



**Mounting and Maintenance
OSPW for Shimano Dura Ace 9250 +
Ultegra 8150 and 105 7150**

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

A	Chain tool
B	T10 Torx®

MOUNTING

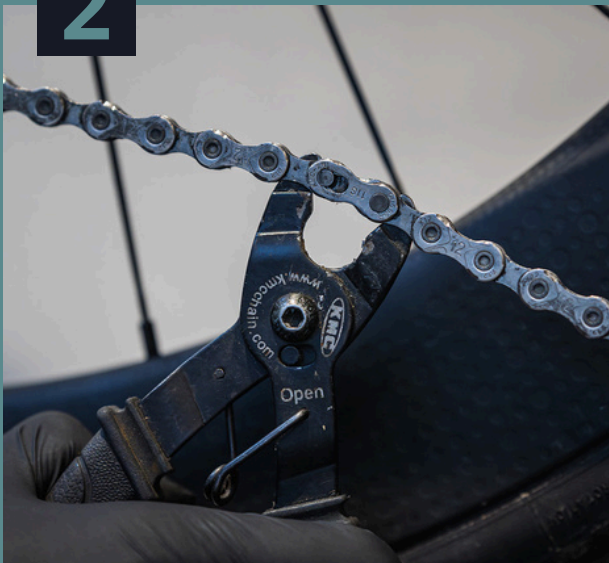
To achieve optimal riding performance, it is essential to correctly install your new OSPW System. Follow these guidelines to properly set up your OSPW System for Shimano Dura Ace 9250 + Ultegra 8150 and 105 7150

1



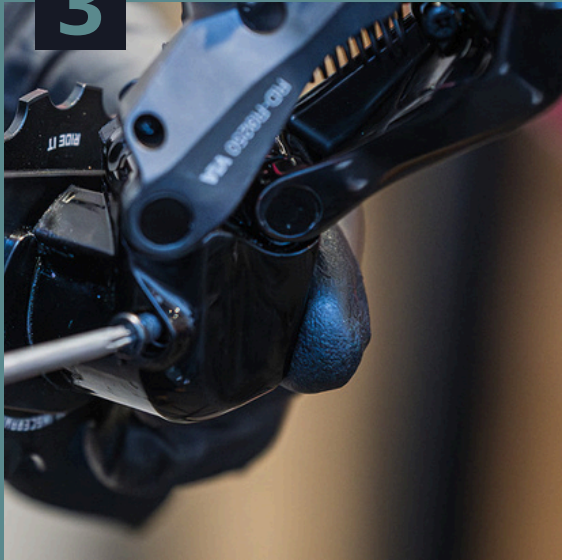
Start by placing your bike on a stand and removing the rear wheel.

2



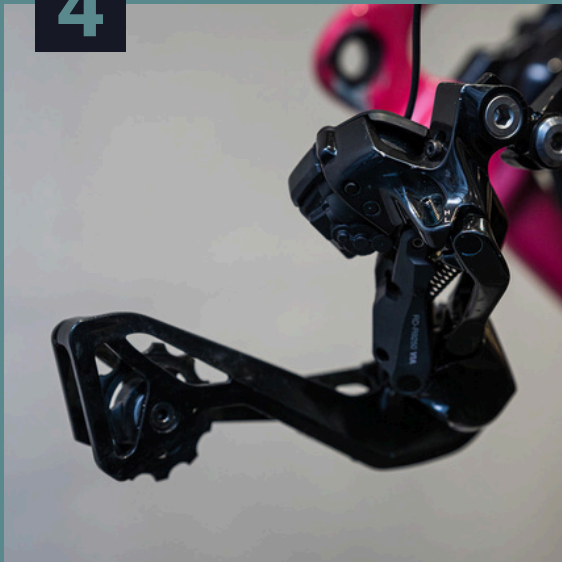
After installing the OSPW system, you will need to use a new, longer chain. Remove the old chain using a proper chain tool.

3



Find the black mounting screw at the bottom of the derailleur body. Use a T10 Torx screwdriver to remove the black T10 screw. Note that only half of the screw is threaded. Once the screw is about 1 cm out and the threads are no longer engaged, slide the screw the rest of the way out by hand. Keep the cage secure in the derailleur body with your thumb.

4



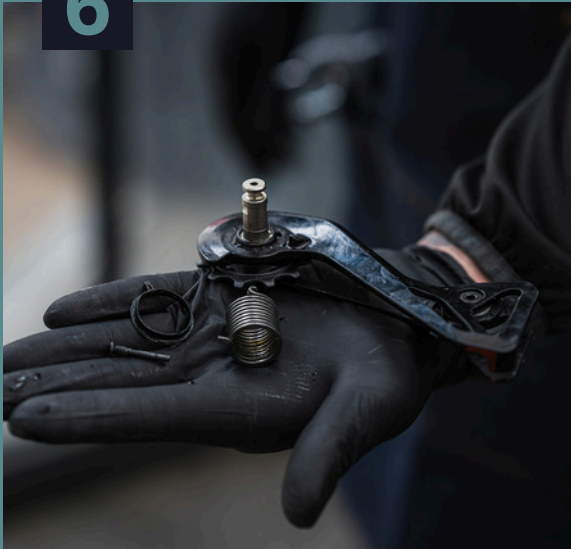
Shift the derailleur up so that the cage can rotate without hitting the derailleur body. For Ultegra 8150 or 105 7150, use a Phillips screwdriver to remove the rotation stop screw, then gently allow the cage to unwind. For Dura-Ace 9250, pull the cage away from the derailleur body by hand until the stop tower is free, then carefully let the pulley cage spring unwind to release the spring tension. At this point, your derailleur cage will appear upside down.

