

Rohloff SPEEDHUB 500/14 in cutaway view

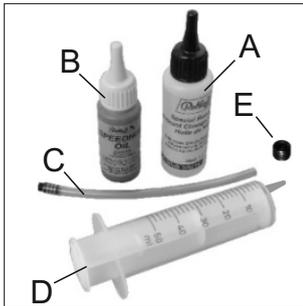


1. Oil change	87
2. Maintenance and care	89
3. Sprocket reversing/replacing	90
4. Changing of brake discs	91
5. Changing the gear mech	
5.1 Removal of one-piece axle ring	92
5.2 Removal of quick-change axle ring	92
5.3 Mounting the external gear mech	93



1. Oil change

An oil-change must be completed every 5000km or once per Annum to ensure the 25ml quantity of oil is retained and is free from dirt/moisture contamination. This process ensures that the *SPEEDHUB 500/14* will always contain enough oil for lubrication (regardless of oil lost due to sweat oil) and also ensures that any penetrated moisture is rinsed out.



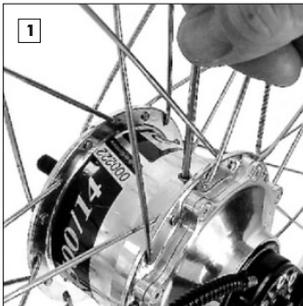
The Oil Change Kit consists of:

- A** 25ml cleaning oil in a 50ml bottle*
 - B** 25ml Rohloff *SPEEDHUB OIL*
 - C** Oil filling tube
 - D** Non returnable syringe 50ml
 - E** Drain screw with new seal
- The oil filling tube should be placed over the syringe and secured with a drop of super-glue before use.

POINTER



* There will already be approx. 25ml fluid in the hub (old oil and any penetrated moisture). After the cleaning oil is also filled into the hub then there will be approx. 50ml fluid to drain out. For this reason the cleaning oil comes in a 50ml bottle so that the old fluid can be drained out into this bottle for safe disposal.



To change the oil, the Rohloff *SPEEDHUB 500/14* should be left at room temperature (because the oil flows better). Turn the hub, so that the drain screw can be seen on the top. Remove drain screw (3mm allen key).



Draw the 25ml cleaning oil into the syringe, screw the filling tube into the drain screw hole and fill the cleaning oil into the hub. **After this, use the syringe to draw out a little air out into the syringe.** Remove the filling tube and refit the drain screw.

To rinse the hub properly, ride approx. 1km or turn the wheel by hand using the cranks for approx. 3min whilst simultaneously switching between gears #3 and #5. In these gears all planetary gear sets are in use, making sure that the cleaning fluid is well rinsed through in order to thin out the old oil for easier removal.

TIP



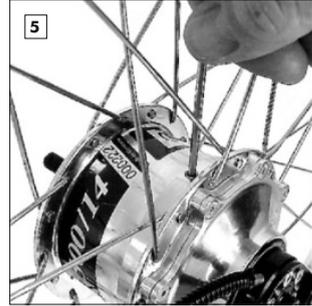
It is important to protect the brake disk/pads (if mounted) with a clean cloth to minimize the possibility that oil could spray out onto them.



Remove the drain screw (3mm allen key) and refit the filling tube and syringe. Turn the wheel, so that the filling point is underneath the hub. Wait approx. 15mins with the wheel in this position, then use the syringe to draw out the old fluid. Remove the syringe and filling tube, use this to empty the fluid into the empty 50ml cleaning oil bottle.



Draw 25ml *SPEEDHUB OIL* into the syringe and insert this into the hub. Draw out approx. 25ml of air to keep the pressure correct inside and therefore, avoid oil seeping back out, when removing the filling tube.



Fit a new oil drain screw and tighten correctly (Allen Key SW3, tightening torque 0.5Nm). As long as the thread sealant is not worn, then the old oil drain screw may be used repeatedly.

ATTENTION

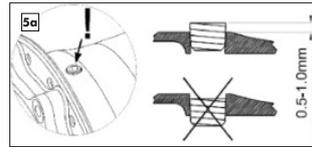
The *Rohloff SPEEDHUB 500/14* must be filled **exclusively with Rohloff oils (gear box/cleaning oils)**. The use of other types of lubricants and/or cleaning fluids could lead to the damage of the inner mechanism's nylon components.

Used oil should be taken to a specialized oil disposal point, so as to keep pollution levels down.

Rohloff SPEEDHUB OIL and cleaning oil can be disposed of together with other motor oils.

Do not expose to direct sunlight.

Keep out of reach of children!



ATTENTION

The oil drain screw must not be inserted any further than flush with the hub shell. Any deeper could result in periodic drive loss in certain gears.

POINTER

Rohloff Cleaning Oil Art.No. 8402-25ml, 8407-250ml, 8405-1L.

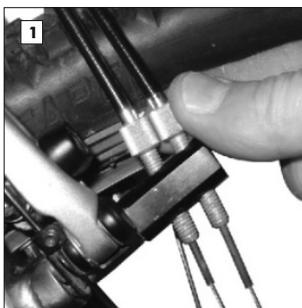
Please pay attention to the information on the container.

2. Maintenance and care

The shifter cable tension can be altered by the cable adjusters. When winding the cable adjusters out, the cable tension is increased. For the lightest possible gear change, the tension should be just enough, so that on the twist shifter there is approx. 1/2 gear (5mm) rotational play, when in a selected gear. The dot on the twist shifter body can be aligned to the correct gear number without altering the cable tension, by winding one cable adjuster in and the other out.

ATTENTION

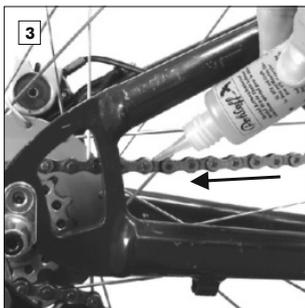
Too much cable tension raises the amount of friction within the shifter cables and in turn, raises the force needed on the twist shifter to select other gears.



On the versions with an internal gear mech the cable adjusters can be found on the cable guide. This can be found on the left hand chain stay or attached to the left hand brake boss of the frame.



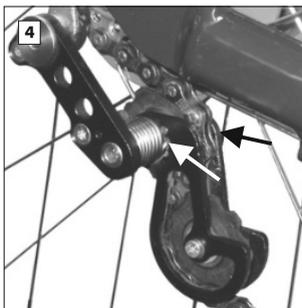
On the versions with an external gear mech the cable adjusters can be found on the cable box. This sits directly on the left hand side of the *Rohloff SPEEDHUB 500/14*. These cables are either routed along the seatstay or the chainstay of the frame.



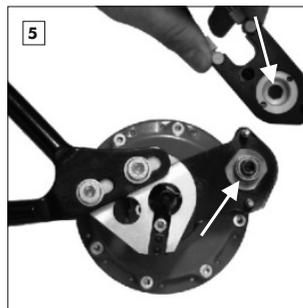
When lubricating the chain, place a thin thread of lubricant on the outside of the chain over the centre rollers. This process is carried out quicker and easier, when running the chain backwards whilst applying the lubricant.

ATTENTION

When using a disc brake in conjunction with the *Rohloff SPEEDHUB 500/14*, the hub cap screws should be checked that they are correctly tightened before every ride. To reduce the chance of a flange breaking due to unequal spoke tension, we recommend that this is regularly checked by a professional bicycle mechanic.



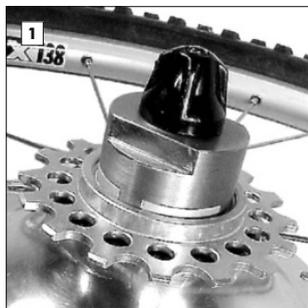
To lubricate the chain tensioner, place a drop of oil on the left and right side of the upper jockey wheel on the pivot point.



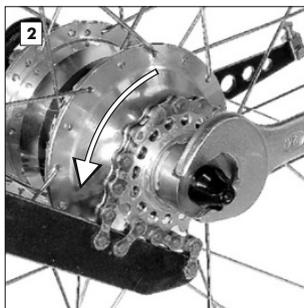
Rohloff SPEEDHUB 500/14 versions with external gear mech: To lubricate the cable pulley bearing, remove the cable box and place a little grease on the parts arrowed in the picture above.

3. Sprocket reversing/replacing - (Splined Sprocket -> Appendix)

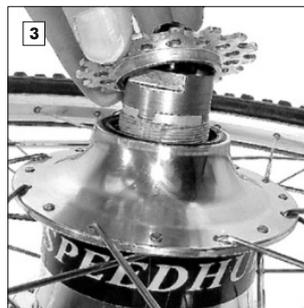
The sprocket sizes 15, 16 and 17 of the Rohloff SPEEDHUB 500/14 are symmetrical and are therefore reversible, when worn on one side. After reversing the sprocket, fit a new chain. This will now pull on the other, unworn side of the sprocket. Once both sides are worn, the sprocket must be replaced. The 13 tooth sprocket is not reversible, and therefore, must always be replaced once worn.



Check that the seats on the driver are clean so that the tool can be properly seated. Place the sprocket tool over the clean seats of the driver and with a quick release lever (CC) or an axle nut (TS) secure in position, so that the sprocket tool is prevented from springing out of the seats.



Hold the sprocket tool steady with a 24mm wrench and using a chain whip turn the sprocket anticlockwise in the opposite direction to the 24mm wrench.



The sprocket can be removed over the sprocket tool. When only reversing the sprocket, clean the sprocket turn it over 180° and screw it back onto the cleaned and regreased thread of the driver in a clockwise direction. Tighten up the sprocket using the chain whip. If the sprocket needs to be replaced, simply screw the new sprocket tightly onto the driver.

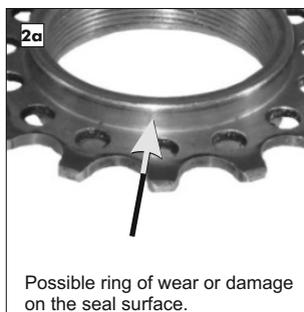
POINTER

Make sure that the area around the sprocket and hubshell is free from dirt, so that this cannot penetrate into the gear-unit during this process.

ATTENTION

Make sure that the sprocket remover tool is properly secured correctly when mounting or dismounting the sprocket. The sprocket should not be removed with the use of a bench-vice mounted sprocket remover tool.

Failure to comply could result in damage to the driver.



Possible ring of wear or damage on the seal surface.

ATTENTION

Check the sprocket for signs of damage or wear caused by the hub seal. If needed, reverse or replace it for a sprocket with undamaged seal surfaces immediately. This will in turn reduce the possibility that oil could seep out.

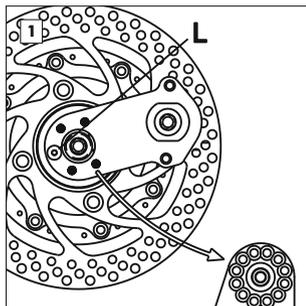
POINTER

Placing the new/reversed sprocket onto the driver over the sprocket tool helps the sprocket to sit evenly on the thread, so as to eliminate the possibility of cross-threading.

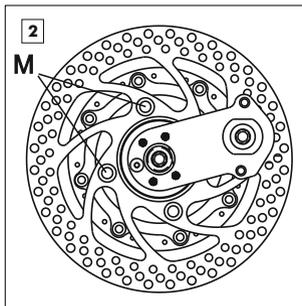
A drop of special Rohloff cleaning oil (Art.No. 8402) through the holes in the new sprocket face can drastically help reduce the effect of the crank rotation while pushing the bicycle

4. Changing of brake discs

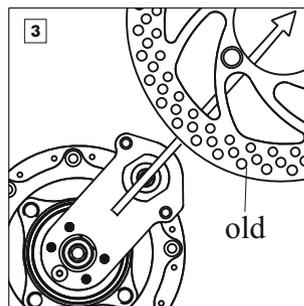
If the brake disc is worn or needs to be replaced by a different brake type, the rear wheel along with the axle plate will have to be removed before the replacement of the disc can be carried out.



Mark the axle plate, so that it can be replaced later in the same position. Remove the axle plate screws (M4x25 - Torx TX20). Remove the axle plate and secure the external transfer box to the hub with one of these screws **L**.



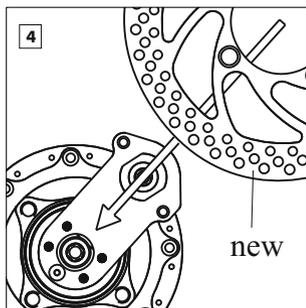
Remove the four mounting bolts **M** (M8x0.75x8.5 - 5mm allen key).



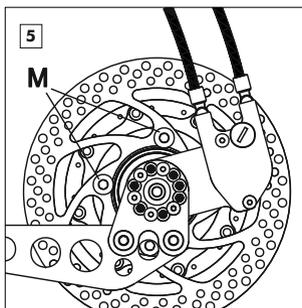
Pull the old brake disc off the center disc mount and remove this over the external transfer box.

ATTENTION

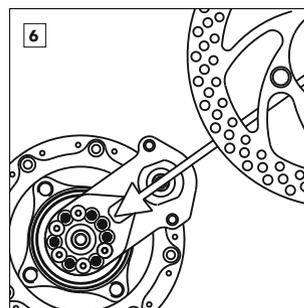
The external transfer box must not be removed as the cogs within the box could fall out of synchronization. See chapter "Service" paragraph 5. "Changing the gear mech".



Place the new brake disc over the external transfer box and down onto the center disc mount (pay attention to the rotational direction of the brake disc).



Replace the four mounting bolts **M** (M8x0.75x8.5 - 5mm allen key, tightening torque 10Nm/81in.lbs.). Remove the axle plate screw **L** from the external transfer box. Remount the axle plate in the correct position and secure this in place with the five axle plate screws (M4x25 - Torx TX20, tightening torque: 3Nm/25in.lbs.).

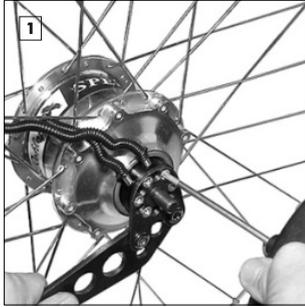


The removal of the axle plate is not necessary on the OEM versions, where the axle plate is secured to the hub in the position shown in the above diagram. The brake disc can simply be removed over the external transfer box and the axle plate together.

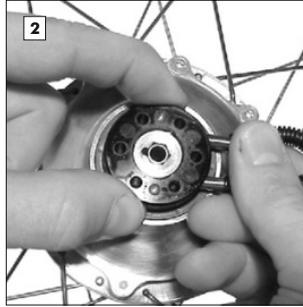
5. Changing the gear mech

The replacement of the gear mech is normally only needed, when mounting the hub on a different bicycle frame. It is not routine work and we advise that this work is carried out by a professional bicycle workshop.

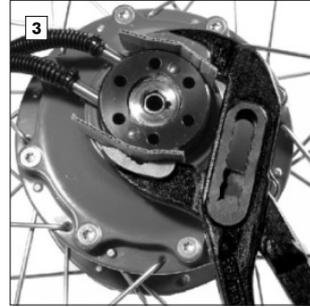
5.1 Removal of one-piece axle ring



Regardless of which axle plate is mounted, the axle plate must be removed by unscrewing all six of the axle plate screws (M4x25 - Torx TX20).



Lie the wheel on a flat surface with the axle ring facing up and the cable guides facing to the right. Rock the axle ring from side to side whilst pulling it upwards in order to loosen it from the hub.

