

General Safety Information

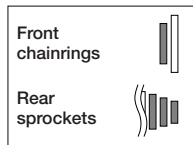
WARNING

- Be careful not to let the cuffs of your clothes get caught in the chain while riding, otherwise you may fall off the bicycle.
- Check that the tension of the chain is correct and that the chain is not damaged. If the tension is too weak or the chain is damaged, the chain should be replaced. If this is not done, the chain may break and you may fall off the bicycle.
- The fixing bolt for the left-side crank arm must be tightened to 45 – 55 N·m using a torque wrench. After the bicycle has been ridden for approximately 100 km (60 miles) or in the event of a crash, the fixing bolt should be rechecked using a torque wrench. Inadequate tightening of the fixing bolt could cause the crank arm to fall off while riding, resulting in a serious accident.
- Because of the characteristics of the carbon fiber material, you must never modify the crank arms, otherwise the crank arms may break and the bicycle may fall over.
- Before riding the bicycle, check that there is no damage such as carbon fiber peeling or cracking. If there is any damage, replace with a new part immediately without trying to repair the damage. If this is not done, the crank arm may break and result in an accident.
- If the inner cover is not installed correctly, the axle may rust and become damaged, and the bicycle may fall over and serious injury may occur as a result.
- Obtain and read the service instructions carefully prior to installing the parts. Loose, worn, or damaged parts may cause injury to the rider. We strongly recommend only using genuine Shimano replacement parts.
- Obtain and read the service instructions carefully prior to installing the parts. If adjustments are not carried out correctly, the chain may come off and this may cause you to fall off the bicycle which could result in serious injury.
- Read these Technical Service Instructions carefully, and keep them in a safe place for later reference.

Note

- Use a soft cloth to clean the carbon fiber crank arms, and be sure to moisten the cloth with neutral detergent before using it, otherwise the crank arm material may become damaged and lose its strength.
- Avoid leaving the carbon fiber crank arms in places where high temperatures are present. Also keep them well away from fire.
- Make sure that the chainring combination matches the front chainwheel tooth configuration in the Product specifications table. If other combinations are used, the distance between the chainrings will be incorrect and the chain might slip off and get caught in between them.
- When the chain is in the position shown in the illustration, the chain may contact the front chainrings or front derailleur and generate noise. If the noise is a problem, shift the chain onto the next-larger rear sprocket or the one after.
- If the bottom bracket shell is not parallel, gear shifting performance will drop.
- Before riding the bicycle, check that there is no play or looseness in the connection. Also, be sure to retighten the crank arms and pedals at periodic intervals.
- If you feel any looseness in the bearings, the bottom bracket should be replaced.
- In addition, if pedaling performance does not feel normal, check this once more.
- Do not wash the bottom bracket with high-pressure jets of water.
- When installing the left and right adapters, be sure to install the inner cover too, otherwise the waterproofing performance will drop.
- Apply grease to the left and right adapters before installing them.
- To ensure the best performance, be sure to use only the specified type of chain. The wide type of chain cannot be used.
- If the chain keeps coming off the chainrings during use, replace the chainrings and the chain.
- You should periodically wash the chainrings in a neutral detergent and then lubricate them again. In addition, cleaning the chain with neutral detergent and lubricating it can be an effective way of extending the useful life of the chainrings and the chain.
- Parts are not guaranteed against natural wear or deterioration resulting from normal use.
- For maximum performance we highly recommend Shimano lubricants and maintenance products.
- For any questions regarding methods of installation, adjustment, maintenance or operation, please contact a professional bicycle dealer.

This product has a serial number on it. You can complete the warranty application by filling in the user registration details on our website (<http://www.shimano.com>). Do not peel off the label.



Specifications

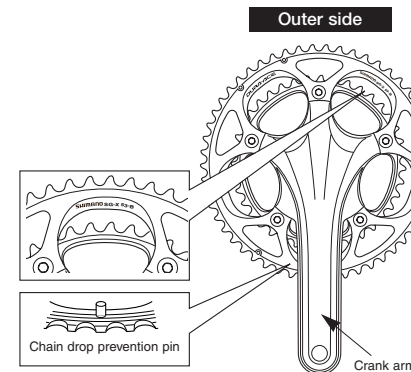
Model number	FC-7800-C
Chainwheel tooth combination	B53 - 39T / B52 - 39T
Bolt circle diameter	130 mm
Crank arm length	172.5 mm
Pedal threads	B.C. 9/16" x 20T.P.I. (English thread)
Applicable chain	CN-7900
Chain line	43.5 mm
Applicable bottom bracket: SM-7801 Bottom bracket shell width (Thread dimensions)	68 mm (1.37 X 24 T.P.I.) 70 mm (M36 X 24 T.P.I.)

Note: This crankset is compatible with the 7900 series. If it is used in combination with the 7800 series, replace the outer chainring with one that is sold separately.

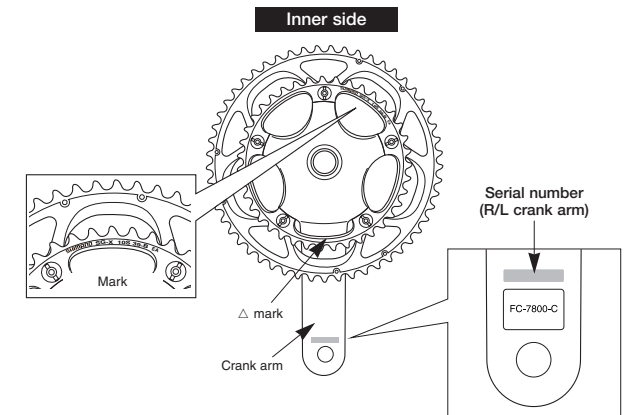
Installation of the chainrings

Smooth shifting will not be possible if the chainrings are incorrectly installed, so be sure to install the chainrings in the correct positions.

