

Mounting and Maintenance

OSPW RS for SRAM Force E1 and Rival E1

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.

We recommend the use of CeramicSpeed Oil on the OSPW RS 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.





For the ALPHA Disc pulley with ADR, maintenance of the bearings should occur at least one to two times per year, every 10.000 km/6.000 miles in normal conditions, or every 5.000 km/3.000 miles in extreme or harsh conditions.

Remove the back side cage plate & both pulleys to clean all components thoroughly. With the ADR shields removed, carefully remove the bearing seals and flush the bearings following the UFO Bearing Cleaner instructions.

Apply a few drops of UFO Pulley Oil and reinstall the pulley seals. Take careful note of the rotation direction of the pulleys with ADR when reinstalling into the cage. The cage tower bolts are torqued to 1,5Nm.

For the 5-Spoke alloy pulleys, maintenance of the bearings should occur at least two to three times per year, every 5.000 km/3.000 miles in normal conditions, or every 3.000 km/1.800 miles in extreme or harsh conditions.

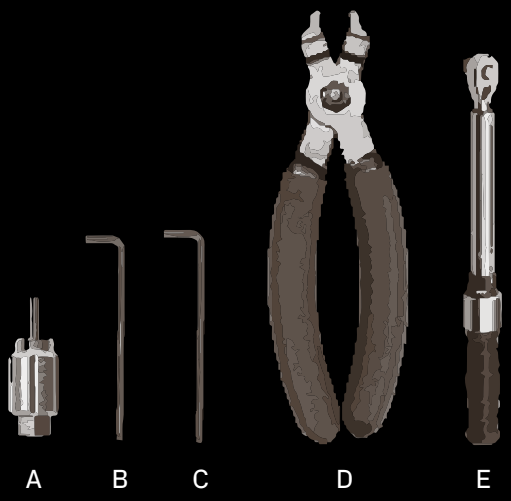
Remove the back side cage plate & both pulleys to clean all components thoroughly. Carefully remove the bearing seals and flush the bearings following the UFO Bearing Cleaner instructions. Apply a few drops of UFO Pulley Oil and reinstall the pulley seals. Take careful note of the rotation direction of the pulleys when reinstalling into the cage. The cage tower bolts are torqued to 1,5Nm.



TOOLS REQUIRED

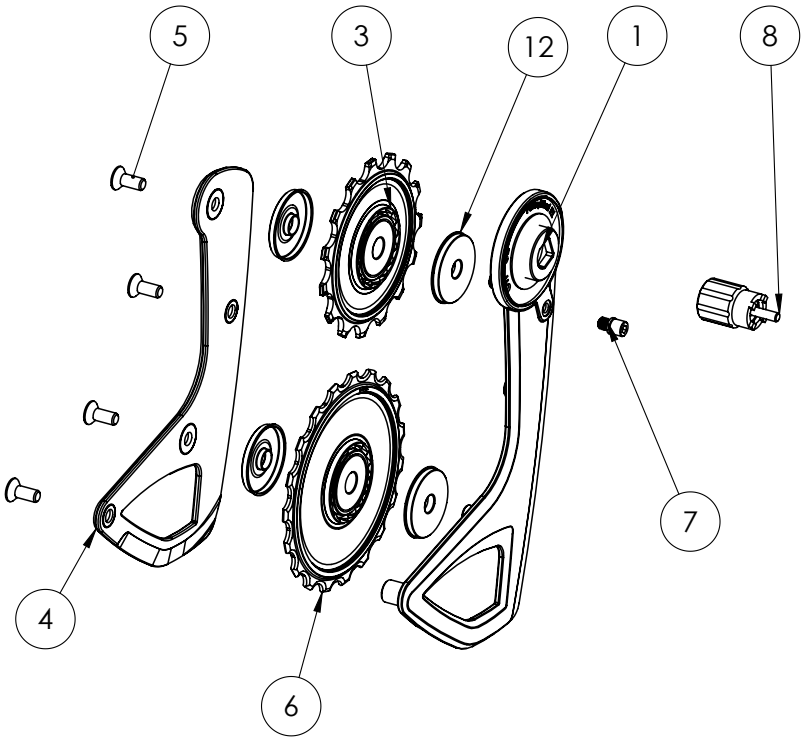
For the installation of your new CeramicSpeed Oversized Pulley Wheel System for SRAM Red/ Force AXS eTap you will need the following tools:

A. CeramicSpeed AXS 4-prong mini tool
B. 2,5 mm Allen key
C. 5mm Allen key
D. Chain Tool
E. Torque wrench (1,5Nm and 6 Nm)



MOUNTING THE CERAMICSPEED OVERSIZED PULLEY WHEEL SYSTEM RS FOR SRAM FORCE E1 AND RIVAL E1

Pos.	Description
1	Cage bolts
2	Back cage plate
3	15T Upper ALPHA Disc
4	Stainless steel ADR Dust Cover
5	Shield Front cage plate
6	Rotation stop screw
7	19T Lower ALPHA Disc
8	Tool to remove OE SRAM AXS mounting bolt



NOTE

5-spoke allow pulleys have stainless steel bushing to fit pulley post and no ADR dust shields.