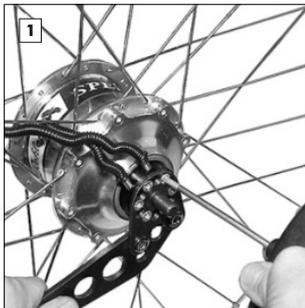


TIP

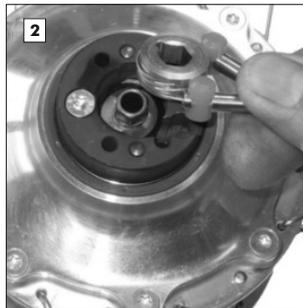


Should the axle ring not loosen by hand, use a pipe wrench to hold the axle ring tight (place cardboard between the axle ring and the pipe wrench). Rock the axle ring from side to side with the pipe wrench, whilst pulling it upwards in order to loosen it from the hub.

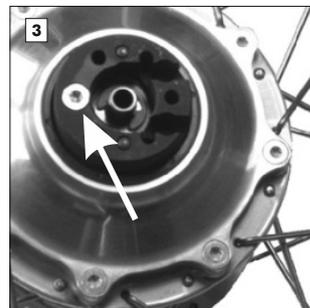
5.2 Removal of quick-change axle ring



Regardless of which axle plate is mounted, the axle plate must be removed by unscrewing all five of the axle plate screws (M4x25 - Torx TX20).

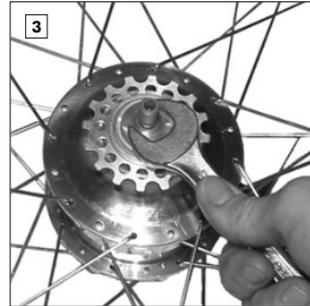
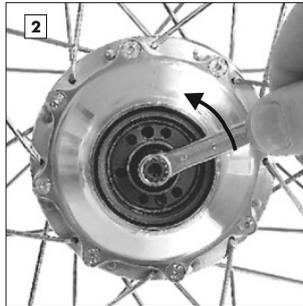
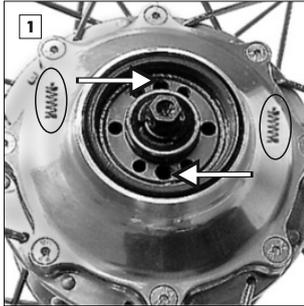


Lie the wheel on a flat surface with the axle ring facing up and the cable guides facing to the right. Pull the cable guides with the nylon cylinders and the cable pulley upwards and out of the axle ring.



Remove the axle ring screw (M4x20 - Torx TX20) and rock the axle ring from side to side, whilst pulling it upwards in order to loosen it from the hub.

5.3 Mounting the external gear mech



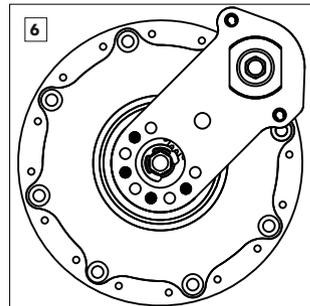
ATTENTION

The wheel must not be laid on the axle ring side once the axle ring has been removed because:

- a. Oil could leak out of the holes.
- b. The two freewheel springs could fall out of the locating peg holes.

Shift the gearbox into gear #14 by turning the hexagonal peg with an 8mm wrench carefully in an anti-clockwise direction to the end stop.

Hold the aluminium nut on the sprocket side with a 17mm wrench to prevent the axle from moving, whilst selecting the gear.

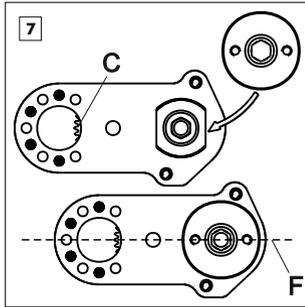


Place a new paper gasket over the locating pegs of the external transfer box, so that all holes meet up with corresponding screw holes of the axle ring. The smaller seal sits in the recess on the rear side of the axle ring.

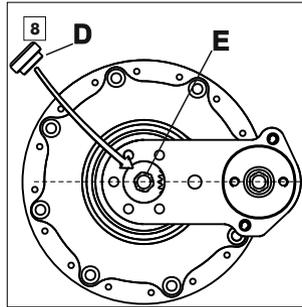
Mount the external transfer box onto the gearbox.

POINTER

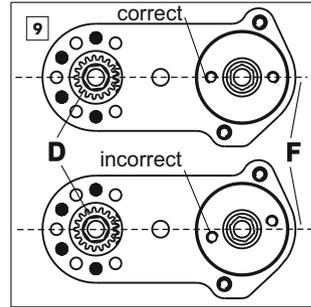
The grub screw under the External Gear Mech should be fitted in the correct position. “Appendix - Grub screw of the External Gear Mech”.



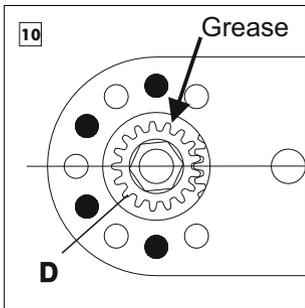
Place the cable pulley over the hexagonal peg of the external transfer box and then rotate it until the two screw holes sit on the center line **F**, as shown in the diagram above. Hold the cable pulley in this position.



Insert cog **D** over the hexagonal peg **E** with the toothing facing outward. There is one mounting position out of the possible six, where the teeth of the cog **D** and the sprocket **C** line up. In this position the screw holes of the cable pulley remain as close as possible along the center line **F**. This position is the correct position. It may be necessary to turn the cable pulley lightly to the left or right to allow for an easier assembly.

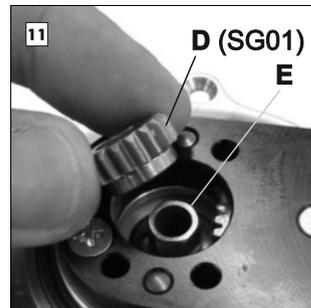


The five other mounting positions result in the screw holes of the cable pulley being substantially more out of line with the center line **F**. In this case, remove the cog **D** and try the next mounting position.



Place a small amount of grease between the cog **D** and the external transfer box. Remount the axle plate and secure it in the correct position with the five axle plate screws (M4x25 - Torx TX20, tightening torque 3Nm/25" lbs.).

Further steps for mounting the external gear mech can be found in chapter "Mounting", paragraph 7.3 "External gear mech".



ATTENTION !

The smaller side of cog **D** must always be mounted into the external transfer box facing inwards. When cog **D** is wrongly mounted, the axle plate will cause functional difficulties within the external transfer box.



**A selection of splined sprockets 13-19 + 21T with Splined Carrier
Gates Carbon Drive belt splined sprocket with Carrier L (Lock-Ring).**





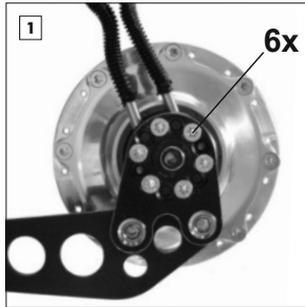
Repairs

1. Changing the hub cable (0.9mm Rohloff special gear cable)	97
1.1 One-piece axle ring	98
1.2 Quick-change axle ring	104
2. Changing the chain tensioner spring	108
3. Changing the grip rubber	109
4. Exchanging the gear unit	
4.1 Gear unit removal	110
4.2 Gear unit installation	111
5. Hub Seal replacement	
6. Appendix	
Failure Diagnosis	119
Trouble Shooting	120
Tools and Bolts	124
Wheel lacing with a French spoke-hole pattern	125
Wheel lacing with a European spoke-hole pattern	126
Technical Data	127
Reference to Serial Number	128
Threaded Pin under External Gear Mech	129
The correct spoke choice	130-131
Possible causes for flange breakages on bicycle hubs	132-133
Flange support rings	134
Twistshifter 'light' RH - Art. #8206 - Mounting instructions	135-138
Twistshifter 'light' LH - Art. #8207 - Mounting instructions	139-142
Splined sprocket / Splined Carrier	143-144
Monkey Bone (IS-PM Adapter) for OEM2 axleplate	145-146
PM Bone Art. #8555 / PM axleplate (PM-PM Adapter)	147-148
Notes	149-151
Information over the newest version Owners Manual	152
Index	153-154

1. Changing the hub cable (0.9mm Rohloff special gear cable)

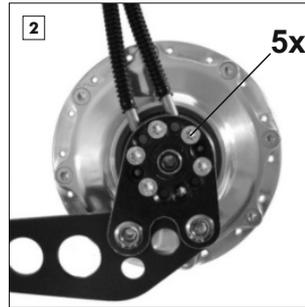
The method of replacement for a worn or broken hub cable can be carried out differently depending on which axle ring type is mounted.

1. Axle ring with pressed-in cable guides (one-piece axle ring with spare parts 'Hub cables' Art. #8271)
2. Axle ring with cable guides seated within nylon cylinders (quick-change axle ring with spare parts 'Hub cable Easy Set' Art. #8573)



The one-piece axle ring was mounted on all internal gear mech versions until the beginning of 2003. This type of axle ring is secured to the gearbox with six axle plate screws. The cable guides of the one-piece axle ring remain fixed to the axle ring. This can be seen once the axle plate has been removed. To replace the hub cable, the axle ring complete with the cable pulley must be removed.

Replacement procedure
see paragraph 1.1.



The quick-change axle ring is secured to the gear box with five axle plate screws. The axle ring remains secured to the gearbox with one more screw and the cable guides seated within black nylon cylinders rest in the axle ring. This can be seen once the axle plate has been removed. When replacing the hub cable, the axle ring remains attached to the gearbox.

Replacement procedure
see paragraph 1.2.

POINTER



When correctly mounted, the hub cable should last a good 10,000km. Should the cable get damaged and need to be replaced sooner, the reason for this damage should be identified and corrected before mounting a new hub cable.

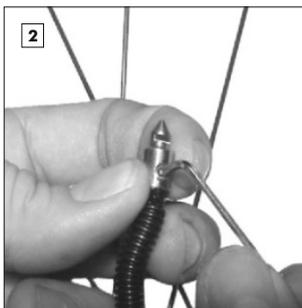
Possible reasons:

1. False alignment of the axle plate or the cable guide can result in the cable rubbing against the metal of the cable adjusters/guides. (see chapter "Mounting", paragraph 4.1.2).
2. Torque not properly secured. The hub axle rotated and stretched the cables to breaking point.
3. Other physical damage (eg. crashes, accidents).

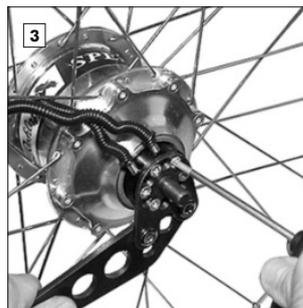
1.1 One-piece axle ring



Remove the rear wheel. With good wire cutters, cut off the four cable ties that hold the concertina tubes over the hub cables.



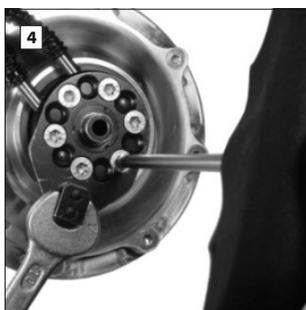
Unscrew both bayonet male connectors from the hub cables (M4x4 - 2mm allen key) and remove the concertina tubes.



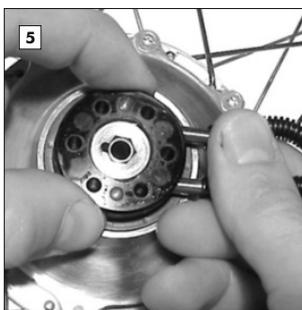
To change the hub cables, the axle plate must be first removed. To do this unscrew the six axle plate screws (M4x25 - Torx TX20).

ATTENTION

Take note of the position of the axle plate against the hub cable guides for correct refitment later.



To hold the axle steady, grip the long torque arm tightly or hold the OEM or OEM2 axle plate with a 10mm wrench (see chapter "Mounting", paragraph 4.3).

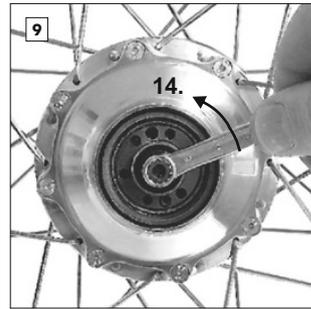
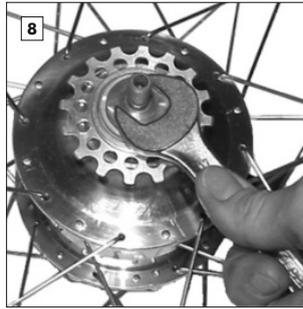


Lie the wheel on a flat surface with the axle ring facing up and the cable guides facing to the right. Rock the axle ring from side to side whilst pulling it upwards in order to loosen it from the hub.



TIP

Should the axle ring not loosen by hand, use a pipe wrench to hold the axle ring tight (place cardboard between the axle ring and the pipe wrench). Rock the axle ring from side to side with the pipe wrench whilst pulling it upwards in order to loosen it from the hub.



ATTENTION !

The wheel must not be laid on the axle ring side once the axle ring has been removed because:

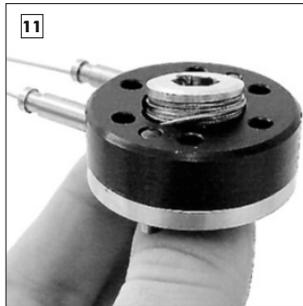
- a. Oil could leak out of the holes.
- b. The two freewheel springs could fall out of the locating peg holes.

The mounting of the cable pulley must be carried out in gear #14. To do this, the axle has to be held steady with a 17mm wrench on the aluminum nut (sprocket side).

With an 8mm wrench turn the hexagonal peg in an anticlockwise direction until the end stop. Now the hub is in gear #14.

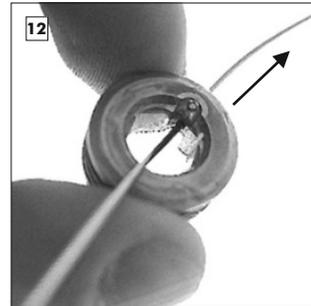


Remove both paper gaskets from the rear side of the axle ring (where applicable). Always use new paper gaskets when remounting the axle ring.



Push the cable pulley out of the axle ring from the rear side. Take care not to tilt the cable pulley for an easier removal. Remove the old hub cable and clean both the cable pulley and the axle ring.

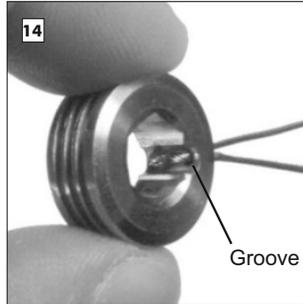
Check cable pulley for burrs and deburr if necessary.



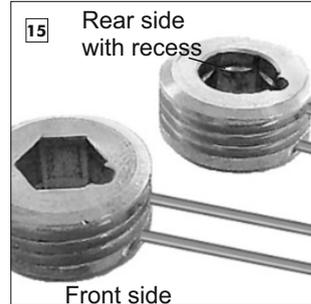
Push the new hub cable approx. half way into the cable pulleys lower hole from the inner side.



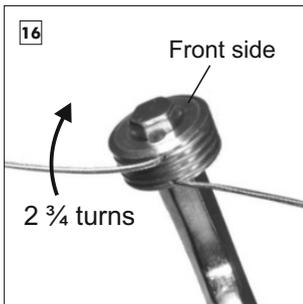
Next push the other end of the cable into the top hole of the cable pulley until both ends of the cable stick approx. the same length out of the other side.