With the marked surface of the larger chainring facing out, set the larger chainring so that the chain drop prevention pin is lined up with the crank arm position.



With the marked surface of the smaller chainring facing away from the crank arm, set the chainring so that the Δ mark is lined up with the crank arm position.

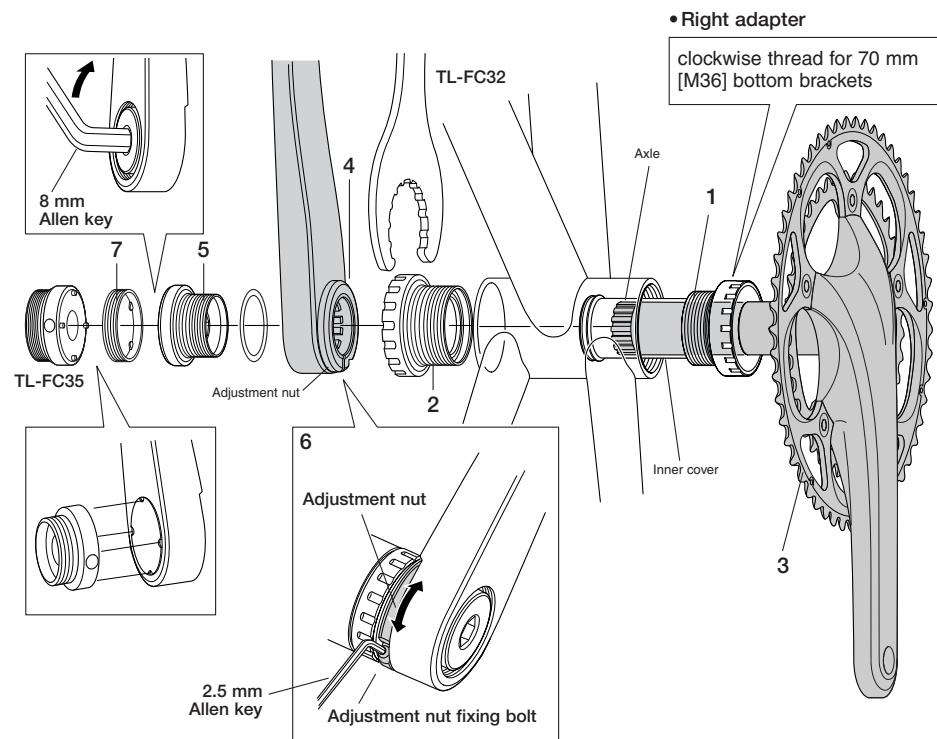


Tightening torque:
12 - 16 N·m {106 - 139 in. lbs.}

Installation of the front chainwheel

Follow the procedure in the figure.

- 1, 2 Use the TL-FC32/36 special tool to install the right adapter (counterclockwise thread), the inner cover and the left adapter (clockwise thread).
Tightening torque: 35 - 50 N·m {305 - 435 in. lbs.}
- 3 Insert the right crank unit.
- 4 Before installing the left-side crank arm, check that there is no gap between the adjustment nut and the crank arm (the nut should be fully tightened), and then set the left-side crank arm so that the axle of the right-side crank arm unit is aligned correctly with the serrations of the left-side crank arm.
- 5 Insert an 8 mm Allen key and turn it clockwise to tighten the crank arm fixing bolt.
Note: The crank arm fixing bolt should be periodically retightened.
Tightening torque: 45 - 55 N·m {392 - 479 in. lbs.}

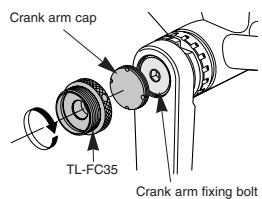


- 6 Turn the adjustment nut to adjust the play, and then tighten the adjustment nut fixing bolt using a 2.5 mm Allen key.
Tightening torque: Adjustment nut / 1 - 1.5 N·m {8.7 - 13 in. lbs.}
Adjustment nut fixing bolt / 1 - 1.2 N·m {8.7 - 10.4 in. lbs.}
- 7 Turn the TL-FC35 counterclockwise to install the crank arm cap.

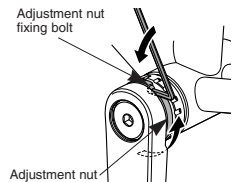
Removal

- 1 Turn the TL-FC35 clockwise to remove the crank arm cap.

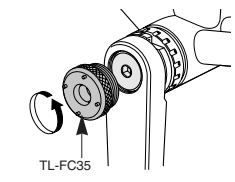
Note: The crank arm cap and the TL-FC35 screw have a left-hand thread [reverse thread]. This is to prevent the crank arm from turning also when removing the crank arm fixing bolt.



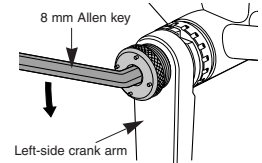
- 2 Loosen the adjustment nut fixing bolt, and then tighten it until there is no clearance between the adjustment nut and the crank arm.



- 3 Turn the TL-FC35 counterclockwise to tighten it as far as it will go. Check that the TL-FC35 turns 3.5 times or more at this time. (Because of the design, the thread may become stripped if less than 3.5 threads are engaged.)



- 4 Fit an 8 mm Allen key and turn it counterclockwise to remove the left-side crank arm.



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