5



Slide out the original pulley cage and spring assembly, taking care not to drop the pulley spring or plastic spacer.

6



Remove the spring and plastic spacer from the Shimano cage. The spring's end is hooked to secure it in the pulley cage. Set these aside, as you will reuse them for the installation of the OSPW system.

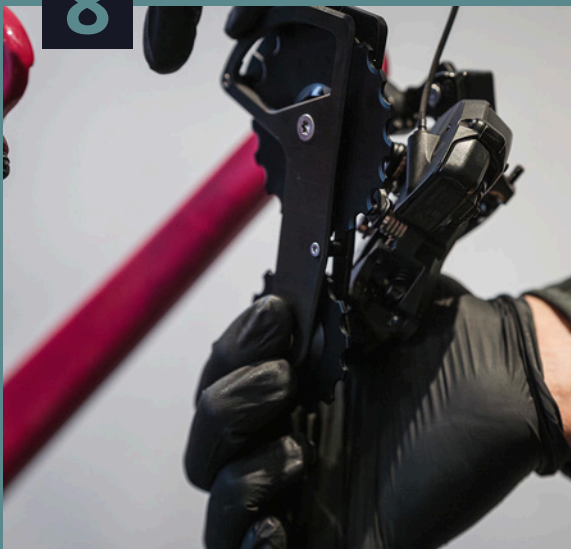
7



Unbox the OSPW system.

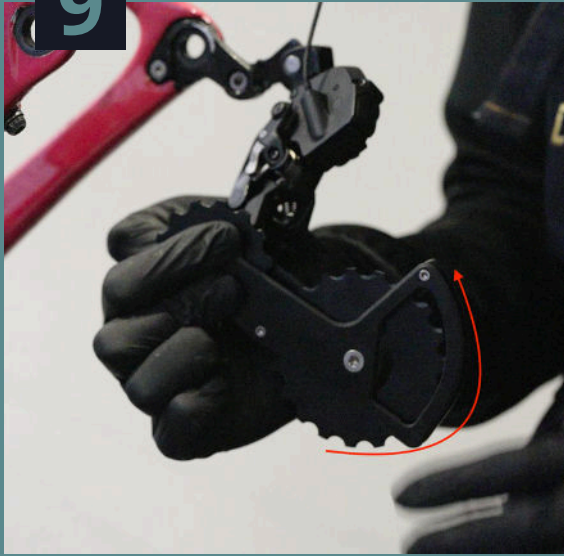
Place the original spring and plastic spacer onto the mounting post of the OSPW system in the same way they were removed from the stock cage. The hooked end of the spring should face the OSPW cage, and the flat edge of the plastic spacer should align accordingly.

8



Choose the second spring tension hole from 'L' (second lowest tension) and fully insert the hooked end of the spring. You may need to press it firmly. The plastic spacer will rest loosely on the spring until it is aligned at the back of the derailleur body.

9



Hold the OSPW cage against the derailleur body and rotate it counterclockwise (first upward, then toward the back of the bike, and finally downward) until you feel the ramped stop tower click past the stop point on the derailleur.

10



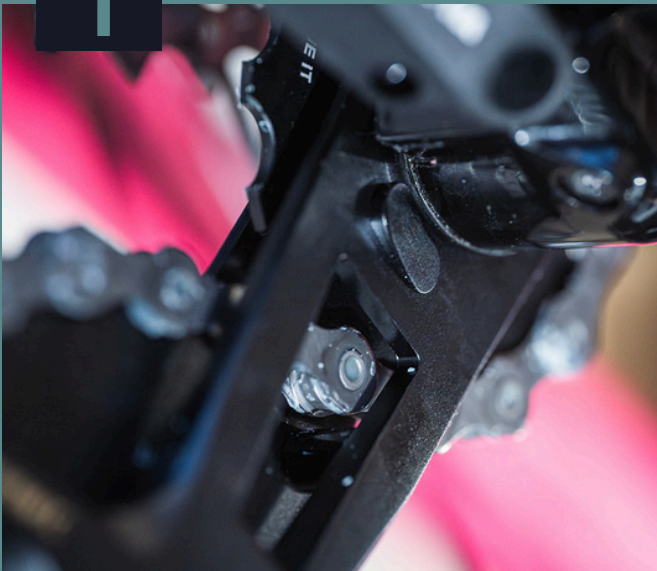
Secure the cage by reinstalling the original black T10 screw (removed in step 3). Tighten it to a torque of 1Nm. Your new OSPW system is now installed.

Chain length

Shift the derailleur to the lowest gear and install the rear wheel. Install a new chain following the guide. Ensure the derailleur hanger is properly aligned, check the upper and lower stop screws, and set the B-limit gap to between 4-7mm at the largest cog and the upper pulley. Adjust the Di2 trim for proper alignment between the cogs and pulley wheels. If you're unsure, have a qualified mechanic make the final gear adjustments.

Note: For optimal performance, use an original Shimano 12-speed cassette (11-36T max).

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. The stop pin of the cage should not touch the derailleur body.

2



When tension is applied to the chain and the OSPW system appears 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



Set the b-limit gap between 4-7mm at the largest cog and upper pulley.



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