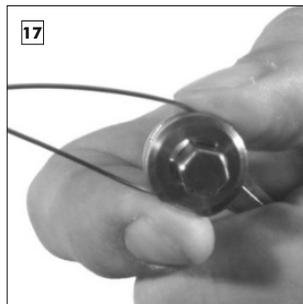
Hold the cable pulley tight and with the other hand grasp the hub cables and pull them quickly until the cables sit properly in the cable pulley without getting kinked.



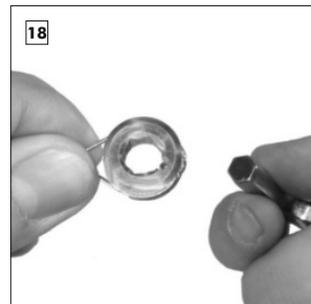
Pay attention to which side of the cable pulley is the mounting side. The back/mounting side has a recess before its hexagonal hole. The front side is without this recess.



Put the cable pulley onto an 8mm allen key with the front side on top. Bend the hub cables in the direction of the cable runs in the cable pulley. The top cable should be wound approx. 2 3/4 times around the cable pulley.



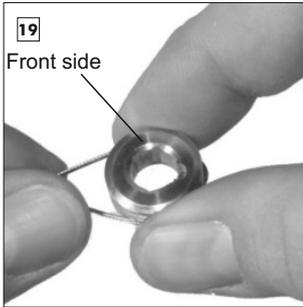
Hold both ends of the hub cable in position with thumb and index finger.



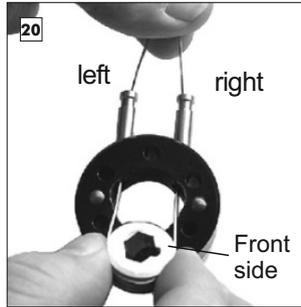
Press both ends of the hub cable together with the thumb and index finger of the other hand. Remove the cable pulley from the 8mm allen key.

POINTER

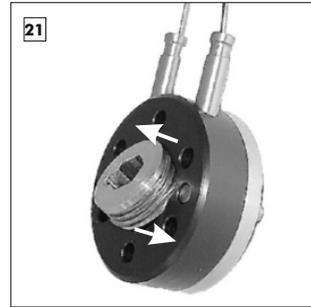
The inward groove of the cable pulley should be sitting facing in the opposite direction to the gear cable. The runs of the cable pulley must be completely filled by the gear cable.



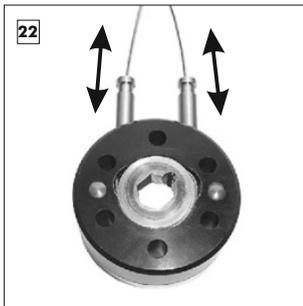
19 Grip the cable pulley with a free hand so that both ends of the hub cable are held in position. Hold this so that front side of the cable pulley faces up.



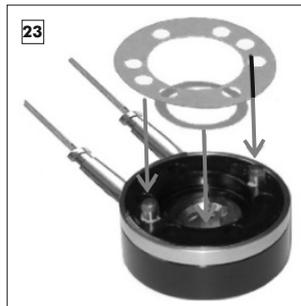
20 Thread the right end of the hub cable (long end) through the right hand cable guide. Thread the left end of the hub cable (short end) through the left hand cable guide. This procedure works a lot easier when the axle ring is held by a third hand.



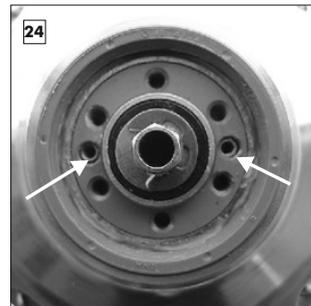
21 Pull the cable pulley up to the axle ring by pulling both ends of the hub cable equally. Push the cable pulley into a parallel position with the axle ring using the thumb (from outside) and index finger (from inside) whilst keeping the tension applied to both hub cable ends. The cable pulley then springs into the axle ring hole.



22 The cable pulley must rotate freely within the axle ring when pulling each end of the hub cable. Prevent the cable pulley from springing out of the axle ring with the thumb and index finger.



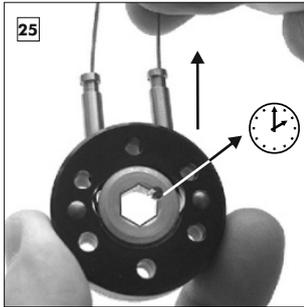
23 Place a new paper gasket over the locating pegs of the axle ring so that all holes meet up with the corresponding screw holes of the axle ring. The smaller gasket sits in the recess on the rear side of the axle ring.



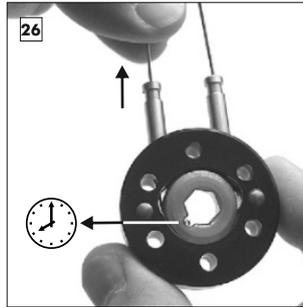
24 Lay the wheel on a flat surface so that the two locating peg holes (not threaded) lay at positions 3 and 9 o'clock (arrowed).

ATTENTION

Make sure the two freewheel springs remain in the locating peg holes.



Hold the axle ring in the left hand and pull the right end of the hub cable until the end stop (groove rotates to about 2 o'clock).

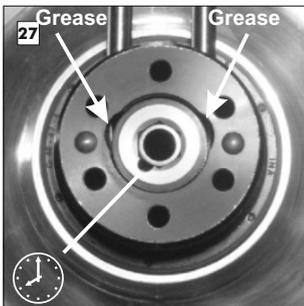


Pull the left end of the hub cable so that the groove rotates approx. 1/2 revolution. The groove in the cable pulley should now sit between the 7 and 8 o'clock positions. This is the position of gear #14. Hold the axle ring and the cable pulley securely in this position and place this onto the gearbox with the locating pegs in the correct holes.

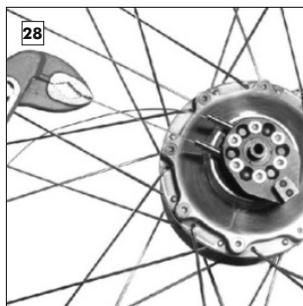
POINTER



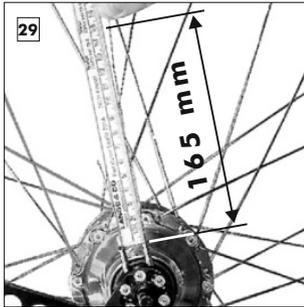
Should one end of the hub cable be pulled completely round to the end stop, the bend in the hub cable (between the cable hole of the cable pulley and the cable run) will straighten out. This bending and straightening of the hub cable will considerably shorten the cable life. Therefore, the cable pulley must always have an end position approx. half a turn away from the cable guides. This way the hub cable is guaranteed to run smoothly as it always sits in the cable run and the bend remains in place.



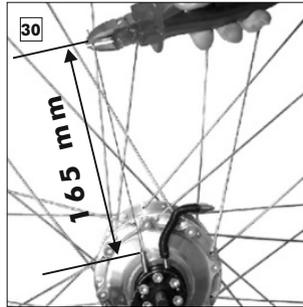
Make sure that the hexagonal peg sits correctly within the hole of the cable pulley (groove between the 7 and 8 o'clock positions). It may be necessary to alter the position of the cable pulley by a minimal amount. Place some grease between the cable pulley and the axle ring (arrowed). Replace the axle plate and secure into position with the six axle plate screws, tightening them in cross formation (Torx TX20, tightening torque: 3Nm/25"lbs.).



Check the function of the axle ring by gripping one end of the hub cable with pliers and pulling this out to the end stop. Repeat this process with the other end of the hub cable. At the end stops, both ends of the hub cables should protrude from the cables guides by the same amount.



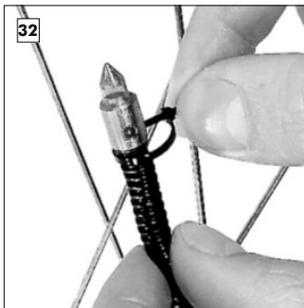
Check the rear (14) side cable is pulled out to its end stop. Measure* this rear (14) cable and cut it at 165mm with sharp wire cutters. Place a new concertina tube carefully over the cable and place the male bayonet connector onto the end of the cable.



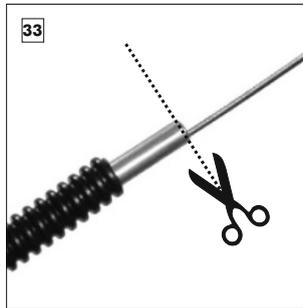
Push the cable up into the male bayonet connector as far as it will go and tighten both 4mm headless screws (2mm allen key, tightening torque: 1.5Nm/12"lbs.). Pull the front (1) side cable with pliers through the 13 clicks of the gearbox until the endstop (gear #1). Measure* this front (1) cable and cut it at 165mm with sharp wire cutters.



Place a new concertina tube and male bayonet connector over the cable. Tighten up the connector as with the other. Pull the shorter cable until both of the hub cables are approx. the same length. Place the two new concertina tubes over the cable guides and secure with cable ties. Make sure that the cable ties clamp the concertina tubes over the recess in each of the cable guides.



The top ends of the concertina tubes must be placed over the ends of the male bayonet connectors and secured with cable ties. Make sure that the cable ties clamp the concertina tubes over the recesses.



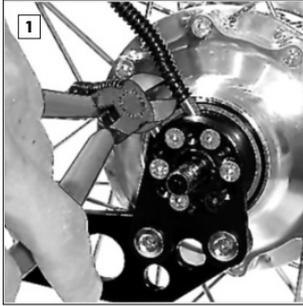
TIP



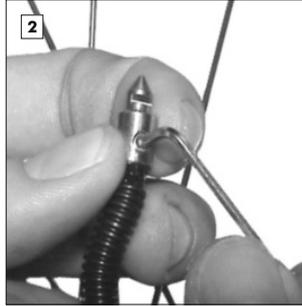
* For easier measurement of the correct cable length the special measuring pipe (Art. #8711) can be ordered. Simply place the measuring pipe as far down as possible over the cable. Cut the cable at the end of this pipe, then slide the new concertina tube over the pipe. Remove the measuring pipe, secure the male connector and the concertina tube in the correct positions.

1.2 Quick-change axle ring (after Serial Number 25300)

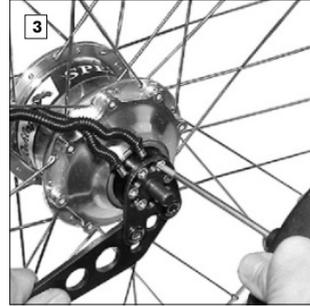
A Hub Cable Easy Set (Art. #8573) is available for a quick replacement. A Hub Cable including all needed parts can simply be slotted into the axle ring as a complete unit (See included instruction sheet for mounting instructions).



Remove the rear wheel. With good wire cutters cut off the four cable ties that hold the concertina tubes over the hub cables.



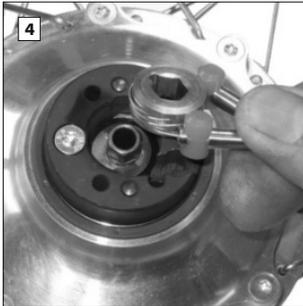
Unscrew the bayonet male connectors from the hub cables (M4x4 - 2mm allen key) and then remove the concertina tubes.



To change the hub cables the axle plate must be firstly removed. To do this, unscrew the five axle plate screws (M4x25 - Torx TX20).

ATTENTION

Take note of the position of the axle plate against the hub cable guides for correct refitment later.

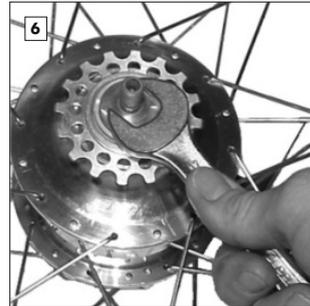


The axle ring remains attached to the axle by one more countersunk head bolt underneath the axle plate. Lie the wheel on a worktop with the axle ring facing upwards. Remove the two cable guides with the nylon cylinders and the cable pulley by rocking the cable guides from side to side until they are released from their seats within the axle ring.

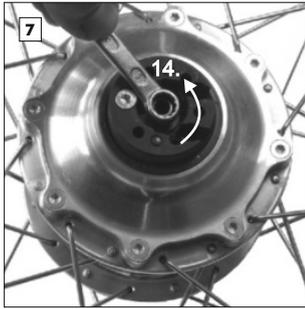


ATTENTION

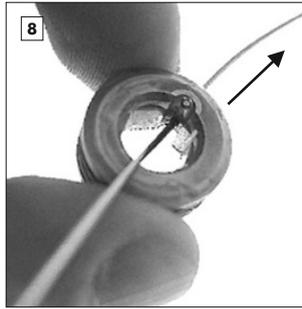
Do not lie the wheel on the axle ring side, as it is possible that oil could leak out of the bolt holes.



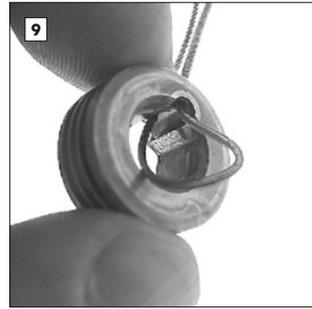
The mounting of the cable pulley must be carried out in gear #14. To do this, the axle has to be held steady with a 17mm wrench on the locking nut on the sprocket side.



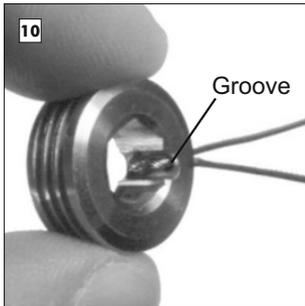
With an 8mm wrench turn the hexagonal peg in an anticlockwise direction until the end stop. Now the hub is in gear #14.



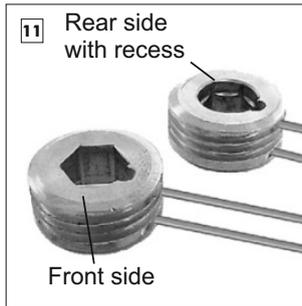
Remove the old hub cable from the cable pulley. **Clean and deburr cable pulley if necessary.** Insert the new hub cable (0.9mm) approx. half way into the cable pulleys lower hole from the inner side.



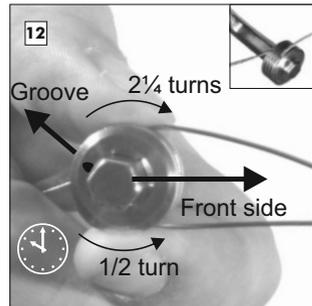
Next push the other end of the cable into the top hole of the cable pulley until both ends of the cable stick approx. the same length out of the other side.



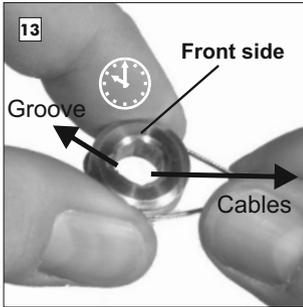
Hold the cable pulley tightly and with the other hand grasp the 0.9mm hub cables and pull them quickly until the cable sits properly in the cable pulley without getting kinked.



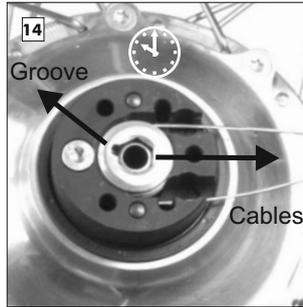
Pay attention to which side of the cable pulley is the mounting side. The back/mounting side has a recess before its hexagonal hole. The front side is without this recess.



