
Mounting & Maintenance

OSPW cage

For SRAM Rival 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.

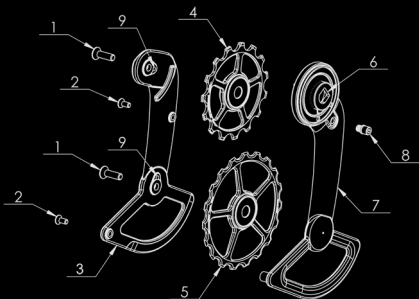
When travelling, your OSPW System will not fit in the bike travelling bag. We recommend that you dismount the whole rear derailleur and pack it aside.

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 Nm and the tower bolts up to 0.3 Nm. For this, a torque tool is recommended. If you're riding in wet and muddy conditions, we recommend you to perform an extended maintenance more frequently and replace oil with All Round Grease for better protection.

Mounting the CeramicSpeed Oversized Pulley Wheel System for SRAM Rival 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 for replacement:

A: Ceramicspeed supplied 4 prong tool for main mounting nut

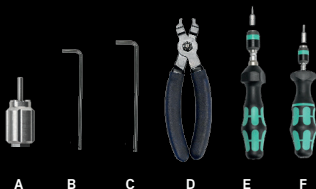
B: 2mm Allen key

C: 2,5mm Allen key

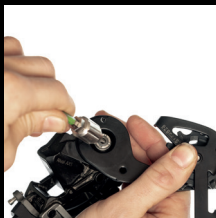
D: Chain tool

E: Torque wrench for 3 & 6 Nm

F: Torque wrench for 0,3 & 1 Nm



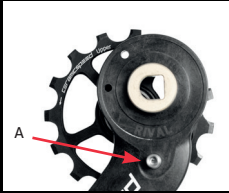
1. Remove the chain.
2. Remove the rear wheel. Then shift the derailleur up to the middle gear.
3. Remove the rear derailleur from the bike
4. Remove both pulley wheels and the back half of the pulley cage.
5. Hold the stock pulley cage (NOT the derailleur) and loosen the main center nut with the Ceramicspeed 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.



Remove the main center nut and the stock cage.



6. Set aside the spring and center nut for re-use.



7. Unbox the CeramicSpeed OSPW system and remove the rotation stop screw (A). This will 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, & both pulley wheels. Ensure your cage shows 'RIVAL' on the face as shown in the picture.



8. Mount the factory spring into the derailleur body and take note of where the outward facing spring end is located (place a finger on this location). Remove the spring once more. Using the CeramicSpeed front cage plate, rotate the D-shaped center post inside the derailleur, so that the location of the spring end will align with the L hole. Install the factory spring and ensure the spring sits completely into the derailleur body all the way around.



9. Align the OSPW cage plate with the back of the derailleur, inserting the spring post into the low (L) tension setting on the cage. While lightly pressing the OSPW cage plate against the derailleur, align the D-shaped interface with the derailleur center post. Once aligned, you should feel when the cage locks into place. You may need to wiggle the cage slightly to seat the engagement. The cage plate should now sit flush against the derailleur body and can rotate smoothly.



10. Install the cage on the center screw and thread the center mounting nut into place using the provided 4 prong tool. While holding the OSPW cage plate, tighten the center screw to a torque of 6Nm.

Control:

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



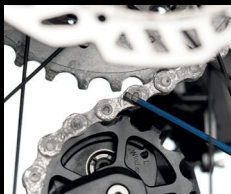
11. Rotate the OSPW cage in the "wind spring" direction as shown on the back-side of the cage and install the rotation stop screw with a 2.5mm hex key. Tighten to a torque of 3.0Nm.



12. Install the 15 tooth pulley on the upper post and the 19 tooth pulley on the lower post of the OSPW 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 1.0Nm, and the 2.0mm screw for the center and lower towers to a torque of 0.3Nm. Confirm the cage sits flush against the derailleur body and rotates against the spring tension smoothly.



13. 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 & check the upper & lower stop screws.



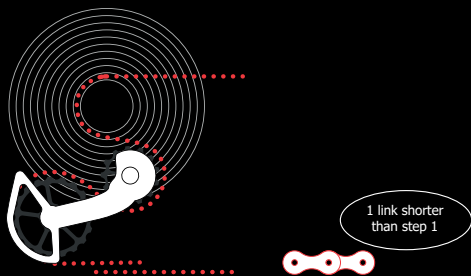
14. Confirm the b-limit adjustment following the factory SRAM guidelines; 14mm for a 26T cog, 10mm for a 28t cog, 5mm for a 33T or 36T cog.

Chain length

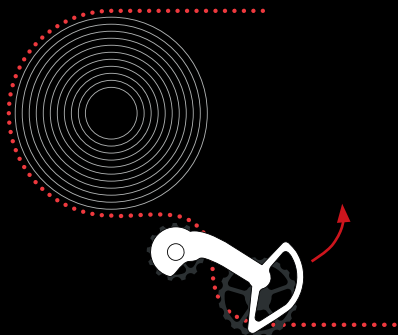
Test the present chain length acc. to the description below.
If it turns out to be necessary to change the chain length, follow the
description below.



STEP 1: Place the chain on the smallest cog on the cassette. 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 X System appears to be aligned as the diagram above, 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 X 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 X System and the largest cog on the cassette. If you find the clearance is not enough, adjust the B-tension accordingly.