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When installing a new or replacing threaded outer bottom bracket on your bike, it is important to get the right number of spacers on both sides. Whether you're working on SRAM GXP, SRAM DUB, Shimano Hollowtech II or any other similar design, read on to find out how many spacers you have to run. Updated January 13, 2020 with SRAM DUB The first thing you need to do is measure the bottom shell of your frame bracket. As in the picture below, the best way to do this is with a set of vernier callipers, but you can also use a steel ruler or tape measure. Obviously, the old bottom bracket should be removed to do so, and you have to measure from edge to edge, so if you don't use callipers, stick to the ruler inside the shell, so that any chain guide mounts or similar do not distort the measurement. Now you need to know how wide your lower bracket shell is. For a threaded bottom bracket, there are only three common sizes; If your lower shell bracket measurement isn't very close to one of them, you've probably measured it wrong - or something very strange happens to the frame. The width of the shell determines how many spacers you need on each side, but it also depends on what brand you are using. For the 68mm and 83mm Shimano HTII the lower 68mm or 83mm lower bracket shell needs two of the 2.5mm spacers on the drive side (chain) and one 2.5mm spacer on the non-drive side. For the 73mm Shimano HTII lower bracket If your lower bracket shell is 73mm wide, you only need one 2.5mm crotch installed on the drive side. If you need to use a lower bracket mounted chain guide or derailleur, you also need to remove the innermost 2.5mm side spacer on the drive side - so the 68mm or 83mm shell will have one drive side spacespace and one non-drive side spacer, while the 73mm shell will need no spacers at all. For the SRAM GXP 73mm lower bracket you don't need to install any spacers on the lower bracket if you have a 73mm shell. For the SRAM GXP 68mm lower bracket you will need to use both provided 2.5mm intermediates for the 68mm shell by placing one on either side of the lower bracket. For SRAM DUB 73mm lower brackets Like GXP, you don't need to add any spacers to the bottom bracket if you have a 73mm shell, but you'll need to add a 4.5mm spacer to the right side of the handle axis if you use a chain guide, in which case a 2mm spacer is required instead, along with a 2.5mm padr on the right side of the handlebars. If your bike has a Super Boost Hub interval (157x12mm) and a 73mm shell, then you need a 4.5mm interval on the left side of the handle axis, a 9mm promenade on the right side of the handle axis and no spacers on the bottom If you're running a chain device with your Super Boost setup, you'll need a 2.5mm spacer on the right side of the lower bracket and 4.5mm mm on the left side of the cranked axis and the 6.5 mm padler on the right. For the SRAM DUB 68mm lower brace once again, the DUB 68mm is just like the GXP, with a 2.5mm rung needed on either side of the lower shell bracket. You will also need a 4.5mm spacer on the right side of the handle of the axis. Easy, isn't it? You might also look: Mike Levy Although installing a new arm and lower bracket may look overwhelming, it's actually easier work than you can expect. While the video below shows you how to install shimano's new XT cranks, the process shares many of the same steps with other models and brands. There are actually only a few parts of the system and it's pretty hard to get it wrong, but it's worth noting that others can require different build steps and different torque numbers. Before you start it is important to be sure that your lower bracket threads are in great shape if they are not you are probably fighting to turn on the cups and there is a good chance that you will damage the threads either on the frame or cup. Similarly, if the lower envelope of the bracket does not collide smoothly and evenly, your bearings may wear out prematurely. A lot of frames collide with the plant, but if you're not sure it's worth taking your bike to your local store for them to take a closer look. If you are hesitant to do this job on your own be sure to do your shop instead. Tools are needed: 5mm Allen key, flat-headed screwdriver, lower tool bracket, and lubricant. Watch the video to learn how to install the handle Shimano and the bottom bracket: Note on torque ... It is recommended to use a wrench wrench on most repair jobs, especially jobs like this, but the reality is that most home mechanics don't own one. If you don't use a torque wrench wrench, use common sense when tightening anything. Shimano gives measurements of torque for the bottom cup bracket, crank pre-installed lid, and a pinch of bolts of left cranked arms that you can find in the video below. But don't worry if you lack a wrench wrench, there's a simple method of estimating torque. Bicycles usually use in/pound (inch/pounds) when measuring torque, but it's easier for me to convert this into a foot/pound (foot/pound) as it's easier to estimate. The conversion is 12 in/pound 1 foot/pound. This means that there is one pound of force at the end of a foot long bar. Now that we know it's getting easier to estimate torque values. For example, Shimano recommends tightening the lower bracket cups of this cranked shaft to 300 - 435 in/lb. Do the math and you'll find that it equals 25 - 36 feet/pound, that is 25 - 36 pounds of strength at the end of a foot long bar. Now that you know it, you can conversion for the rest of the torque you see in the video below. Happy math! Shimano also has a great technical page with further instructions on any and all parts they do. Past Tech Tuesdays: Technical #1 - How to Change Change Tech Tuesday #2 - How to adjust the SRAM rear derailleur Technical Tuesday #3 - How to remove and install the technical Tuesday #4 - How to bleed your Avid Elixir brakes Technical Tuesday #5 - How to check and customize the headset Technical Tuesday #6 - How to fix a broken circuit Technical Tuesday #7 #5 - Tubeless Transformation Technical Tuesday #8 - Chain Wear Technical Tuesday #9 - SRAM Shift Shift Replacement Technical Tuesday #10 - Removing and installing headset Technical Tuesday #11 - Chain Luba Explained Technical Tuesday #12 - RockShox Totem and Lyrical Flight Control Damper ModHave Did you find this tutorial useful? Share any of your tips or tips below! Visit Parktool.com to see the entire range of tools and lubricant. When installing a new or replacing threaded outer bottom bracket on your bike, it is important to get the right number of spacers on both sides. 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Similarly, if the lower envelope of the bracket does not collide smoothly and evenly, your bearings may wear out prematurely. A lot of frames collide with the plant, but if you're not sure it's worth taking your bike to your local store for them to take a closer look. If you are hesitant to do this job on your own be sure to do your shop instead. Tools are needed: 5mm Allen key, flat-headed screwdriver, lower tool bracket, and lubricant. Watch the video to learn how to install the handle Shimano and the bottom bracket: Note on torque ... It is recommended to use a wrench wrench on most repair jobs, especially jobs like this, but the reality is that most home mechanics don't own one. If you don't use a torque wrench wrench, use common sense when tightening anything. Shimano gives measurements of torque for the bottom cup bracket, crank pre-installed lid, and a pinch of bolts of left cranked arms that you can find in the video below. 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