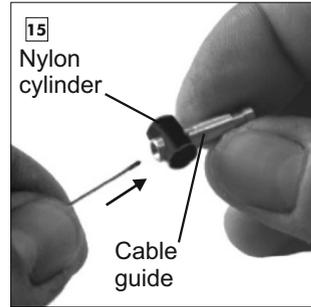
Bend the hub cables in the direction of the cable runs in the cable pulley (this is easily achieved by placing the cable pulley onto an 8mm allen key). The top cable should be wound approx. $2\frac{1}{4}$ times around the pulley. The bottom cable approx. $\frac{1}{2}$ of a turn in the opposite direction.



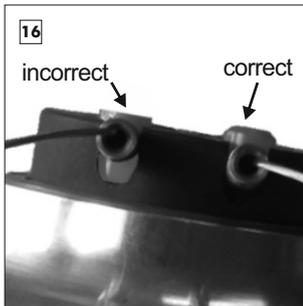
The picture shows the cable pulley with the correctly wound hub cables. The cable runs are completely filled with the gear cable and the groove faces toward the 10 o'clock position.



The cable pulley should be placed over the hexagonal peg of the shifting shaft with the groove facing towards the countersunk axle bolt (or as near to it as possible approx. 9-10 o'clock position). Both ends of the hub cable should be placed through the seats of the cable guides.



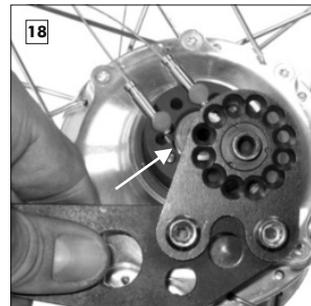
Place the cable guides over the hub cables, nylon cylinder end first!



The cable guides are sitting properly in their seats of the axle ring when the rounded top of the nylon cylinder is facing upwards (as shown in the above picture).

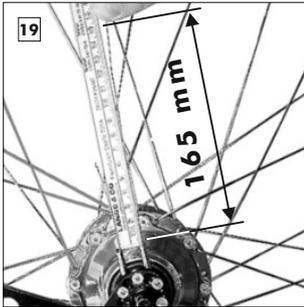


Press the nylon cylinders firmly into their seats of the axle ring.

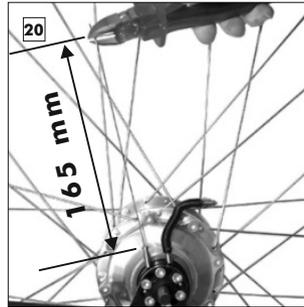


Place a little grease between the axle ring and the cable pulley.

Remount the axle plate checking that it is at the same angle against the cables guides as it was before. Tighten up the five countersunk bolts (Torx TX20 - tightening torque: 3Nm/25"lbs.).



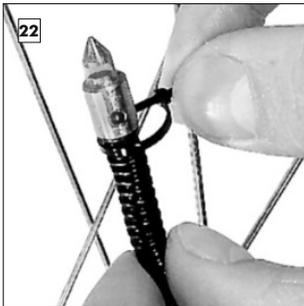
Check the rear (14) side cable is pulled out to its end stop. Measure* this rear (14) cable and cut it at 165mm with sharp wire cutters. Place a new concertina tube carefully over the cable and place the male bayonet connector onto the end of the cable.



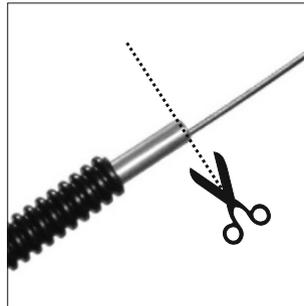
Push the cable up into the male bayonet connector as far as it will go and tighten the two 4mm headless screws with a 2mm allen key (tightening torque 1.5Nm/12"lbs.). Pull the front (1) side cable with pliers through the 13 clicks of the gearbox until the end stop (gear #1). Measure* this cable and cut it at 165mm with sharp wire cutters.



Place a new concertina tube and male bayonet connector over the cable. Tighten up the connector as with the other. Pull the shorter cable until both of the hub cables are approx. the same length. Place the two new concertina tubes over the cable guides and secure them with cable ties. Make sure that the cable ties clamp the concertina tubes over the recess in each of the cable guides.



The top ends of the concertina tubes must be placed over the ends of the male bayonet connectors and secured with cable ties. Make sure that the cable ties clamp the concertina tubes over the recesses.



TIP



* For easier measurement of the correct cable length the special measuring pipe (Art. #8711) can be ordered. Simply place the measuring pipe as far down as possible over the cable. Cut the cable at the end of this pipe, then slide the new concertina tube over the pipe. Remove the measuring pipe, secure the male connector and the concertina tube in the correct positions.

1.3 Bajonet connector

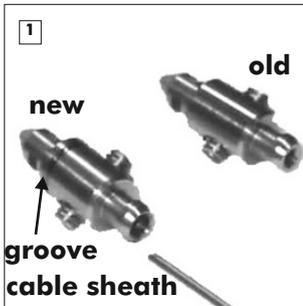
ATTENTION

The new male bayonet connector (after-2005/Serial Number 43100) differs from the former as described below:

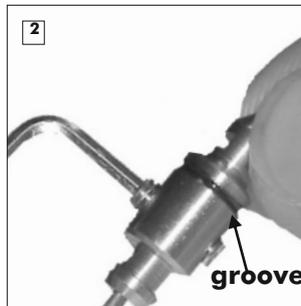
- 3mm Drilling (cable mount)
- Ring shaped groove (distinction characteristic)
- Cable end sheath

POINTER

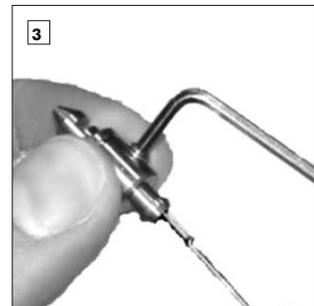
Do not use the new cable sheaths together with the old bayonet connectors (2mm drilling) to clamp the cables. In this case, the cable sheaths will be squeezed flat and it will no longer be possible to remove them from the 2mm bayonet connectors.



The bayonet connectors should be mounted together with the cable sheaths onto the 0.9mm hub cable. This way, damage to the cable by pinching it with the grub screws can be easily prevented.

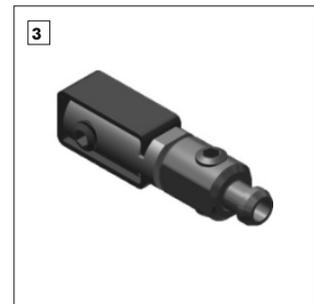
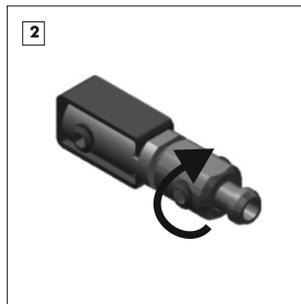
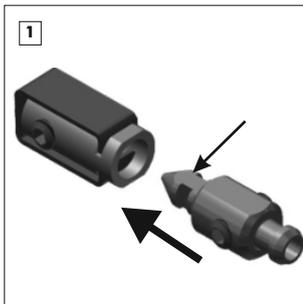


Insert the hub cable including the new cable sheath completely until the bedstop into the bayonet connector (3mm drilling). Fix the grub screws with a 2mm allen key.



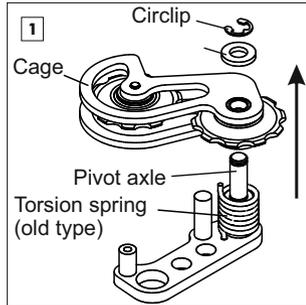
Use the 2mm allen key to secure the cable inside the bayonet connector with 0.8Nm. Secure the concertina tubes with cable ties. For further help, refer to "Repairs" 1.2.

1.3.1 New Bajonet version 2014

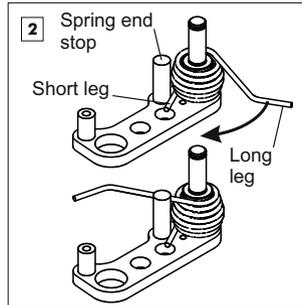


2. Changing the chain tensioner spring

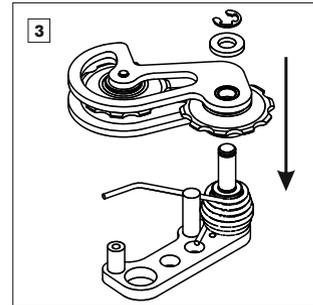
Since the end of 2002 the *Rohloff* chain tensioner has been equipped with a modified spring. With the conversion kit (Art. #8248) all the older *Rohloff* chain tensioners can be equipped with the new spring.



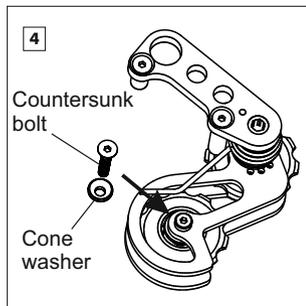
Remove the safety clip from the pivot axle using a flat screwdriver. Do not reuse this clip. Pull the cage and the washer off the pivot axle in the direction of the arrow. Remove the old torsion spring.



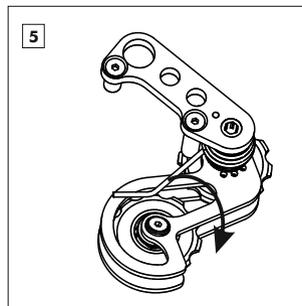
Clean and grease the pivot axle. Mount the new torsion spring over the pivot axle as shown. Turn the torsion spring until its short leg lies against the spring end stop. Hold the torsion spring in its position on the pivot axle whilst swinging the long leg over the spring end stop.



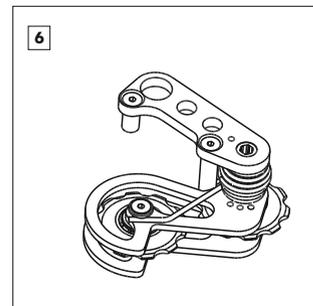
Push the cage completely onto the pivot axle. Replace the washer and fit the new safety clip into position.



Bring the cage and the long leg of the spring together into a position similar to that shown in the diagram. Swap the old jockey wheel bolt for the new countersunk bolt (M4x20 - Torx TX20, tightening torque 3Nm/25in.lbs.) and cone washer.



Push the long leg of the spring in the direction of the arrow over the new bolt and let it spring back.



The long leg of the spring now sits against the cone washer and holds the cage back creating the tension.

POINTER

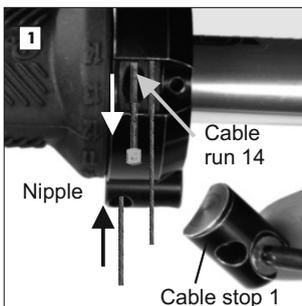


To replace the jockey wheels, remove the cage from the pivot axle (as in stage #1). Remove the lower jockey wheel bolt and replace the jockey wheels. Remount the chain tensioner (stages #3 and #4).

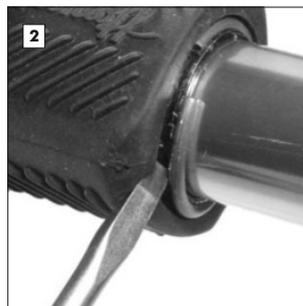
3. Changing the grip rubber

POINTER

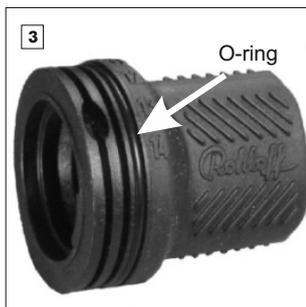
The shifter cables have to be removed from the twist shifter first before it is possible to replace the rubber grip. Before the shifter cables are removed, the ends that were clamped in the female connectors (internal gear mech) or the cable pulley (external gear mech) must be cut so that the frayed ends of these cables do not damage the nylon liners when being removed.



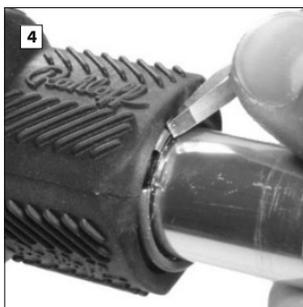
Remove cable stop 1 and rotate the twist shifter until the nipple of shifter cable 14 can be seen. Pull the cable out of the twist shifter. Repeat this process for the removal of shifter cable 1.



With a flat screwdriver, remove the safety ring. The rubber grip can now be removed. Clean the twist shifter housing.



Lightly grease the twist shifter housing. The arrowed "O ring" must also be lightly greased and checked that it is sitting in the correct position before remounting.



The safety ring can now be remounted. Check that the twist shifter rotates smoothly and freely. Refit new shifter cables (see chapter "Mounting", paragraph 6. "Twist shifter").

TIP

Should only the rubber grip need to be replaced.

Firstly shift into gear #14. Disconnect the Bayonet Connectors or the External cable box. Screw both of the cable adjusters completely in and remove the two screws on the cable stops of the shifter. Remove the safety circlip and slide the complete rubber grip out of the shifter housing and off of the handlebars. Hook both the cables out of their seats in the rubber grip, transfer these and re-hook them into the new, lightly greased rubber grip (Art.N° 8201). Wind these cables roughly 3/4 (270°) around the new grip in their respective runs and slide this new complete unit back inside the shifter housing and refit both of the cable stops. Replace the safety circlip and lightly test the shifter functions correctly. Reconnect the Gear mech in gear #14.

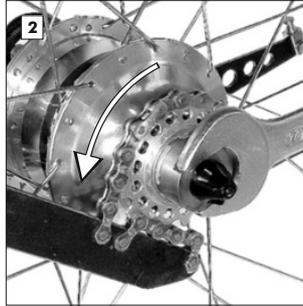
4. Exchanging the gear unit

With the Rohloff SPEEDHUB 500/14, the 14 speed gearbox can be removed completely from the hub casing allowing for a quick and easy replacement of the gearbox.

4.1 Gear unit removal



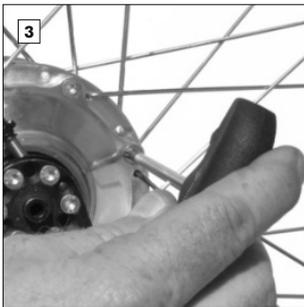
The removal procedure must start with the rinsing and draining of the oil from within the hub (see chapter "Oil change"). The drain screw must not be reused.



Remove the sprocket using a chain whip and the sprocket tool (see chapter "Service", paragraph 3. "Sprocket reversing/replacing").

ATTENTION

When mounting or dismounting the sprocket, always check that the sprocket tool is properly secured. The driver could get severely damaged, when attempting this removal/assembly procedure with an unsecured sprocket tool.



Remove the axle nuts or Q/R skewer and the sprocket tool. Now remove the 8 hub cap countersunk bolts (M4x10 - Torx TX20).



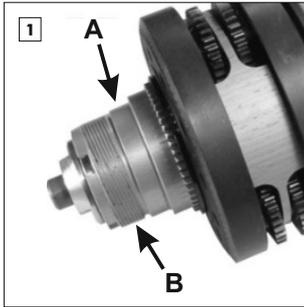
Draw the gearbox out of the hub casing. If this proves to be difficult, than gently tap the sprocket side of the gearbox with a rubber mallet to ease the process. CAREFUL! Excess oil could still leak out of the hub casing!



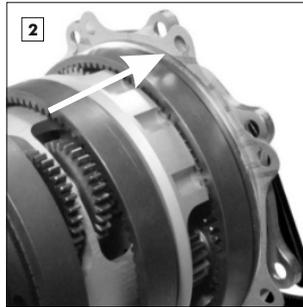
Lie the gearbox on its side and remove and dispose of the excess oil that is sitting in the hub casing.

