



Mounting and Maintenance OSPW for SRAM Red/Force AXS eTap

MAINTENANCE

The frequency of maintenance for your Oversized Pulley Wheels (OSPW) system cannot be determined by a fixed set of rules, as it depends on the weather and riding conditions you experience.

A worn chain significantly accelerates pulley wheel wear. To minimize this, ensure you replace your chain before it becomes completely worn out.

We recommend using CyclingCeramic Oil for maintaining the OSPW Pro and Race systems. This product is available through CyclingCeramic dealers worldwide or on our webshop. For detailed guidance, watch our maintenance video in the Support section at cyclingceramic.com.

For the 4-Spoke and Aero alloy pulleys, bearing maintenance should be performed at least two to three times per year. Under normal conditions, this should occur every 5,000 km (3,000 miles), while in extreme or harsh conditions, maintenance is recommended every 3,000 km (1,800 miles).

To maintain the pulleys:

1. Remove the back cage plate and both pulleys to thoroughly clean all components.
2. Carefully remove the bearing seals and clean the bearings using CERA Bearing Cleaner, following the provided instructions.
3. Apply a few drops of CERA Pulley Oil and reinstall the bearing seals.

When reinstalling the pulleys, ensure their rotation direction is correct. The cage tower bolts should be torqued to 1.5 Nm.



More information here : cyclingceramic.com/support

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TOOLS REQUIRED



A

B

C

D

E

A	CyclingCeramic supplied 4 prong tool for main mounting nut
B	Chain tool
C	Torcx key T25
C	Torcx key T8
D	Allen Key 2.5mm for the stock pulley wheels
D	Allen Key 5mm for the tool
E	Marker

MOUNTING

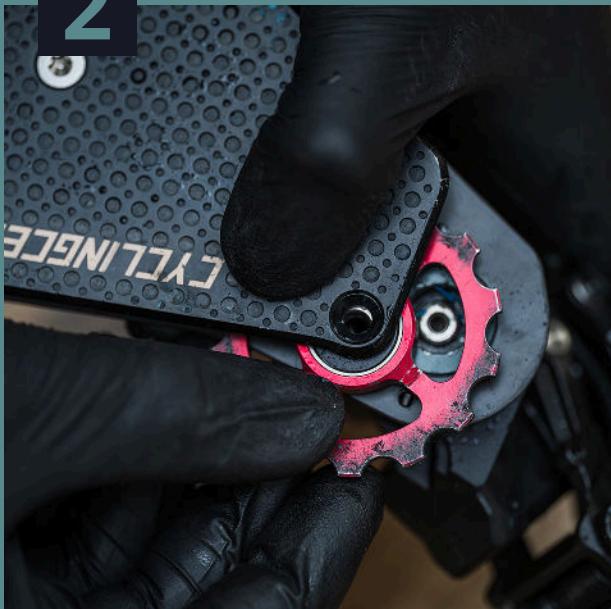
To achieve optimal riding performance, it is essential to correctly install your new OSPW System. Follow these guidelines to properly set up your OSPW System for SRAM Red/Force AXS eTap.

1



Start by placing your bike in a stand. Remove the chain. Then, take off the rear wheel. Finally, shift the derailleur to the middle gear.

2



Take off the rear derailleur from the bike. Remove both pulley wheels and detach the rear half of the pulley cage.

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3



Hold the stock pulley cage (not just the derailleur) and use the CyclingCeramic special tool to loosen the main center nut, but do not remove it completely. Once the center nut is sufficiently loose, allow the rotation stop screw to pass the stop point on the derailleur body, which will release the spring tension.

4



Unbox the CyclingCeramic OSPW system and remove the rotation stop screw (to be reinstalled once the cage is mounted).

5



Disassemble the OSPW system by removing all 4 bolts from the back of the system. Set aside the 4 bolts, back cage plate, and both pulley wheels.

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6



Using the **CyclingCeramic** front cage plate, turn the D-shaped center post inside the derailleur counterclockwise until it reaches the stop. Then, remove the cage plate.

7



Use a marker to mark the end of the center screw, identifying the flat surface of the D-shaped interface at the bottom of the screw (A).

Install the factory spring into the derailleur body, making sure to insert the spring post into the correct hole.

8



We strongly recommend applying thread locker to the axle of the nut to ensure a secure and lasting assembly.

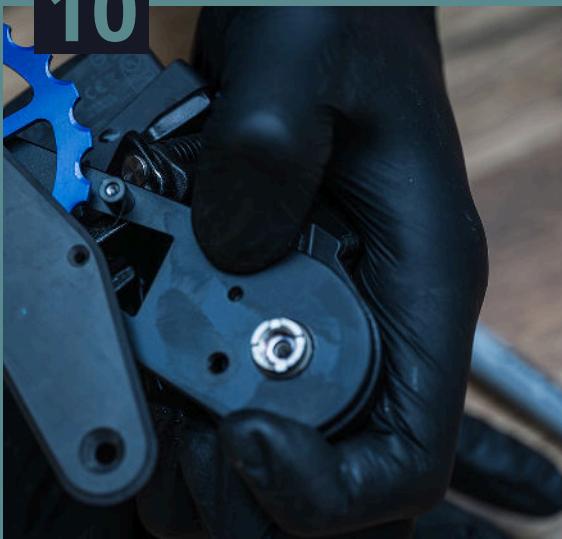
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9



Align the OSPW system cage plate with the back of the derailleur, inserting the spring post into the low (L) tension setting on the cage (B). There's no need to worry about aligning the D-shaped interface at this stage.

