
Mounting & Maintenance

Oversize Pulley Wheel Aero System

For SRAM Red/Force AXS



CERAMICSPEED

Maintenance

No set of rules can be made for how often your Oversized Pulley Wheels are to be maintained. Maintenance frequency depends on the weather conditions that you are riding in.

A worn chain will increase the wear on the pulley wheels significantly, so make sure that you change your chain before it is completely worn out. Under normal conditions, we recommend that you service the Oversized Pulley Wheels when you have ridden under wet conditions, washed your bike or each time you lubricate the chain. For normal maintenance, add a drop of oil into the lubrication points (see the page 3) for optimal performance. Make sure to position the OSPW System horizontally to ensure that the oil reaches the Oversized Pulley Wheel bearings.

We recommend the use of CeramicSpeed Oil on the OSPW System. This can be purchased from the CeramicSpeed dealers worldwide or from our webshop. Watch our maintenance video on ceramicspeed.com in the Support section.

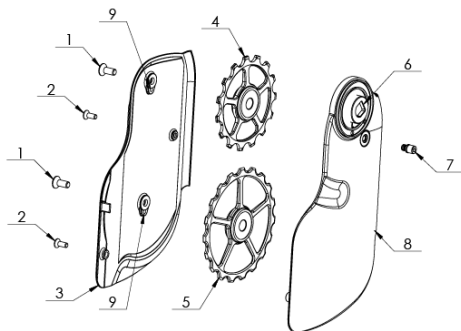
When travelling, your OSPW System will not fit in the bike travelling bag. We recommend that you dismount the whole rear derailleur and pack it aside.

Extended Maintenance

Approximately once every half a year we recommend that you perform an extended maintenance. In this case, you should dismount the Oversized Pulley Wheels from the cage, remove the seals from both sides and clean all parts in a shaker with degreaser. After cleaning, dry the components off, put two drops of oil onto the CeramicSpeed Balls, place the seals back on and remount the Oversized Pulley Wheels. When dismounting the cage plates, you will need a 2.5 mm Allen Key for the pulley wheel bolts (see page 3) and a 2 mm Allen key for the tower bolts. To remount the screws, tighten the pulley wheel screws up to a max torque of 1,5 Nm and the tower bolts up to 0.9 Nm. For this, a torque tool is recommended. If you're riding in wet and muddy conditions, we recommend you perform an extended maintenance more frequently and replace oil with All Round Grease for better protection.

Mounting the CeramicSpeed Oversized Pulley Wheel System Aero for SRAM Red/Force AXS

Pos.	Description
1	Pulley wheel bolts
2	Tower bolts
3	Back cage plate
4	Upper pulley
5	Lower pulley
6	Cage pivot
7	Front cage plate
8	Rotation stop screw
9	Pulley wheel lubrication points



Tools required:

For the installation of your new CeramicSpeed Oversized Pulley Wheel System Aero for SRAM Red/Force AXS you will need the following tools:

A: CeramicSpeed supplied 4 prong tool for main mounting nut

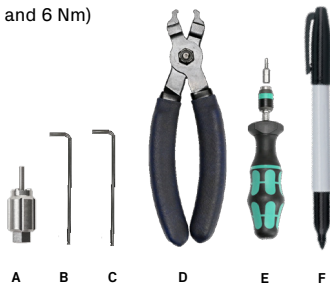
B: 2mm Allen key

C: 2,5mm Allen key

D: Chain Tool

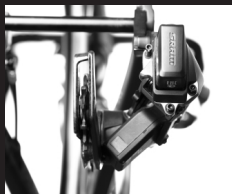
E: Torque wrench (0,9, 1,5, 3 and 6 Nm)

F: Marker in good condition

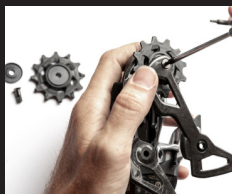


Mounting Manual

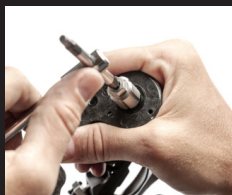
To ensure the very best in riding performance it is vital that your new OSPW System is mounted correctly. Follow these instructions to install your OSPW Aero and SRAM Red/Force AXS:



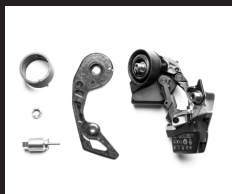
1. Begin with your bike mounted in a stand. Shift the derailleur up so that the cage can rotate past the body. Remove the rear wheel.



2. Remove the rear derailleur from the bike. Remove both pulley wheels and the back half of the pulley cage.



3. Hold the stock pulley cage (not just the derailleur) and loosen the main center nut with the CeramicSpeed special tool but do not completely remove the mounting nut. When the center nut is loose enough, allow the rotation stop screw to move past the stop point on the derailleur body to release the spring tension.



4. Remove the main center nut and the stock cage. There will be a small amount of spring tension on the cage due to the clutch. Set aside the spring and center nut for reuse.



5. Unbox the CeramicSpeed OSPW system and remove the rotation stop screw (to be reinstalled once the cage is mounted). Dissassemble the OSPW System by removing all 4 bolts from the back of the OSPW System. Set aside the 4 bolts, back cage plate, and both pulley wheels.



6. Using the OSPW Aero front cage plate, rotate the D-shaped center post inside the derailleur counter clock wise until it stops. Using a marker, mark the end of the center post along the same line as shown on the back of the OSPW Aero cage plate. Remove the OSPW Aero cage plate.



7. Mount the factory spring into the derailleur body. Be careful to place the spring post into the correct hole; Note: The correct hole is deeper than all others. Ensure the spring sits completely into the derailleur body all the way around.