4.2 Gear unit installation

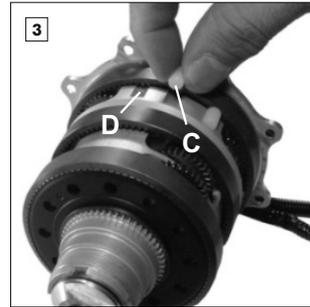
When remounting the gearbox, new joints and a new paper gasket must be fitted.



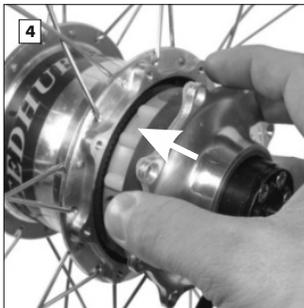
The bearing seat **A** and the sprocket thread **B** of the driver must be lightly greased before remounting the gearbox.



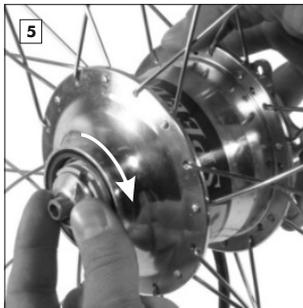
The new paper gasket (arrowed) must be fitted over the centering ridge of the hub cap. This is better accomplished when lightly greased. Align the holes in the paper gasket with those in the hub cap ready for the bolts later.



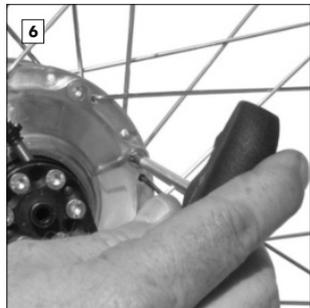
The new joints **C** must also be lightly greased before being placed into their respective seats **D**. These joints are what transfer the power from the gearbox to the hub casing.



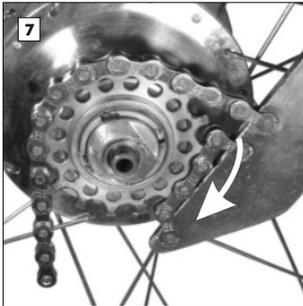
Hold the hub cap and the gearbox firmly and feed the gearbox into the hub casing until the hub cap touches the hub casing.



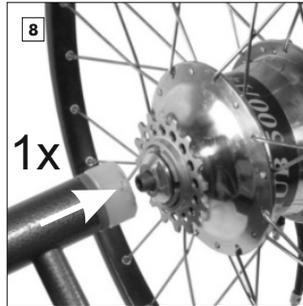
The gearbox only sits properly once the joints sit in their correct positions against the hub casing. To ease the process, rotate the driver in clockwise direction whilst pushing the two parts together.



Once the hub casing touches the cap, the 8 countersunk screws can be replaced. Tighten these screws in a cross formation, so as to evenly distribute the pressure between the two parts whilst securing them together (M4x10 - Torx TX20, tightening torque: 3Nm/25in.lbs.).



Refit the sprocket with the use of a chain whip.



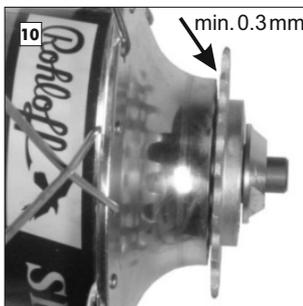
Check that the sprocket runs smoothly by spinning the sprocket backwards. If not, then hit the axle peg firmly with a rubber mallet. Once from the sprocket side (right) and once from the axle plate side (left). This will loosen-up the tension on the bearings.



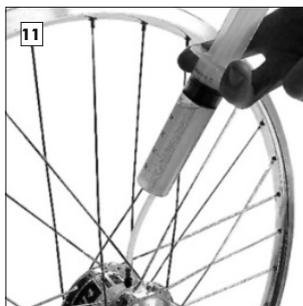
POINTER



The hub bearing within the hubshell is a fixed bearing and the hub bearing on the sprocket side is a movable bearing. During the replacement of the gearbox, the movable bearing could get strained (the outer race does not move parallel with the inner race due to friction created against the hub casing). By hitting the axle pegs with a rubber mallet, the inner and outer races of the bearing will be brought back into line. The sprocket should spin freely when rotated backwards once it is correctly seated.



There must be a minimum of 0.3mm between the sprocket and the hub casing. If not, then remove the sprocket and push the hub seal as far back as possible. Refit the sprocket and check that the sprocket runs smoothly.



Refill the *Rohloff SPEEDHUB 500/14* with 25ml of *Rohloff SPEEDHUB OIL* (see chapter “Service”, paragraph 1. “Oil change”) and refit a new drain screw (3mm allen key, tightening torque: 0.5Nm/4in.lbs.).

POINTER



Further disassembly past the removal of the gear unit from the hub shell is not permitted. Failure to comply will result in the loss of warranty/guarantee.

ATTENTION

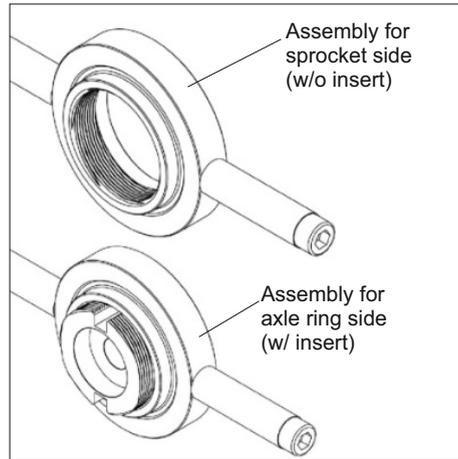
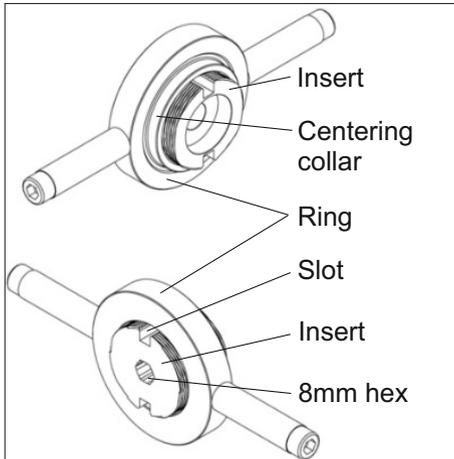


The oil drain screw must not be inserted any further than flush with the hub shell. Any deeper could result in periodic drive loss in certain gears.

5. Hub seal replacement with Shaft seal replacement tool (Art. #8503) and removal hook (Art. #8507)

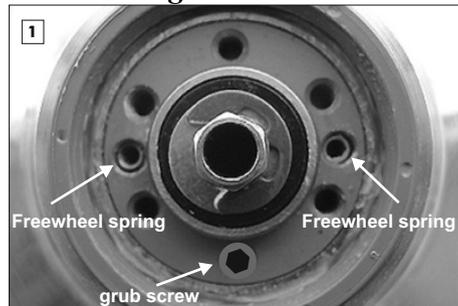
The hub seals should only be replaced by a professional bicycle workshop in the case of oil leakages. The new hub seals (after Serial Number 25400) with an outer metal ring can only be replaced by Rohloff dealers with the hub seal replacement tools.

Shaft seal press-in tool



Check which type of hub seal is mounted within your hub. Hubs produced after Serial Number 25400 are equipped with the new hub seal. To be sure: The new hub seals have an outer metal ring and can therefore be replaced with the tools shown. The older types are completely formed from nylon, hubs needing these types of seals to be replaced, must be sent back to Rohloff Service department to be replaced.

5.1 Axle ring side:



Lie the wheel on a flat surface with the sprocket side facing down. Remove the axle plate and the corresponding gear mech - a brake disc may have to be removed for this procedure.

ATTENTION

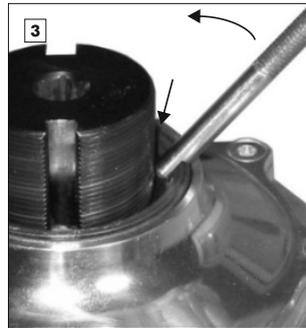
Make sure the two freewheel springs stay in the locating peg holes.

The grub screw mounted on hubs produced after Serial Number 47000 must be removed before replacing the hub seals and replaced again afterwards. See "Appendix" Grub screw, external gear mech.



ATTENTION

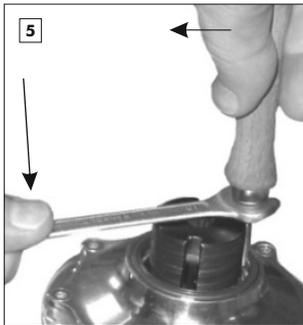
If the rub-ring of the axle ring shows signs of damage (grooves within the outer surface, noticeable with a fingernail), then please post the axle ring to the Rohloff service department so that a new rub-ring can be mounted.



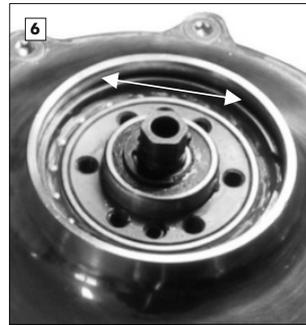
Remove the old hub seal from the hub shell. To do this place the insert onto the hub and hook the removal tool under the old hub seal. Lever the removal tool into the up-right position as shown in the picture.



Remove the old hub seal by sharply pulling the removal tool upwards. If this doesn't remove the seal from the hub shell, then follow the method shown below.



Lay a 10mm wrench flat over the insert with the open end hooked under the wooden grip of the removal tool. Secure the removal tool by pushing it against the insert. Force the wrench down onto the insert in order to lever the removal tool with the old hub seal upwards and out of the hub shell. Remove the insert.



Use a cottonbud to clean and degrease (petroleum/brake cleaner) the mating surface ready for the new hub seal.



Prepare the hub seal press tool as shown in the picture.

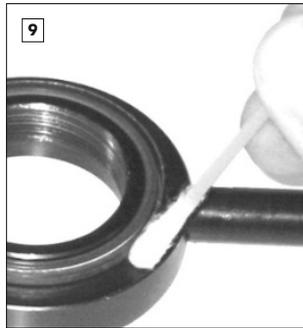


Place the new hub seal around the centering collar of the press tool.

POINTER



The closed side of the new hub seal faces towards the tool itself, the open side is visible.



Using a cotton bud, cover the outside edge of the new hub seal with a thin coat of Loctite 641.

ATTENTION



Make sure that none of the Loctite finds its way into the groove of the new hub seal.

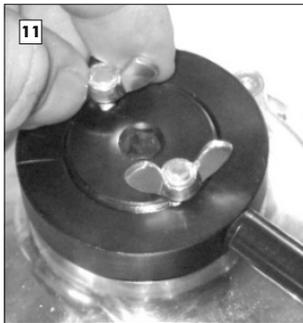


Place the press tool onto the hub with the new hub seal facing inwards.

POINTER



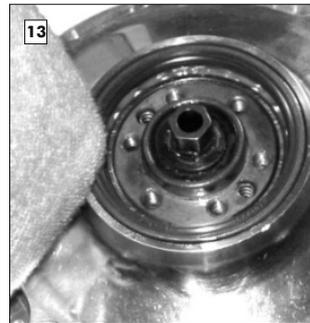
The grub screw on hubs after Serial No. 47000 must be removed in able to guarantee a flush mounting of the Hub Seal.



Thread the two included wingbolts through the square slots on opposite sides of the press tool, secure these in the holes of the hub left and right of the axle.

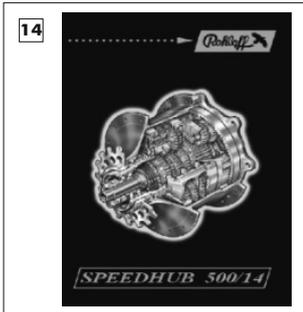


Turn the press tool clockwise as far as possible whilst holding the insert still with an 8mm allen key. The new hub seal will now be pressed firmly into the correct position.



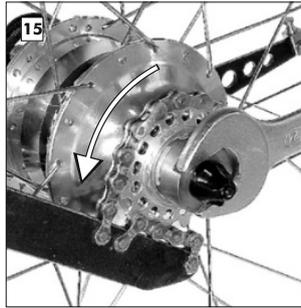
Wind the press tool back to its normal position. Remove the press tool and wing bolts. Clean away any Loctite that has overspilled onto the hub shell.

5.2 Sprocket side:



Replace the axle plate and the gear mech using new paper gaskets as shown in the Owners Manual.

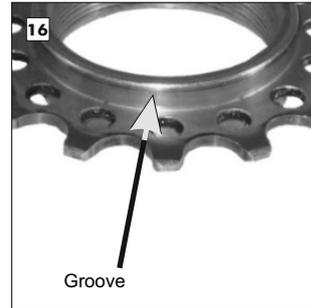
Axle plate position
 "Mounting 4"
 Internal gear mech
 "Repairs 1.1 + 1.2"
 External gear mech
 "Service 5.3"



Remove the sprocket as shown in the Owners Manual. Lie the wheel on a flat surface with the sprocket side facing up (Service 5.3)

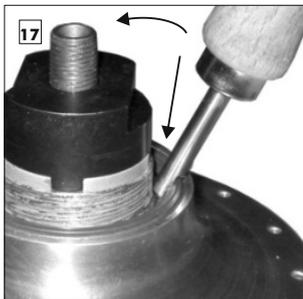
ATTENTION

Oil could leak out once the sprocket is removed.

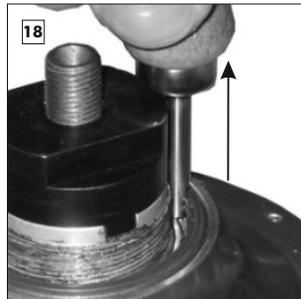


ATTENTION

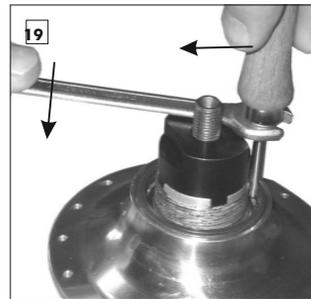
Check the sprocket for signs of wear. If it is worn then rotate it before remounting (see Owners Manual). When both sides are worn then replace it for an unworn sprocket with undamaged seal surfaces.



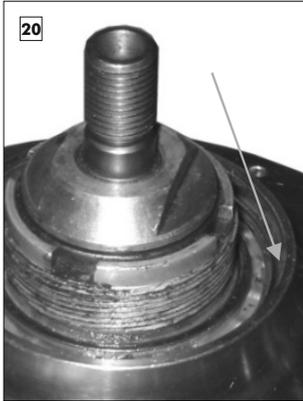
Remove the old hub seal from the hub shell. To do this place the sprocket tool onto the driver and hook the removal tool under the old hub seal. Lever the removal tool into the upright position as shown in the picture.



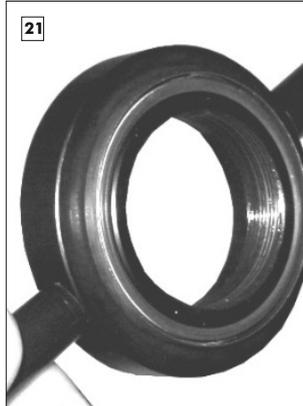
Remove the old hub seal by sharply pulling the removal tool upwards. If this doesn't remove the seal from the hub shell, then follow the method shown below.



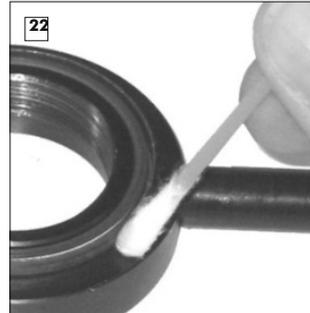
Lay a 10mm wrench flat over the sprocket tool with the open end hooked under the wooden grip of the removal tool. Secure the removal tool by pushing it against the sprocket tool. Force the wrench down onto the sprocket tool in order to lever the removal tool with the old hub seal upwards and out of the hub shell. Remove the insert.



