



CRANKSETS

Will an FSA crank work with my Campagnolo, SRAM, or Dura-Ace 9/10 speed?

Yes, FSA Cranks are compatible with all of the above. For more specific information see FAQs on Shifting.

Does FSA offer cranks for Octalink or Square Taper (ISO or JIS) bottom brackets?

In the past, we have made cranks for Octalink and Square Taper, but currently we only manufacture after-market cranks for ISIS and our new Mega-Exo bottom brackets (Mega-Exo bottom brackets come packaged with the cranks).

I want to service or replace my bottom bracket. Is there anything special I need to know before removing my Isis Drive or Octalink crank arms?

Yes. As it has to do with the removal of crank arms, poor mechanical technique and planning can lead to ruined crank arms. Make sure the ISIS or Octalink splines are greased prior to installation.

Upon disassembly, make sure the crank arm removal tool is fully threaded into the crank arm. FSA does not recommend using self-extracting crank bolts for the removal of Isis Drive crank arms. If present, remove the self-extractors and use a proper crank arm removal tool.

The chainrings on my ISIS crank seem to move side-to-side when I turn the cranks?

Have your chainrings or crankset been impacted in an accident or otherwise damaged? If so, replacement may be the best course of action. Check to make sure that the crank arm is installed all the way to the stop collar on the spindle. To do this first inspect the inside of the right crank arm by the bottom bracket spindle. You should not be able to see any of the spline ridges on the spindle, or space between the stop collar and crank arm. If any of the spline ridges are visible, then the crank arm is not installed properly. The crank arm must be tightened all the way up against the spindle stop ring.

To install your Isis Drive crank arms correctly first read the detailed instructions as posted on this website or in the manual that should have come with your crankset. The shortened version of the installation instructions are as follows: First apply light coating of grease to the spindle where the crank arm will be installed. Tighten the crank arm onto the spindle using a chromoly crank arm bolt, and a long handle 8mm allen wrench. Tighten the crank arm all the way until it stops against the stop collar on the spindle. Once the crank arm is up against the stop collar, then the chromoly bolt can be removed, and an alloy one put in place and tightened with a torque wrench, or the chromoly bolt retightened with a torque wrench. In most cases, when the crank arm is installed against the stopper any side to side chainring movement will be removed. Because of manufacturing tolerances in both the crank and the bottom bracket, in some cases, re-clocking the crank ¼ turn on the splines will better align the chain rings.

If there is still side-to-side chainring movement, then FSA should inspect your crankset for warranty.

For a warranty claim, please contact Full Speed Ahead for a return authorization claim number.

My bicycle is equipped with a Shimano 10 speed triple front derailleur and I want to upgrade to a Full Speed Ahead carbon fiber triple crankset. Do I need to do anything special?

It is important to understand that the Shimano 10 speed triple systems have specific requirements. The chain ring tooth counts should not be altered. To upgrade, an FSA triple crankset equipped with the same chainring configuration as your original S-10 setup.

The only exception is a case where an S-10 crank is equipped with a 52 tooth chainring. FSA has performed extensive testing and concluded that a 53 tooth chainring works very well as an upgrade.

Do I need to use the pedal washers with my FSA crank?

Pedal washers need to be used with carbon fiber cranks. Pedal washers are designed to protect the crank material from stress or abrasion created with the pedal interface.