WARRANTY

We warrant the Rene Herse cranks against defects in materials and workmanship for **ten years** after the original purchase, to the orginal purchaser. If the product is found defective by Rene Herse Cycles, we will replace or repair it. If you feel that a product is defective in materials or workmanship, please contact us for a return authorization. This warranty does not cover:

- Damage due to improper mounting or insufficient torque
- Crash or impact damage
- Chainring wear
- Changes in color due to oxidation
- Indirect damage to the bicycle
- Full warranty description available at www.renehersecycles.com

RenéHERSE CYCLES

CRANK INSTRUCTIONS

- Version 2020_02_04

RenéHERSE CYCLES

Rene Herse Cycles Ltd.
Assembled in Seattle, USA
www.renehersecycles.com

COMPATIBILITY

- Bottom bracket taper: JIS
- Bottom bracket spindle length:
  - 1 chainring: 105-107 mm
  - 2 chainrings: 110-113 mm
  - 3 chainrings: 118-121 mm
- Extra-wide chainstays may require a longer bottom bracket spindle.
- Standard extractor threads: M22×1

Double Cranks

- Standard chainrings are designed for 5- to 10-speed drivetrains.
- 9- to 12-speed chainrings are designed for 9- to 12-speed drivetrains. When using with 10- or 11-speed, we recommend Shimano Ultegra 11-speed chains for best performance. (Ultegra chains work with all freewheel cassettes.)
- Compatible with all shifting systems.

Triple Cranks

- Not compatible with Shimano STI and Campagnolo Ergopower brake/shift levers. (Use downtube or bar-end shifters with triple cranks.)
- We recommend **double** front derailleurs with smooth inner cages (below left) on triple cranks. Triple front derailleurs (right) have cages that line up with certain chainring sizes. They may not work well with your chainring combination.

Good

Front derailleurs for doubles have smooth inner cages that work well with all chainring combinations. Also recommended for triple cranks.

Not Good

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

USE

- Rene 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 the Rene Herse cranks.
- Rene 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 Rene Herse crank bolt wrench.)
- M22×1 mm crank puller (standard type; for removal only)

INSTALLATION

- Apply grease to the crank bolt threads. Do not grease the back of the bolt heads. They should be dry to lock on the crank. This prevents loosening of the crank bolts.
- The forged, ultra-strong material of the Rene Herse cranks does not deform easily, making the cranks harder to seat on the spindle. Apply a thin layer of grease to both spindle ends to ensure good seating of the crankarms.
- Place the crankarm on the spindle. Insert and tighten the crank bolt. When in doubt, tighten more. Cranks are the one place on your bike where you need strength to tighten the bolts sufficiently. (The cranks are extremely strong; you won't break them.)
- After about 50-100 km (30-60 miles), re-tighten the crank bolts. Every 3,000 km (2,000 miles), you can re-tighten the crank bolts.
- If you prefer crank bolts with Allen heads, you can use standard crank bolts.

MAINTENANCE

- Rene Herse crankarms are made from high-strength 2014 aluminum. They are not anodized, so they can be polished if the finish gets dull or scratched.
- 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 and 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. Cracks can grow, and the crank can fail catastrophically. **Injury risk!**
- Re-install the cranks as described above.
- If your crank squeaks, check that the chainring bolts are tight.