Clean and degrease (petroleum/brake cleaner) the mating surface ready for the new hub seal.



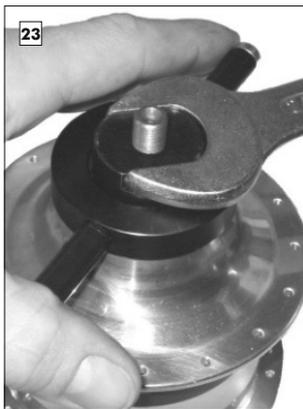
Place the new hub seal around the centering collar of the press tool. The closed side of the new hub seal faces towards the tool itself, the open side is visible.



Using a cottonbud, cover the outside edge of the new hub seal with a thin coat of Loctite 641.

ATTENTION

Make sure that none of the Loctite finds its way into the groove of the new hub seal.



Place the sprocket tool onto the driver and secure it in position with the Q/R skewer or an axle nut. Set the ring over the sprocket tool and thread it clockwise as far as possible over the thread of the driver whilst holding the sprocket tool still with a 24mm wrench. The new hub seal will now be pressed firmly into the correct position.



Remove the ring and the sprocket tool.

POINTER

The metal part of the hub seals should be flush with the edge of the hub shell and/or hub cap.



Replace the new/rotated sprocket (with undamaged seal surfaces) as shown in the Owners Manual.



Trouble shooting

Appendix

Problems and possible reasons

Solution

<p>①. Too much play in the twist shifter (more than 2mm)</p>	<p>Readjust the cable tension, see "Service" 2.</p>
<p>②. Gear display is not aligned correctly</p>	<p>Alter the cable adjusters, see "Service" 2.</p>
<p>③. Twist shifter will not turn through all 14 gears (14 gears = 13 clicks)</p> <p>3.1 Shifter cables cut at the wrong length</p> <p>3.2 Falsely altered cable adjusters</p> <p>3.3 For external gear mech: Hexagonal peg of the gear transfer box in an incorrect position</p>	<p>Cut cables to the correct length: - Internal gear mech, see "Mounting" 7.2.1 - External gear mech, see "Mounting" 7.3.1</p> <p>Alter the cable adjusters, see "Service" 2.</p> <p>Correctly align the hexagonal peg see "Riding with the SPEEDHUB 500/14" 3.2</p>
<p>④. Twist shifter does not turn freely</p> <p>4.1 Cable tension is too high</p>	<p>Reduce the shifter cable tension, see "Service" 2.</p> <p>Check the internal gear mech: Open the bayonet connectors and (holding a cable in each hand) pull the cables in turn. They run smoothly, see points 4.2 - 4.6. They do not run smoothly, see point 4.7.</p> <p>Check the external gear mech: Select gear #14. Remove the cable box just enough so that the twist shifter can be turned without force and the cables keep their normal routing bends. Turn the twist shifter back and forth. It does not turn smoothly, see points 4.2 - 4.6. It turns smoothly, see point 4.8.</p>

Problems and possible reasons

Solution

4.2 Shifter cables worn, dirty or damaged

4.3 Incorrect shifter cables fitted
(not original *Rohloff*)

4.4 Cable routing has too many bends or kinks

4.5 Inner nylon liners have penetrated into the twist shifter or the cable box
(due to a false fitment)

4.6 Twist shifter rubs against the grip itself

4.6.1 Twist shifter degreased by weather

4.7 Hub cable broken and frayed

4.8 Gear transfer box (external gear mech) is bent

4.8.1 Changing between gears 8 and 14 is not possible or only possible with extreme force

4.9 Hexagonal peg of the external gear mech does not turn freely (due to corrosion)

4.9.1 The cable pulley of the external gear mech doesn't turn freely (after the conversion from an internal to an external gear mech)

Fit new shifter cables:

- Internal gear mech, see "*Mounting*" 7.2
- External gear mech, see "*Service*" 2.

Leave a small gap between the twist shifter and the grip or insert a teflon washer between the two parts.

Remove the twist shifter grip rubber, clean it, and regrease it. See "*Repairs*" 3.

Check the shifter cables:

- Loosen the concertina tubes at the hub and pull them up towards the bayonet connectors. Check the condition of these cables in gear positions 1 and 14. If the hub cable is damaged, it will need replacing:
 - One-piece axle ring, see "*Repairs*" 1.1
 - Quick-change axle ring, see "*Repairs*" 1.2

Replace the gear transfer box

Mounting, see "*Service*" 5.3

Grub screw (after hub Nr 47000 with an external gear mech) is threaded too far into the axle. This must be unscrewed approx. 2mm. See "*Appendix*".

Checking:

- Place an 8mm wrench over the hexagonal peg of the external transfer box. When using the wrench to switch gears, the changing of gears must have a light and positive feel. If not, remove the external transfer box. Regrease the hexagonal peg and the sprocket ("*Service*" 5.3).

Check:

The correct position of the cog **D** over the hexagonal peg **E**. See "*Service*" 5.3

Problems and possible reasons

Solution

5. Twist shifter fails to turn in 0° temperatures.

- 5.1 Water has penetrated into the twist shifter and has frozen
- 5.2 Water has penetrated into the shifter cables and has frozen
- 5.3 Water has penetrated into the cable box and has frozen

6. Shifter cable is loose from the cable clamp
(Bayonet connectors on internal gear mech or cable pulley on external gear mech)

7. Male bayonet connector is loose from the hub cable

8. Chain springs over the teeth of the sprocket

- 8.1 Chain defect (stiff chain link)
- 8.2 Worn sprocket or chain
- 8.3 Not enough tension in the chain

9. On bikes with a chain tensioner, the chain springs off the sprockets

- 9.1 Chain tensioner runs dry and turns with difficulty
- 9.2 Chain tensioner spring is defect
- 9.3 No chain guide in use

Remove the rubber grip. Clean, regrease this and when necessary replace the seal, see "Repairs" 3.

Replace the shifter cables and the nylon liners:
- Internal gear mech, see "Mounting" 7.2
- External gear mech, see "Mounting" 7.3

Open the cable box, clean this and replace the cable pulley with a little light grease.

Fitment, see "Mounting" 7.3.1

Cut off the frayed ends of the shifter cable and trim the cable housing/nylon liner by the same amount. Alternative: fit new cables:

- Internal gear mech, see "Mounting" 7.2
- External gear mech, see "Mounting" 7.3

Replace hub cable:

- One-piece axle ring, see "Repairs" 1.1
- Quick-change axle ring, see "Repairs" 1.2

Loosen up the stiff link or replace the chain

Rotate or replace the sprocket, replace the chain, see "Service" 3.

Correct the chain length/tension, see "Mounting" 5.3

Grease the chain tensioner or replace the jockey wheels, see "Service" 2. or "Repairs" 2.

Replace the chain tensioner spring, see "Repairs" 2.
Check the min. chain length on full suspension bikes, see "Mounting" 5.3.1

Mount a chain guide, see "Mounting" 5.4

All bikes fitted with a chain tensioner need to be fitted with a chain guide (eg Rohloff chain guide CC Art. #8290). This prevents the chain from springing off the chainring.

Problems and possible reasons

10. Freespinning (after a gear change)

- 10.1 Axle nuts (CC/TS axle) too firmly tightened
- 10.2 Shifter cable tension is too high. No positive feel to the gear change
- 10.3 Gearbox oil too thick
- 10.4 Axle fixation with a PITLOCK or allen key system
- 10.5 None of the above: Contact the *Rohloff* Service team

11. Freespinning (after a gear change) below 0°C

- 11.1 Gearbox oil too thick
- 11.2 Riding the bike below -15°C

12. Freespinning of gears #1 to #7 after removing the axle ring or the external transfer box

13. Freewheel does not rotate smoothly

- 13.1 Hub seal rubs against the sprocket
- 13.2 Strained hub bearings (crash or accidents)
- 13.3 Chain Tension too high

Solution

Tighten axle nuts to the correct tightening torque (CC 7Nm/ 60in lbs / TS 35Nm/310in.lbs.)

Adjust shifter cable tension, see "*Service*" 2.

Test: Add *Rohloff* special oil change assistent fluid to the oil within the hub and go for a test ride
No more freespinning? Carry out an oil change, see "*Service*" 1.

Tighten the axle to 7Nm /60 in.lbs.max. torque (pay attention to the manufacturers advice)

Carry out an oil change with an intensive rinsing, see "*Service*" 1.

Rinse the gear-unit and refill the hub with a 50:50 mixture of All Season Oil and Cleaning Oil (total fill quantity - 25ml)

Check that the two freewheeling springs are there and sitting in the correct holes, see "*Repairs*" 1.1 and "*Service*" 5.3

Test: The sprocket must rotate backwards freely without restriction

Push the hub seal back (until Serial.No. 25299 possible) see "*Repairs*" 4.2

Destrain the hub bearings, see "*Repairs*" 4.2

Reduce the chain tension to about 5mm of vertical slack, replace or reverse untrue chainrings.

Problems and possible reasons

Solution

14. Oil leaks

14.1 Oil traces (no droplets)

This is not an oil leak. This is sweat oil, which forms around the hub bearing, the paper gasket and the oil drain screw due to variations in air temperature and pressure.

14.2 Oil leaks following horizontal transportation

See "*Riding with the SPEEDHUB 500/14*"

14.3 Oil traces on the quick release skewer

The ventilation functions through the axle hole for the quick release skewer. Oil traces on the quick release skewer are, therefore, normal

14.4 Oil drops out of the hollow quick release axle

Please contact the *Rohloff* Service team

14.5 Oil droplets on the axle ring, the axle plate or the concertina tubes

Check the axle plate screws are all in place and tightened to the correct tightening torque. (see "*Mounting*" 4.3) Renew the paper gaskets between the axle ring and the axle (see "*Service*" 5.3 or "*Repairs*" 1.1) Only use *Rohloff* axle plate screws with thread sealant

14.6 Oil droplets between the hub casing and the hub cap

Check the hub cap screws are all in place and tightened to the correct tightening torque, see "*Repairs*" 4.2

14.7 Oil traces around the oil drain screw

Use new thread sealant on the oil drain screw (Loctite thread sealant 511) or a new oil drain screw with *Rohloff* thread sealant, see "*Service*" 1.

14.8 Oil droplets on the hub bearings
(Both ends of the hub smeared with oil)

Please contact the *Rohloff* Service team

15. Complete blockage of the gear system after

working on the external gear mech

The grub screw (mounted in hubs after Serial Number 47000 with an external gear mech) is screwed too far into the axle. This must be unscrewed approx. 2mm. See "*Appendix*", Grub screw external gear mech.

ATTENTION



Too much oil within the gearbox increases the risk of oil leaks. Therefore, when an oil leak is discovered, new replacement oil must not be added (risk of overfilling). Reduced oil level by leakage through the seals will not cause problems and riding further until the next oil change (annually or every 5000km) is possible (see "*Service*" 1.).



Tools and bolts

Below is a list of all tools and bolts (along with their corresponding tightening torques) for the mounting of the Rohloff SPEEDHUB 500/14 and its accessories.

Torx TX20 wrench (Art. #8504)*

Rohloff SPEEDHUB 500/14:

- 8 or 9 Hub cap screws: M4x10 (3Nm/25"lbs.)
- 5 or 6 Axle plate screws: M4x25 (3Nm/25"lbs.)
- 2 Cable box cover bolts: M4x10 (3Nm/25in-lbs.)

External gear mech:

- 2 Guide pin bolts: M4 (3Nm/25in-lbs.)

Twist shifter:

- 2 Cable guide bolts: M4x16 (3Nm/25in-lbs.) version 8200
- 2 Clamp bolts: M3x12 (2Nm/16in-lbs.) new version 8206

Rohloff chain tensioner/DH chain tensioner:

- 2 End stop bolts (DH: just one): M4x10 (3Nm/25in-lbs.)
- Jockey wheel axle bolt: M4 (3Nm/25in-lbs.)

Rohloff chain guide CC:

- Bolt (rear distance bush): M4x20 (3Nm/25in-lbs.)
- Bolt (rear threaded bush): M4x20 (3Nm/25in-lbs.)
- Bolt (rear threaded bush): M4x35 (3Nm/25in-lbs.)
- 2 Clamp bolts: M4x35 (3Nm/25in-lbs.)

2mm allen key

Internal gear mech:

- 8 Bayonet connector bolts: M4x4

External gear mech:

- 2 Cable pulley bolts: M4x4

Rohloff DH chain guide:

- 3 Mounting bolts: M4x8

2.5mm allen key

Rohloff SPEEDHUB 500/14:

- Twist Shifter (old version) Art. #8200 (0,5Nm/4in-lbs.)

3mm allen key

Rohloff SPEEDHUB 500/14:

- Oil drain screw (0,5Nm/4in-lbs.)

4mm allen key

Rohloff SPEEDHUB 500/14:

- Cable guide mounting bolt: M6 (6Nm/51 in-lbs.)

TS versions:

- Torque arm clamp bolt: M6x12 (6Nm/51in-lbs.)

Rohloff SPEEDBONE / MonkeyBone:

- 2 Mounting bolts: M6x25

5mm allen key

Rohloff SPEEDHUB 500/14:

- 4 or 5 Chainring bolts: M8x0.75 (10Nm/87in-lbs.)

DB versions:

- 4 brake disc mounting bolts: M8x0.75 (7Nm/61in-lbs.)

Retrofit versions (not OEM or OEM2):

- 2 Torque arm mounting bolts: M8 (7Nm/61in-lbs.)

Rohloff chain tensioner/DH chain tensioner:

- Mounting bolt (8Nm/70in-lbs.)

- Pivot axle (8Nm/70in-lbs.)

(Attention: Turning clockwise unscrews)

7mm wrench

Rohloff chain guide CC:

- M4 Nut, rear distance bush

8mm wrench

- Shifting shaft

10mm wrench

TS versions:

- Torque arm clamp nut

Cable guide 0°

- Frame clamp nut

13mm wrench

Internal gear mech:

- Cable guide

15mm wrench

TS versions:

- 2 TS axle nuts: M10 (35Nm/310in.lbs.)

Screw driver

CC versions:

- 2 clamps (5Nm/43in.lbs.)

17mm wrench

- Locking nut (holding the axle steady)

24mm wrench

- for sprocket tool

Sprocket tool (Art. #8501)

- Sprocket removal

Chain whip

- Sprocket removal

Brass tube 165mm (Art. #8711)

- Cutting hub cables (internal gear mech)

Brass tube 200mm (Art. #8712)

- Cutting shifter cables (external gear mech)

Shifter cable measurement tool (Art. #8506)

- Cutting shifter cables (internal gear mech)

POINTER



* The use of Torx screws/bolts as opposed to the common allen key bolts allows a more safe and nondestructive mounting and dismantling without the heads rounding out after several times usage. To avoid damaging the heads of the screws/bolts, the Torx key must be securely pressed into the head. We suggest the use of a T-grip key to keep the pressure central over the bolt (the use of other tools could result in damage to the bolts).

