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EN M24X1.5 REPAIR KIT FOR EXTRACTOR THREAD IN CRANK

PE-11000

VAR thanks you for purchasing **PE-11000** specially designed for crank arm extraction thread repair.

Please read this manual carefully before each use.



The set contains :

- 3 tapping guides (for bolt, for nut, for splined «Pipe Billet» spindles)
- 1 24 x 150 mm HSS high quality steel tap, heat treated
- 1 24 x 150mm high quality steel extractor
- 4 aluminium dust caps
- 4 hex fixing bolts of 8mm
- 1 VAR PE-39500 M8 & M15 crank extractor adaptor for «Pipe Billet» spindles

General Recommendations

The tap, its guides, the special extractor as well as the screws and elements contained in this kit are precision tools that must be used and stored with care, avoiding shocks, shocks and mistreatments.

Never use conventional lubricants which are not suitable for metal machining and reduce the quality of work and your tools' lifespan.

Instructions

Required elements :

- VAR DV-57000-19 19mm L-type wrench
- VAR BP-01300 pin spanner
- VAR NL-77000 cutting fluid
- VAR NL-75300 degreaser
- VAR NL-77300 threadlocker

Execution :

1. Remonve any crank extraction bolt / nut and clean the area with a clean cloth.

2. Install the appropriate tapping guide on the bottom bracket spindle.

3. Approach the 24 x 150mm tap on the pilot and spray **VAR NL-77000** cutting fluid on the tap and the threads to repair.

4. With a 19mm L-type wrench, manipulate the tap. Rotate the tap by 1 turn to the right and break the created metal shaving by rotating the tap 1/4 a turn to the left. Follow this procedure on the entire thread that is needed to repair.

5. Remove the tap and the pilot, then with a clean cloth and **VAR NL-75300** degreaser, remove any metal shavings and any used cutting fluid.

6. With the 24 x 150mm extractor, remove the crank arm from the bottom bracket spindle.

7. Apply a drop of **VAR NL-77300** threadlocker on a 8mm hex fixing bolt and on a dust cap threads.

8. Install the 8mm hex fixing bolt in the crank arm, then cover it by thightening a dust cap in the newly created threads with a **VAR BP-01300** pin spanner.

9. Leave to dry for several hours. The crank is ready to be reassembled on the bike, then tighten it to the manufacturer recommended torque .