

I see a lot more ROTOR Power Meters lately. From my experience, the new **INPOWER** and **2INPOWER** work flawlessly. But, I have heard from many cyclists that they can't get them paired to their head unit.



Currently, for 2017, ROTOR makes 2 Power Meters. **INPOWER**, which is a single sided power meter, and **2INPOWER**, which is a dual-sided power meter. These power meters are offered only with a BB30 crank spindle. The reason is that more room is



available inside a BB30 spindle than a BB86 spindle. Inside the spindle is where ROTOR inserts the electronics. But, for those that have a BB86 bottom bracket (example GIANT TCR ADVANCED), don't worry,



Wheels Manufacturing/Enduro Bearings makes bottom bracket bearings that will insert into your BB86 bb shell and allow you to run a BB30 crank ([SKU BB86-30-BB](#)). See pictures.

So, back to the original concern ... Why is it so hard to get the ROTOR power meter paired to a head unit? It's actually very simple - if you know the trick.

With most crank based power meters, e.g. Stages, Pioneer, 4iiii (which are the ones I like best), all you do is spin the cranks to 'wake-up' the power meter(s). Once 'awake' the head unit quickly finds the power meter and pairs. The **ROTOR** works a little differently. You need to apply an actual **FORCE** on the crank arm to wake-up the power meter(s). So, the **BEST** way to pair the ROTOR to your head unit is to start riding your bicycle. After 10 seconds of applying a pedaling force, click **PAIR** on your head unit. Note: It's easiest if you already have your head set up. That way, you aren't taking your eyes off the road for an extended amount of time. Just click **PAIR** and within a couple of seconds – **SUCCESS!!!**