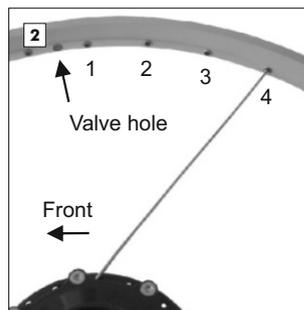
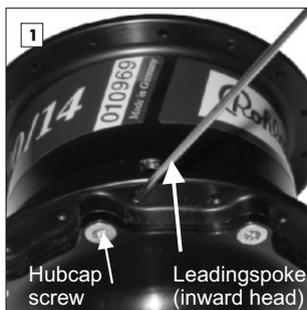




Appendix

Wheel lacing for rims with a **French spoke-hole pattern**

The following written wheel lacing method always concentrates itself around the directional rotation of the wheel, the method also only applies to wheels with a two cross lacing pattern.



POINTER

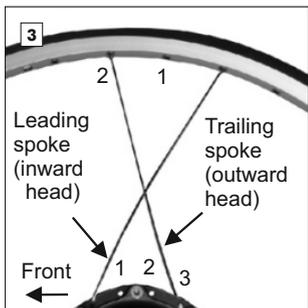
Trailing spokes cross in front of Leading spokes.
Leading spokes cross behind the Trailing spokes.

Start to lace up the wheel from the hubcap side of the hub. The first leading spoke should be inserted from the inside of the hub flange behind a hubcap screw (spoke head facing inwards).

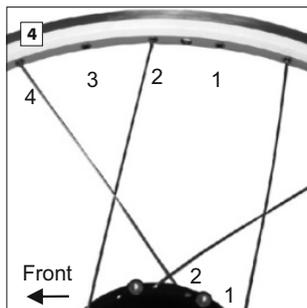
The end of this spoke should be inserted into the nipple hole of the rim that is 4 holes away from the valve hole.

ATTENTION

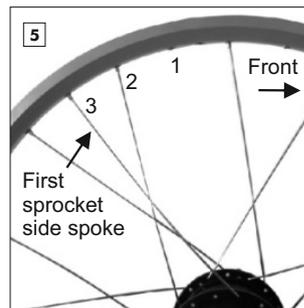
Further information on correct spoke lengths and tension (mind. 1000N with inflated tire) can be found in the section 'The Wheel' and also in the Appendix.



Three holes (one hole) behind this first spoke is where the trailing spoke should be inserted, this spoke is to be inserted from the outside of the hub flange (spoke head facing outwards). This spoke is to be crossed over the first spoke and inserted into the nipple hole of the rim that is two holes before that of the first spoke.



The next trailing and leading spokes are laced into the rim in exactly the same way. The only difference being that they enter the hub flange two holes away from the last respective leading or trailing spoke, and that they enter the rim four holes away from the last respective spokes. Continue this process in pairs of leading and trailing spokes until all the spokes have been laced into the hubcap side of the wheel. Turn the wheel over.



The valve hole is to be found opposite from a hubcap screw. The spoke hole of the flange opposite from this is where the first spoke on the sprocket side is to be inserted from the inside (spoke head facing inwards). This spoke is to be inserted into the nipple hole of the rim that is 3 holes behind the valve hole. Lace all the remaining spokes in the same pattern as with the other side of the wheel (Fig. 3 and 4).

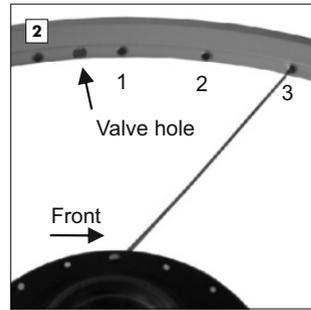
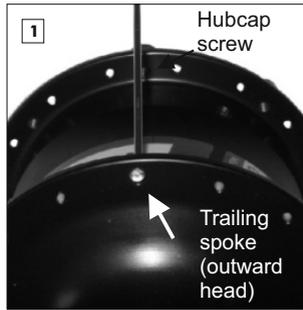
POINTER

Flange Support Rings should be Fitted to each spoke flange before lacing wheels. These rings prevent total loss of all spoke tension even if the aluminum flange were to fail.



Wheel lacing for rims with a European spoke-hole pattern

The following written wheel lacing method always concentrates itself around the directional rotation of the wheel, the method also only applies to wheels with a two cross lacing pattern.



Start to lace up the wheel from the sprocket side of the hub. The first trailing spoke should be inserted from the outside of the hub flange opposite a hubcap screw (spoke head facing outwards).

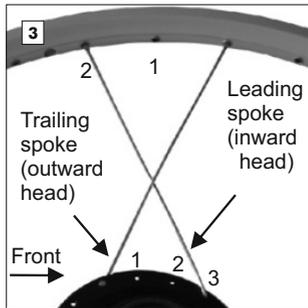
The end of this spoke should be inserted into the nipple hole of the rim that is 3 holes away from the valve hole.

POINTER

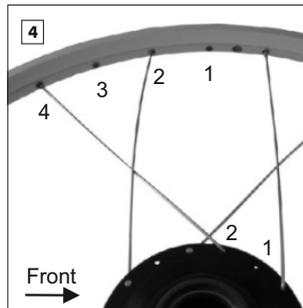
Trailing spokes cross in front of Leading spokes.
Leading spokes cross behind the Trailing spokes.

ATTENTION

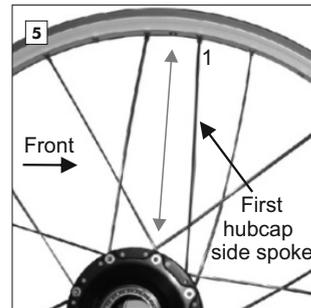
Further information on correct spoke lengths and tension (mind. 1000N with inflated tire) can be found in the section 'The Wheel' and also in the Appendix.



Three holes (one hole) behind this first spoke is where the leading spoke should be inserted, this spoke is to be inserted from the inside of the hub flange (spoke head facing inwards). This spoke is to be crossed over the first spoke and inserted into the nipple hole of the rim that is two holes behind that of the first spoke.



The next trailing and leading spokes are laced into the rim in exactly the same way. The only difference being that they enter the hub flange two holes away from the last respective pull or cross spoke, and that they enter the rim four holes away from the last respective spokes. Continue this process in pairs of leading and trailing spokes until all the spokes have been laced into the sprocket side of the wheel. Turn the wheel over.



The valve hole is to be found opposite from a hubcap screw. The spoke hole of the flange that is two holes behind this, is where the first spoke on the hubcap side is to be inserted from the outside (spoke head facing outwards). This spoke is to be inserted into the first nipple hole of the rim that lies behind the valve hole. Lace all the remaining spokes in the same pattern as with the other side of the wheel (Fig. 3 and 4).

POINTER

Flange Support Rings should be Fitted to each spoke flange before lacing wheels. These rings prevent total loss of all spoke tension even if the aluminum flange were to fail.

Technical data

Number of gears:.....	14
Gear increases:.....	even 13.6%
Range of gears:.....	526%
Frame spacing:.....	135mm (XL Version = 170mm/XXL Version = 190mm)
Number of spoke holes:.....	32/36 (XL/XXL Version = 32 hole only)
Spoke flange distance:.....	58mm, symmetrical (XL/XXL Version = 93mm)
Spoke hole circle diameter:.....	Ø100mm
Spoke hole diameter:.....	Ø2.7mm
Spoke flange width:.....	3.2mm
Axle diameter at dropout:.....	9.8mm
Axle overall width CC:.....	147mm (XL Version = 182mm/XXL Version 202mm)
Hollow axle inner diameter:.....	Ø5.5mm, for quick release lever
Total axle width TS:.....	171mm / TS long 179mm
Total axle width TS (XL Version):.....	206mm / TS long 214mm
Axle thread TS:.....	M10x1
Center disc mounting diameter:.....	Ø52mm
Mounting bolt hole circle diameter:.....	Ø65mm
Brake disc mounting bolts:.....	4 x M8x0.75
Distance between dropout and center disc mount:.....	16.3mm (Is1999)
Weight:.....	1700g (CC), 1800g (CC EX), 1825g (CC DB)
Weight (XL Version/XXL Version).....	1980g (XL CC DB OEM2)/ 2005g (XXL CC DB OEM2)
Oil volume:.....	25ml max.
Sprocket thread:.....	M34x6 P1, tolerance 6H
Sprocket type:.....	for bicycle chain 1/2" x 3/32" (ISO Nr. 082)
Number of sprocket teeth (16 standard):.....	13, 15, 16, 17 threaded- or 13-19 + 21 splined-sprocket
Chainline (135mm/142mm):.....	55mm (57mm for 13T & all splined sprockets)
Chainline (XL/XXL Version):.....	73mm (75mm for 13T & all splined sprockets)
Smallest permissible gear ratios: 40/21, 36/19, 34/18, 32/17, 30/16, 28/15, 28/14, 26/13 (transm.-factor ~ 1.90) (Riders over 100kg/tandem): 53/21, 48/19, 45/18, 42/17, 40/16, 38/15, 36/14, 34/13 (transm.-factor ~ 2.50)	
Gates Carbondrive beltline:.....	54.75mm (XL/XXL Version = 73)
Smallest permissible belt sprocket ratios (26"):.....	39/19, 39/20, 42/22, 46/24 (transmission factor ~ 1.90)
(Riders over 100kg/tandem):.....	46/19, 50/20, 55/22, 60/24 (transmission factor ~ 2.50)
Maximum input torque:.....	130Nm
Gear control:.....	by twist shifter (version right or left)
Twist shifter angle per gear change:.....	21°/273°
Gear control transfer:.....	via two shifter cables (pull-pull system)
Shifter cable movement per gear change:.....	7.4mm/96,2mm
Inner gear ratios (hub rotation per sprocket rotation):	
Gear #1:.....	0.279
Gear #2:.....	0.316
Gear #3:.....	0.360
Gear #4:.....	0.409
Gear #5:.....	0.464
Gear #6:.....	0.528
Gear #7:.....	0.600
Gear #8:.....	0.682
Gear #9:.....	0.774
Gear #10:.....	0.881
Gear #11:.....	1.000
Gear #12:.....	1.135
Gear #13:.....	1.292
Gear #14:.....	1.467

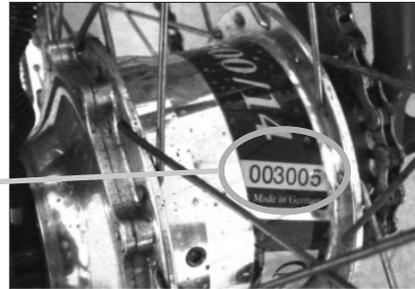
The Rohloff AG reserves the right to change the technical specifications without prior warning.

Reference to Serial Number of the Rohloff SPEEDHUB 500/14

ATTENTION Serial Number

Each Rohloff SPEEDHUB 500/14 is provided with a consecutive Serial Number which is found on the sticker band around the hub shell.

SPEEDHUBs built after Serial Number 75000, have the Serial Number engraved directly into the hub shell.



TIP Sticker

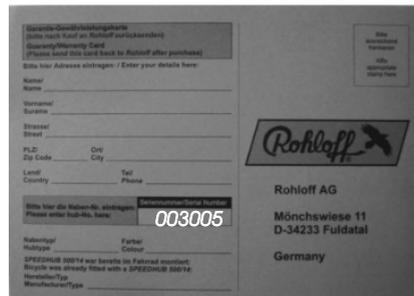
If the tape around the hub shell should be removed at any time, we recommend to separate first the Serial Number with a sharp carpet knife from the tape and then to leave just this Serial Number on the hub. If the tape should be removed completely, the Serial Number should be saved and/or stuck onto the warranty card. Alternatively, the Serial Number can be engraved on the hub cap!

POINTER Warranty Card

Each SPEEDHUB 500/14 and each complete bicycle equipped with the SPEEDHUB 500/14 comes complete with an orange Rohloff warranty card attached.

This orange Rohloff warranty card must be:

- completed in full (with Serial Number!)
- stamped by the dealer
- returned to Rohloff AG, Germany



This Rohloff warranty card is vital to ensuring we can provide your hub with the best possible service.

ATTENTION Warranty

This Serial Number informs us about the production year and is important for guarantee or warranty claims, as well as acting as proof of ownership.

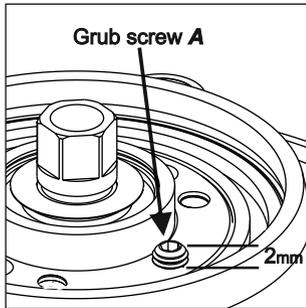
Only with knowledge of the appropriate Serial Number can an optimal service be completed by Rohloff.

Consecutive Serial Number	Production Year
000000 - 000400	1998
000401 - 002700	1999
002701 - 006500	2000
006501 - 012000	2001
012001 - 018800	2002
018801 - 027700	2003
027701 - 038500	2004
038501 - 050049	2005
050050 - 065000	2006
065001 - 081600	2007
080601 - 100000	2008
100001 - 115900	2009
115901 - 135800	2010
135801 - 152800	2011
152801 - 172499	2012
172500 - 191398	2013
191399 - 206999	2014
207000 - 223999	2015
224000 - 241130	2016
241131 - 252434	2017
252435 - 267000	2018
267001 -	2019

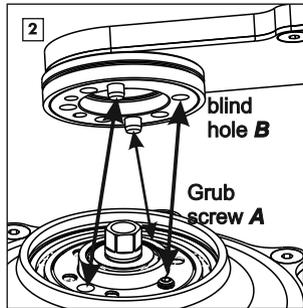
We expressly point out that the Rohloff AG does **not accept any warranty claims** for Rohloff SPEEDHUB 500/14 gearhubs **without a Serial Number**. Service, repairs, and the spare parts service will also only be carried out on hubs when the hub is presented with the corresponding Serial Number (either on the sticker, engraved into the hub shell, or on the warranty card).

Grub screw of the External Gear Mech

All gear hubs built after Serial Number 47000 and equipped with an external gear mech have an M4x8 grub screw mounted into the sixth threaded hole of the axle (it helps to prevent potential oil leaks). Therefore, the external gear mech can only be properly fitted in one position (PFig. 2) over the axle.

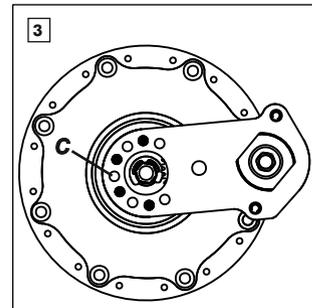


The grub screw on hubs with a Serial Number between 47000 and 48500 lies flush (external gear mech without a blind hole). On hubs with the Serial Number 48501 and over, this grub screw protrudes by approx. 2mm (external gear mech with a blind hole).



The blind hole (B) must be located directly over the grub screw (A). When using an external gear mech without a blind hole (B), the grub screw must be screwed flush into the axle.

The paper gaskets should then be fitted so that all the holes meet up with the corresponding screw holes of the axle.



To control that the mounting is correct, the screw (C) must be screwed smoothly approx. 4 complete turns into the hub without force. Afterwards, the installation of the axle plate including all the screws can be completed (3Nm).

POINTER



If an axle plate screw cannot or only with force be screwed into hole (C), then it must be checked that the grub screw (A) is not sitting directly behind this hole. If this is the case, then the external gear mech must be disassembled turned around 180° and mounted again in this position. The grub screw stays in its original position (2mm protruding).

ATTENTION



If the external gear mech should be falsely mounted, then the fitting of an axle plate screw into hole (C) would cause the grub screw (A) to be forced into the axle. This in turn will lead to a complete blockage of the gearbox.

The removal of the grub screw is only necessary when converting the external to an internal gear mech, or when working with the hub seal replacement tools. The external gear mech should never be removed from the gearbox without good reason!