MOUNTING MANUAL

To ensure the very best in riding performance it is vital that your new OSPW RS System is installed correctly. Follow these instructions to install your OSPW RS System for SRAM Force E1 and Rival E1 AXS:

1



Begin with your bike mounted in a stand. Remove the chain. Remove the rear wheel. Shift the derailleur up to the largest gear. Remove the rear derailleur from the bike.

2



Remove the stock rotation stop bolt and carefully unwind the spring tension.

3



Remove the upper stock pulley wheel with a 2,5mm hex key and rotate the back of the pulley cage out of the way.

4



Hold the stock pulley cage (not just the derailleur) and remove the main center nut with the included 4 prong mini tool.

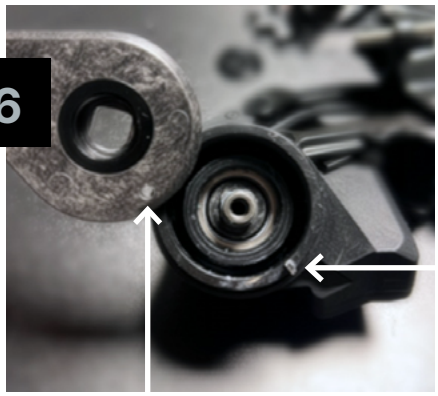
Remove the stock cage plate and spring. You will reuse the center nut and stock spring.

5



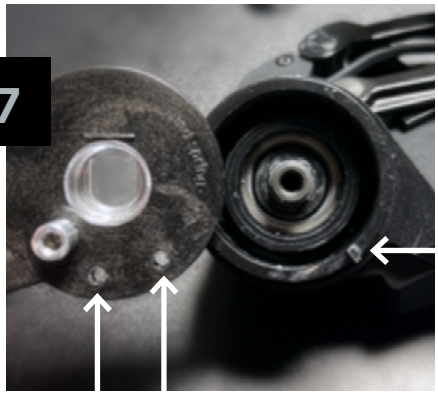
Unbox the CeramicSpeed OSPW RS system and remove the rotation stop screw (to be reinstalled once the cage is mounted). Disassemble the OSPW RS System by removing all 4 bolts from the back of the OSPW RS System. Set aside the 4 bolts, back cage plate, and both pulley wheels.

6



Reinstall the spring in the rear derailleur. Notice the location of the tip of the spring in relation to the D-shape interface.

7



Select H (stronger chain retention, higher friction) or L (lowest friction, ideal for pavement and smooth riding) on the OSPW cage plate, and rotate the D-shape interface of the derailleur so that the spring tip will align with the desired tension setting on the OSPW cage.

8



Install the OSPW cage plate to the rear derailleur, aligning both the D-shaped interface and spring tip. Install and tighten the center fixing nut to 6Nm.

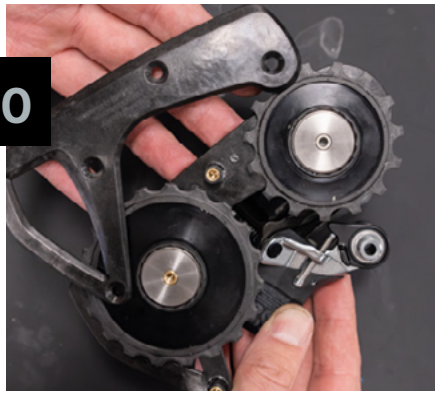
9



Rotate the OSPW RS System cage forward and install the rotation stop screw with a 2.5mm hex key. Tighten to a torque of 1.5Nm.

The cage should rotate smoothly forward against the spring and snap back quickly.

10



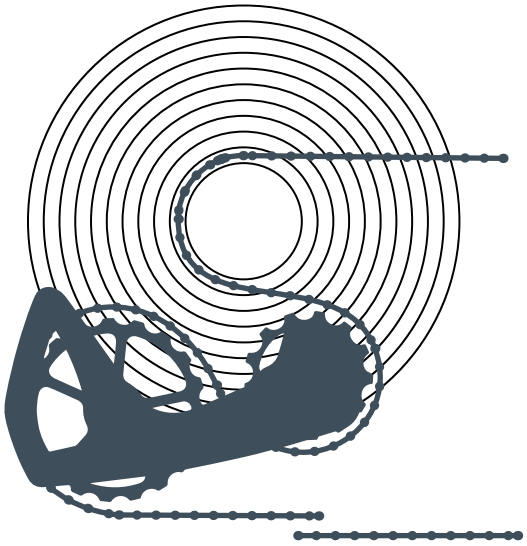
Install the 15 tooth pulley on the upper post and the 19 tooth pulley on the lower post of the OSPW RS cage, ensuring all four ADR shields are in place correctly and the pulleys are installed with the etching facing outward (toward the Front cage plate). Align the back cage plate and install the four 2.0mm cage bolts to a torque of 1.5Nm.

