



Installation Instructions – K-Edge Dirt Anti-Chain Suck (ACS)

Note: Installation requires removal of crankset and drive side bottom bracket bearing cup. To be installed by a professional bicycle mechanic. If you have any questions what-so-ever regarding installation of the ACS, please contact us info@acecosportgroup.com



Fig 1 – K-Edge Dirt ACS

K-Edge Dirt ACS Attachment & Compatibility

The K-Edge Dirt ACS is compatible with 68 and 73mm bottom bracket shells using outboard - external cup bottom brackets. The K-Edge Dirt ACS attaches to the frame by replacing the 2.5mm drive side spacer. Most external bottom bracket configurations have either one or two 2.5mm spacers on the drive side (68mm bottom brackets have two 2.5mm spacers on the drive side and 73mm bottom brackets have one 2.5mm spacer.) If your particular Crank/BB setup doesn't have at least one 2.5mm bottom bracket spacer on the drive side, the K-Edge Dirt ACS is not compatible.

Bottom Bracket Compatibility	
Bottom Bracket	External BB Cup Configurations
Crankset	Triple and Double Chain Rings
73mm BB Shell Width	One 2.5mm drive side spacer
68mm BB Shell Width	Two 2.5mm drive side spacers

SRAM / Truvativ GXP BB Note: GXP bottom brackets do not use spacers for 73mm Bottom Brackets. However you may still be able to use the K-Edge ACS as if there was a spacer. This will not change your crank spacing, but will effectively move your drive side BB bearing outboard by 2.5mm. For 68mm width Bottom Brackets, replace the one 2.5mm drive side spacer with the Dirt ACS. If you have any questions regarding the use the ACS with your GXP BB, please send us an email at: info@acecosportgroup.com

IBIS Mojo Note: You may experience a slight amount of chain rub on the middle ring puck when in the small ring and running the bottom (higher gears) half of your cassette. The “dropped” chain stay on the drive side of the Mojo forces the K-Edge to mount slight lower for clearance with the chain stay. Our recommendation – don’t run the small-small combination. There’s just too much chain slack anyway. If you find yourself in the small ring and running the smaller cogs in the back, shift to the middle.

Note: The K-Edge Dirt is not compatible with E-Bracket style front derailleur mounts or mountain bikes utilizing the BB30 style bottom bracket.

Installation Instructions

- 1) Remove Crankset – Follow manufacturer’s instructions for removing the crankset from the bicycle.
- 2) Remove the drive side (right) BB Cup. Depending on the width of the bike’s BB Shell, there should be either one or two 2.5mm spacers between the BB Cup and the frame. If there isn’t at least one 2.5mm spacer, stop now and reassemble bike.

NOTE: Truvative and SRAM GXP bottom brackets use one spacer on the drive side for 68mm bottom brackets and no spacers for 73mm bottom brackets. If installing on 68mm bottom bracket, proceed with the instructions below, except you’ll replace the only spacer on the drive side with the K-Edge ACS. If installing on a GXP 73mm BB, please see **SRAM / Truvativ GXP Note** above.

- 3) Remove the 2.5mm spacer(s) from the BB Cup and thoroughly clean any dirt from the BB Shell threads and from the BB Cup.
- 4) **Important – pay attention!**

Install the K-Edge Dirt ACS on the BB Cup as shown in the picture below. If installing on a 68mm BB shell, there should be two 2.5mm spacers. In this case, the order of components should be: BB Cup -> ACS -> 2.5mm Spacer -> Frame. (Note: GXP BB will only have one 2.5mm spacer on the drive side. Replace this spacer with the ACS)

If installing on a 73mm BB shell, there should be only one 2.5mm spacer in which case, you’re replacing it with the K-Edge ACS. Order of components: BB Cup -> ACS -> Frame.



Fig 2 – Installation on Drive side BB Cup

- 5) Once the drive side bottom bracket cup is finger tight, position the K-Edge ACS so that it is roughly parallel with the rear chain stay. Using the appropriate BB tool, tighten the BB Cup until it is installed to the manufacturer's recommended specifications. You may have to hold the K-Edge while tightening as it will have a tendency to rotate slightly.



Fig 3 – Position of K-Edge with BB Cup Installed

- 6) Complete installation of the crankset per manufacturer's specifications. When reinstalling the drive side crank, make sure the pucks on the ACS are not interfering with the chainrings. You may have to move them slightly in order to install cranks. You will make fine tuning adjustments to the pucks in the next step.
- 7) Using a 3mm allen wrench, adjust the Pucks as close as possible to the teeth of the small and middle rings. The K-Edge ACS comes with small and middle ring pucks installed for a typical triple ring setup. If you're running a double chain ring (XTR Dyna-Sys or SRAM XX for example) you only need a single puck for the small ring. Remove the two pre-installed pucks and replace with the single puck that is included in the ACS package.
- 8) Test for proper clearance of the K-Edge. Carefully rotate the crank check for both clearance of chain ring bolts and teeth from the base of the K-Edge and the teeth on the K-Edge.



Fig 4 – Chain Ring Clearance with K-Edge Dirt ACS Installed

- 9) Periodically check the Pucks for proper adjustment and tightness. A small amount of Loctite was placed on the puck bolts, but still a good idea to check them from time to time.