8. Align the OSPW Aero cage plate with the back of the derailleur, inserting the spring post into the low (L) tension setting on the cage (A). The D shaped interface will not be aligned at this time.



9. Thread the original cage nut on the center screw into place using the provided 4 prong tool. Finger tighten the nut until firm, and then unthread 360 degrees (1 full turn)



10. Take note of the mark you placed on the center post bolt in relation to the alignment mark on the OSPW System cage. Rotate the cage clockwise (looking at the nut and bolt interface) and ensure that the nut does not rotate or tighten. Rotate the cage until the alignment mark on the cage lines up with the mark placed on the threaded post. Once aligned, press the cage against the derailleur body to secure the D interface, you should feel when the cage locks into place. You may need to wiggle the cage slightly to seat the engagement. Using the included 4 pronged tool, secure the center nut to a torque of 6Nm.

Note:

You can confirm the cage is installed completely when the center post threads protrude beyond the head of the mounting nut.



11. Rotate the OSPW System cage forward and install the rotation stop screw with a 2.5mm hex key. Tighten to a torque of 3.0Nm.



12. Install the 15 tooth pulley on the upper post and the 19 tooth pulley on the lower post of the OSPW Aero cage. Ensure the etching on the pulleys face outward (facing the cage plate with the logo). Align the back cage plate & install the 2.5mm screws for each pulley to a torque of 1.5Nm, and the 2.0mm screw for the center and lower towers to a torque of 0.9Nm .



13. Install the derailleur onto the bike. Shift down to the bottom (smallest cog) and install the rear wheel. To install the chain, hold the cage back to be horizontal to the ground. Feed the chain from the back of the cage, between the pulleys aiming to exit the cage in front of the upper pulley. Pull half the chain through the system.



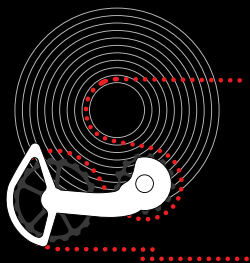
14. Ensure the remainder of the chain is not twisted, and feed the free end into the back of the cage and around the lower pulley.



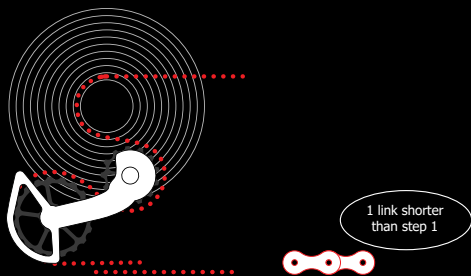
15. Install the derailleur onto the bike. Shift down to the bottom (smallest cog) and install the rear wheel. Follow the chain length guide below to cut the chain to the appropriate length. Ensure the derailleur hanger is accurately aligned, check the upper and lower stops of the derailleur, and set the b-limit gap following the factory SRAM guidelines; 14mm for a 26T cog, 10mm for a 28t cog, 5mm for a 33T or 36T cog. Adjust the trim for proper alignment between the cogs and pulley wheels. Confirm successful shifting through all gear combinations. If in doubt, have a qualified mechanic make the final gear adjustments. For removal and installation of the rear wheel, the chain should be positioned on one of the smallest 4 cogs, and the small chain ring for 2X setups. For 1X arrangements, the chain should be on one of the smallest 3 cogs.

Chain length

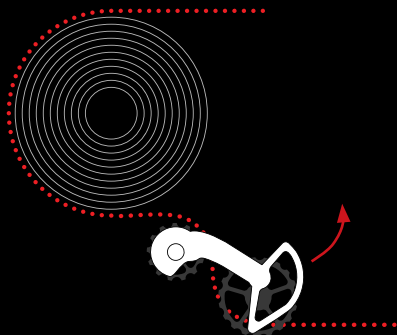
Test the present chain length acc. to the description below.
If it turns out to be necessary to change the chain length, follow the description below.



STEP 1: Place the chain on the small chain ring, through the derailleur cage, and the smallest cog on the cassette. If you are using an electronic group set that does not allow the 'smallsmall' combination, shift to the smallest cog possible while in the small front chain ring. To find the correct chain length, at the bottom span between chain ring and derailleur cage, pull the two chain ends together. The lower part of the cage should start to move downwards, away from the cassette, as referenced in the second image.



STEP 2: When tension is applied on the chain and the OSPW System appears to be aligned as the diagram above, cut the chain 1 full link (inner + outer link combination) shorter to ensure adequate chain tension is present in all gears (small chain ring/smallest cog allowed on the cassette).



STEP 3: With the chain now cut to length it is important to test the clearance of the OSPW Aero System when the rear derailleur is set in the largest cog on the cassette. Just as the arrow indicates the cage should be able to rotate counter clockwise. It is important that there is some clearance between the upper pulley wheel of the OSPW Aero System and the largest cog on the cassette. If you find the clearance is not enough, adjust the B-tension accordingly.

Up to Lifetime warranty

Thankfully, we do not have to deal with warranty issues often. Nevertheless, we are happy to introduce you to our comprehensive warranty program.

Standard products 4 years

Bottom Brackets Pulley Wheels Wheel Kits Headsets
Single Bearings

Coated products + OSPW Cages Lifetime warranty

Bottom Brackets
Pulley Wheels
Wheel Kits
Headsets
Single Bearings

We are committed to manufacturing and delivering the best ceramic bearing products in the industry. Should your CeramicSpeed product not live up to your expectations, and this is caused by defects in materials and/or workmanship, we encourage you to contact us.

Register your product within the first 30 days of purchase on ceramicspeed.com/sport under the section Support. Should you thereafter, and within the warranty period need to file a claim, please return to the same section on our website and fill in your claim. We will always strive to revert to you concerning your claim within 24 hours.

ceramicspeed.com/sport/support