10



Mount the cage on the center screw and thread the center mounting nut into place using the pro-vided 4 prong tool. Finger tighten the nut until firm, and then unthread 360 degrees (1 full turn). The D-interface will not be aligned at this point.

11



Once aligned, press the cage against the derailleur body to secure the D-interface. You should feel the cage lock into place. A slight wiggle may be needed to fully engage it. Then, using the included 4-pronged tool, tighten the center nut to a torque of 6Nm.

12



Turn the OSPW system cage forward and insert the rotation stop screw with a 2.5mm hex key. Tighten it to a torque of 3.0Nm.

13



Place the 14-tooth pulley on the upper post and the 19-tooth pulley on the lower post of the OSPW system cage, ensuring that all four spacers are correctly positioned and the pulleys are installed with the etching facing outward (towards the front cage plate). Align the back cage plate and fasten it by tightening the four 2.0mm cage bolts to a torque of 1.5Nm.

14

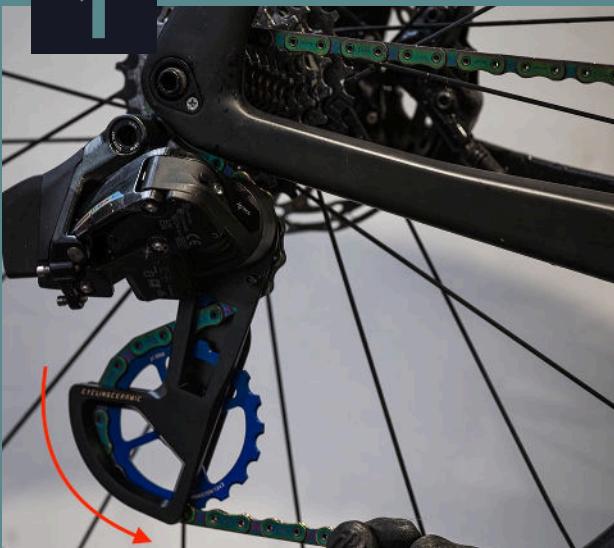


Mount the derailleur onto the bike. Shift to the smallest cog (bottom gear) and then install the rear wheel.

Chain length

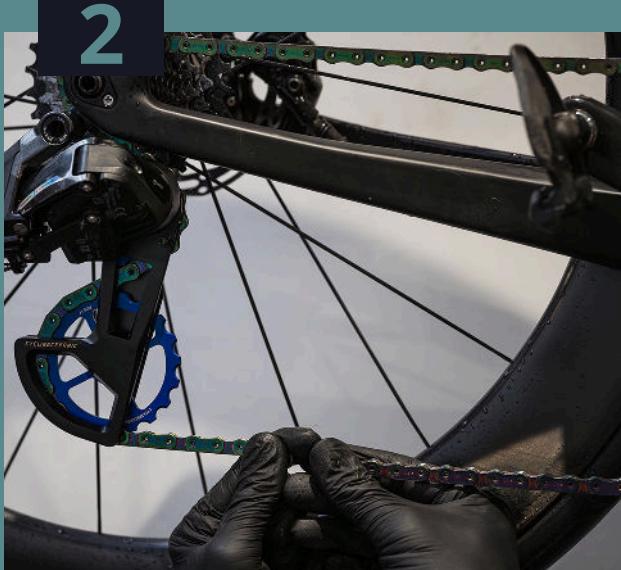
Check the current chain length as described below. If adjusting the chain length is required, follow the instructions provided. Measure a new chain using the guide below, and adjust the upper and lower stop screws.

1



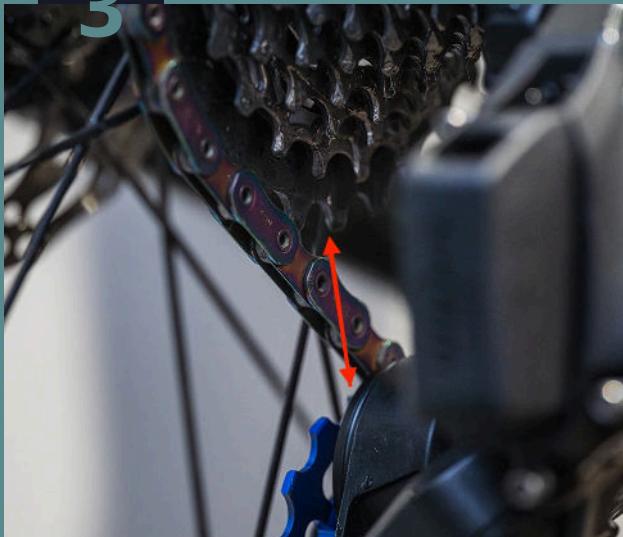
Position the chain on the smallest cog of the cassette and the small front chainring. To determine the correct chain length, bring the two ends of the chain together as you would when shortening a chain. The lower part of the cage should begin to move downward, away from the cassette, as shown in the second image.

2



When tension is applied to the chain and the OSPW system appears aligned as shown in the diagram on the left, the chain should be shortened by one link (compared to Step 1). Afterward, reconnect the chain with the appropriate number of links to achieve proper tension in this gear combination (always with the smallest cog on the cassette).

3



Along with the B-limit, following the factory SRAM recommendations: 14mm for a 26T cog, 10mm for a 28T cog, and 5mm for a 33T or 36T cog.

4



With the chain now cut to the correct length, it's crucial to check the clearance of the OSPW system when the rear derailleur is in the largest cog on the cassette. As indicated by the arrow, the cage should be able to rotate counterclockwise. Ensure there is adequate clearance between the upper pulley wheel of the OSPW system and the largest cog on the cassette. If the clearance is insufficient, adjust the B-tension accordingly.



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