are **not** suitable for mountain biking, jumps, stunts and similar extreme use.

Tools Required

- 15 mm crank bolt wrench or thin-walled socket. (We recommend the Compass René Herse crank bolt wrench.)
- 22 x 1 mm crank puller (standard type; for removal only)

Good

Front derailleurs for doubles have smooth inner cages that work well with all chainring combinations, even triples.

Not Good

Front derailleurs for triples have steps in the cage (arrows) that must line up with the chainrings. With custom chainring combinations, they do not work well.

Installation

- Lightly grease the bottom bracket spindle tapers. The lubrication allows the crank to seat evenly.
- Apply grease to the threads of the crank bolts. Do not apply grease to the rear of the bolt heads. They must be dry to interlock with the crank and prevent loosening.
- Place one crankarm on the spindle. Insert and tighten the crank bolt to **35-40 Nm**. Repeat with the second crankarm.
- After about 50-100 km (30-60 miles), re-tighten the crank bolts to 35-40 Nm. Do **not** re-tighten the crank bolts thereafter, as this will pull the cranks too far onto the spindle. This can lead to premature failure.

Maintenance

- Crankarms are made from high-strength 2014 aluminum. They are not anodized, so they can be polished if the finish gets dull.
- Use a high-quality car wax to preserve your cranks' polished finish. Wax your cranks a few times a year. Otherwise, they can get dull as the aluminum oxidizes. This oxidation is cosmetic and does not affect the function of your cranks.
- Chainrings are made from extremely hard and wear-resistant 7075 aluminum. This material is anodized for protection against corrosion. Do not try to polish your chainrings.
- Remove the cranks periodically from the bike and inspect them. Look for cracks, especially in the area of the pedal eye.
- Small scratches can be sanded and polished out, but do not use cranks that have cracks. The cracks can grow, and the cranks can fail catastrophically. **Injury risk!**
- Re-install the cranks as described above.