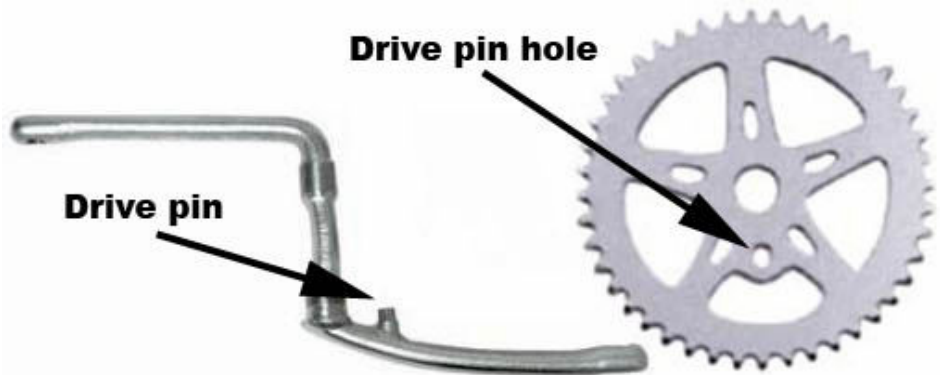


## Bottom bracket descriptions and terminology.

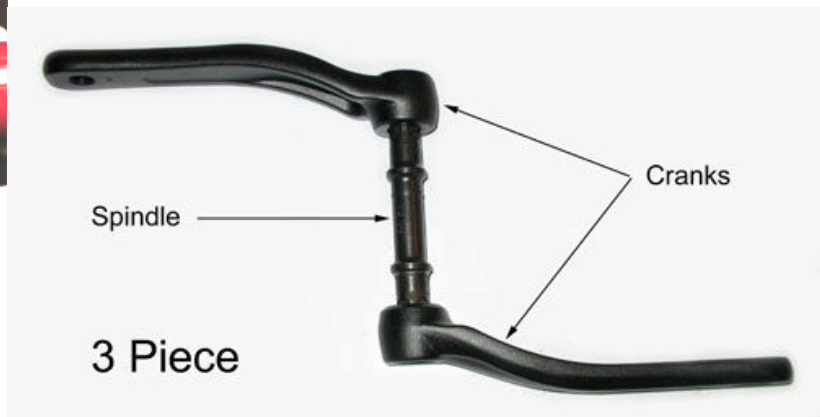
### One Piece



Old American-style "[Ashtabula](#)" [One-piece Crank](#) Bottom Bracket

The lock nut and the cone behind it have a [left-hand thread](#) . Notice that the crank is one piece and goes from one pedal all the way to the other.

### Three Piece (standard)



A conventional [cup-and-cone](#) bottom bracket. The lock ring wrench is about to loosen the [lockring](#), the pin wrench is engaging two of the holes in the [adjustable cup](#). Note that the crank is separate from the spindle which travels through the frame.

## Three Piece (cartridge)



A [cartridge](#) bottom bracket. The splined tool is shown above the bottom bracket. The crank would need to be removed to actually use the tool. This cartridge bottom bracket is essentially a sealed bearing assembly that includes the spindle.

**If your bike has the one piece cranks you will need an adapter. The Shift Kit requires that a 3 piece bottom bracket assembly is used. We carry a conversion kit to make this possible. Check our website for details.**

**If your bike has the 2<sup>nd</sup> or 3<sup>rd</sup> type listed here it will need to be replaced with either the cartridge that comes with the HD Kits or the cup and cone style used in the Standard Shift Kit. Note that the Standard kit only comes with the bottom bracket spindle so you may need a set of bearing if your bike originally had a cartridge.**