11

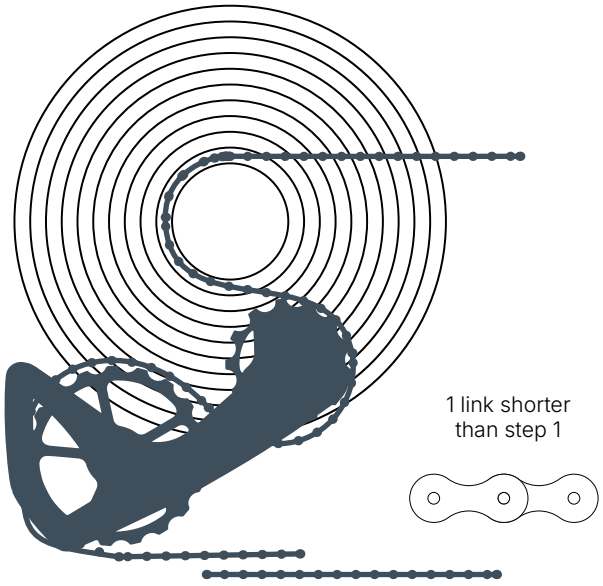


Install the derailleur onto the bike. Shift down to the bottom (smallest cog) and install the rear wheel. Measure a new chain following the guide below and check the upper and lower stop screws as well at the b-limit adjustment following the factory SRAM guidelines; 12mm for a 28T cog, 10mm for a 30T cog, and 5mm for a 33T or 36T cog.

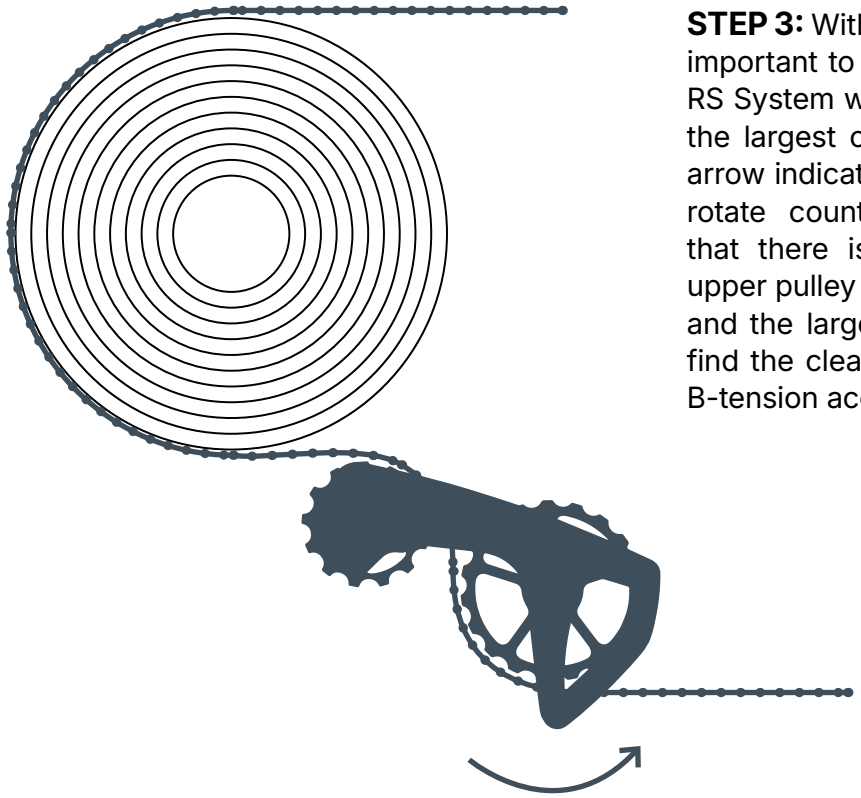
Test the present chain length acc. to the description below. If it turns out to be necessary to change the chain length, follow the description below.



STEP 1: Place the chain on the smallest cog on the cassette and the small front chain ring. To find the correct chain length, pull the two chain ends together, just as you would when needing to cut a chain to length. 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 RS System appears to be aligned as the diagram on the left, the chain needs to be cut (1 link shorter than step 1) and connected by the required amount of links in order to achieve sufficient tension in this gear combination (always the small cog on the cassette).



STEP 3: With the chain now cut to length it is important to test the clearance of the OSPW RS 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 RS System and the largest cog on the cassette. If you find the clearance is not enough, adjust the B-tension accordingly.

UP TO A 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	**Lifetime warranty products**
Headsets	BB ALPHA
Oversized Pulley Wheel Systems	ALPHA Disc OSPW Systems
Pulley Wheels	All OSPW Cages
Single Bearings	Coated Headsets
Wheel Kits	Coated OSPW Systems
	Coated Pulley Wheels
	Coated Single bearings
	Coated Wheel Kits
	SLT OHD Headsets
	SLT OPD Pivot 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.

Registeryour product within the first 30 days of purchase by clicking here or go to ceramicspeed.com/cycling 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.