The correct spoke choice

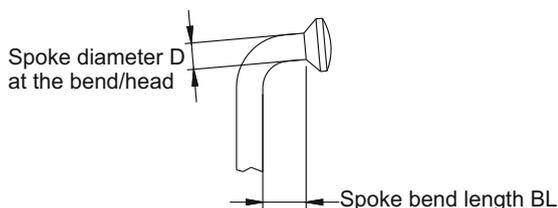
There are a confusing amount of different spokes currently available on the market. These differ not only by their length and diameter, but also more importantly by the differences in the spoke bend at the head. To accomplish the optimal longevity of both the hub flange, the spoke itself and the entire wheel, the spoke bend dimensions must be harmonized with both the hub flange and the spoke holes.

It is not sufficient enough to simply choose a spoke according to its length and diameter (eg. 2.0-256mm), the spoke bend itself must additionally be harmonized with the spoke hole so that the spoke can find its optimal sit within the spoke holes of the hub flange.

Pointer



Because retrofit spokes for the *Rohloff SPEEDHUB 500/14* with the required head length of 2.9mm are only available in 2.0mm diameter, we generally recommend the use of DD 2.0/1.8/2.0mm spokes for lacing SPEEDHUB wheels.



D	BL
2.0	2.9 +/-0.1

Problem 1

If the spoke bend is too long and/or the diameter of the spoke at this bend be too small, then this will result in the spoke having an amount of axial play after the wheel has been trued. The spoke bend can now be bent open, resulting in a possible spoke failure.

Problem 2

If the spoke bend is too short and/or the diameter of the spoke at the bend be too large, then the hub flange could become slightly deformed as the spokes are threaded into the hub shell or as the spokes are tensioned. The damage caused here could possibly lead to a flange breakage.

Checking the correct sit for the Rohloff SPEEDHUB

The hub flange and the spoke hole diameter on the SPEEDHUB 500/14 are designed so that an optimal sit can be achieved with the following spoke dimensions:

ATTENTION

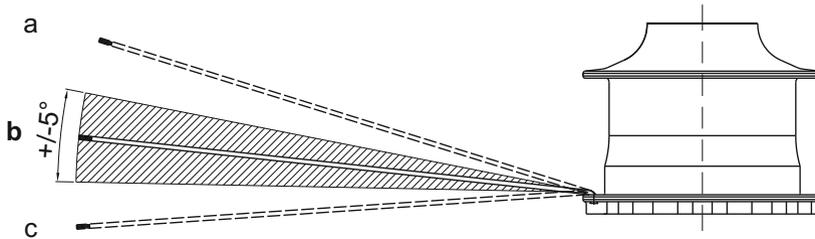


As the required spoke head length of 2.9mm is currently only available on 2.0/1.8/2.0mm spokes, we generally advise the use of DD spokes of this size. Bicycle manufacturers who utilise thick spokes with an oversized head diameter when lacing SPEEDHUB wheels, must guarantee the correct length of each spoke head (3.7mm).

The spokes should then be tensioned to a minimum of 1000N measured with an inflated tire or 1300N without tire.

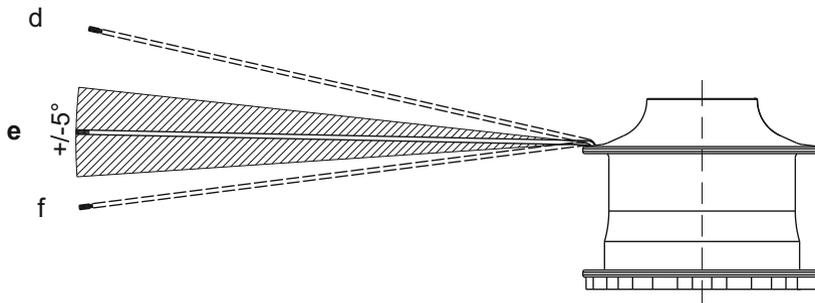
The correct spoke geometry can be easily identified as follows:

Thread a spoke from outside through the hub flange of the hub cap side so that the spoke head finds its seat within the countersink of the spoke hole. This should be possible without requiring any noticeable force. Hold the hub so that the flanges are horizontal and the sprocket side faces upwards. The spoke should be facing radially outwards. The threaded end of the spoke should now find itself within the shaded area shown on the diagram below. Fig. b.



- a) Spoke bend is too short and/or the spoke bend diameter is too large.
- b) Spoke bend and spoke bend diameter are correct.
- c) Spoke bend is too long and/or the spoke bend diameter is too small.

Repeat this process. This time thread the spoke from the inside, outwards through the spoke flange on the sprocket side of the hub. Again, the spoke head should be seated within the countersink of the spoke hole and this without requiring a noticeable amount of force. Hold the hub so that the flanges are horizontal with the spoke facing radially outwards. The threaded end of the spoke should now find itself within the shaded area shown on the diagram below. Fig. e.

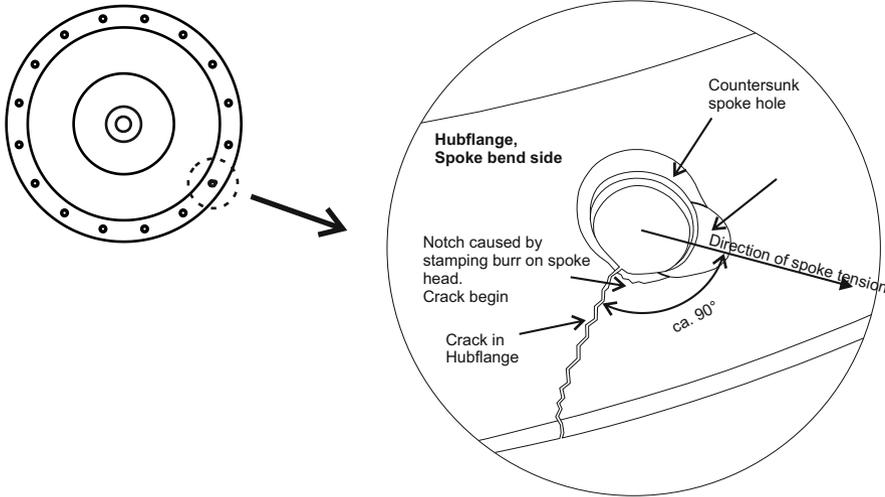


- d) Spoke bend is too short and/or the spoke bend diameter is too large.
- e) Spoke bend and spoke bend diameter are correct.
- f) Spoke bend is too long and/or the spoke bend diameter is too small.

Possible causes for flange breakages on bicycle hubs

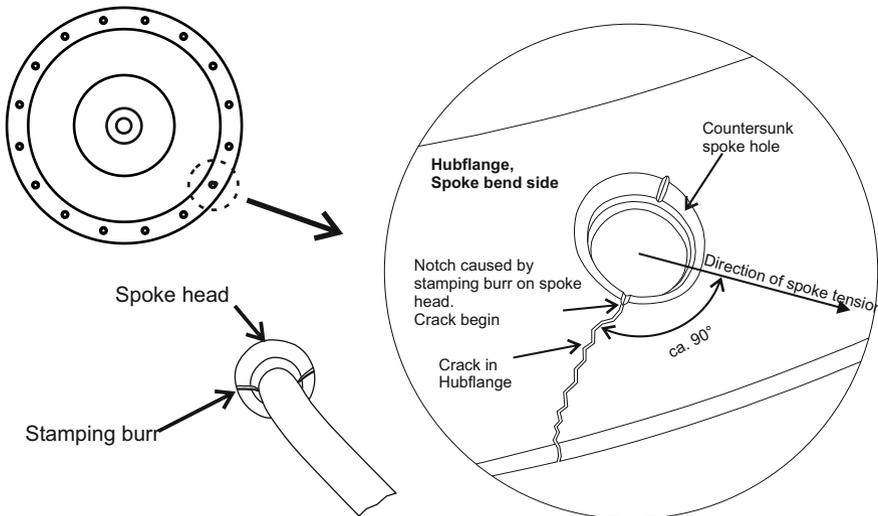
Cause: Spoke bend length is too short and/or the spoke diameter at the bend is too large.

Effect: The spoke slightly deforms the flange as they are threaded and aligned into the hub shell or as the spokes are tensioned. This could lead to a flange breakage if this damage occurs at approximately 90° to the direction of the spoke tension. The source of the crack is the damage.



Cause: Stamping burr on the spoke head.

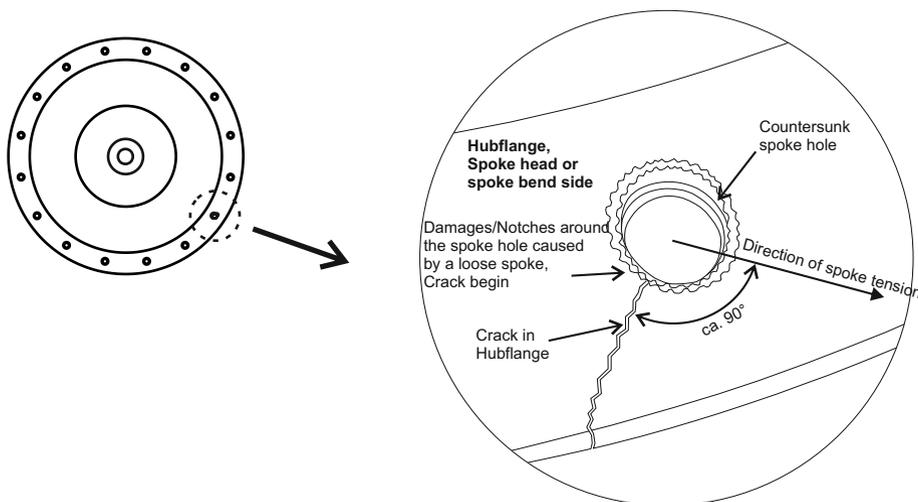
Effect: The burr on the spoke head stamps itself into the hub flange leaving a notch at the countersunk spoke hole. If this notch is to be found at an angle of approximately 90° to the direction of the spoke tension, then the flange could crack. The source of the crack is the burr on the spoke head.



Possible causes for flange breakages on bicycle hubs

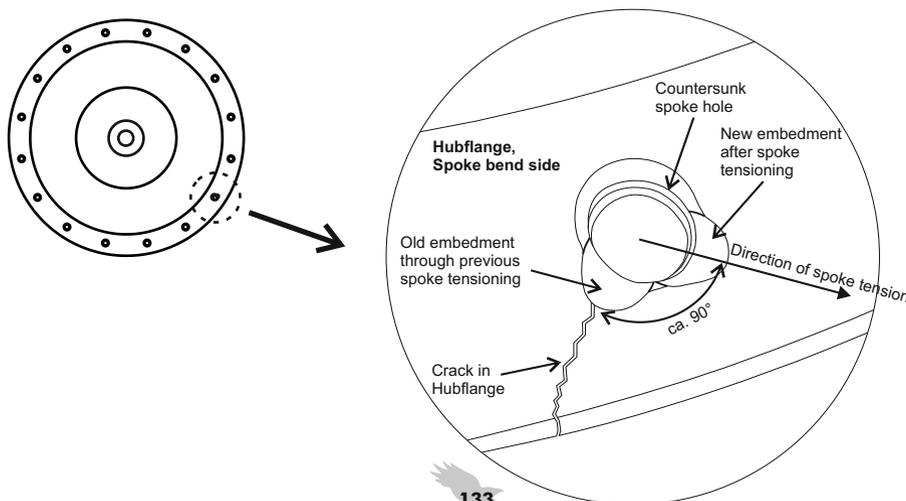
Cause: Loose spokes due to too long spoke bend length and/or too small diameter of the spoke at the bend. Spoke tension to low.

Effect: The spoke head of the unloaded spoke can move freely within the spoke hole of the hub flange, this in turn damages the inner surface of the spoke hole and leaves notches. The damage that can be found at approximately 90° to the direction of the spoke tension could lead to the hub flange cracking at this Point.



Cause: Re-lacing with alternative spoke alignment (second lacing of the hub).

Effect: The old embedment acts just like a notch or previous damage to the spoke hole. As this previous notch lies at an angle of approximately 90° to the new direction of the spoke tension, this could lead to the hub flange cracking at this point.



Flange Support Rings: *Art.No. 8523 = 2x identical small rings*

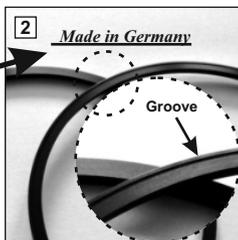
Art.No. 8524 = 1x small ring, 1x large ring (groove - hub-cap side)

Fits all Rohloff SPEEDHUB 500/14 hubs. Mount to flange prior to lacing the wheel. Provides the flange with extra support in extreme/heavy duty (Tandem/Heavy duty touring, E-bike, Cargo, Cyclist 100kg) applications.

Material: Anodized Black aluminum (20g).

Distinctive features

IThe SPEEDHUB shell, in particular the flange has been changed during the running reduction series and thus one must calculate whether two identical or different rings need to be mounted. An distinctive feature is the labeling "Made in Germany"

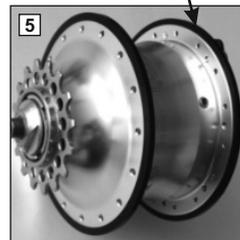
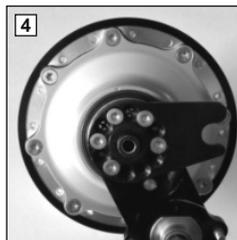
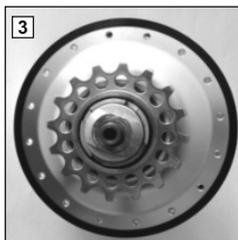


Art.No. 8524:

= 1x small ring, 1x large ring (groove - hub-cap side)



Labeling **underlined**



Art.No. 8523:

= (2x identical small rings)



Labeling **not underlined**

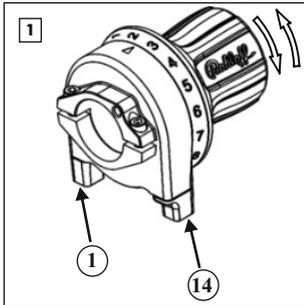
Red powder coated hubshells must be checked before to be compatible with the flange support rings!

TIP

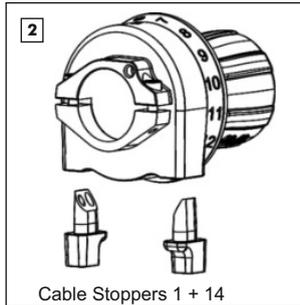
Refer to Owners Manual for correct lacing ->Chapter Mounting -> The Wheel.
Wheel stability & spoke lengths:- Chapter -> General Info -> The Wheel.

Twist Shifter 'light' - Right-Hand (Art. #8206)

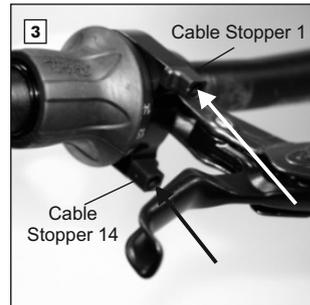
Mounting the Twist Shifter



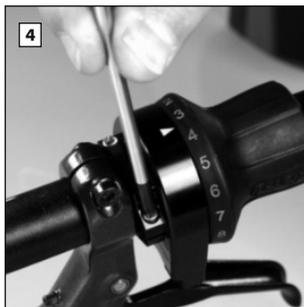
The Twist Shifter works with two shifter cables. When the Twist Shifter is rotated forward (direction of gear #14), then the rear shifter cable #14 is pulled. When the Twist Shifter is rotated backwards (direction of gear #1), then the rear shifter cable #1 is pulled.



The Cable Stoppers for both shifter cables are identical and are simply inserted into the shifter housing facing in opposing directions. The Cable Stoppers can only be fully inserted if fitted correctly. An incorrect mounting is therefore impossible.



Slide the Twist Shifter over the right-hand handlebar end (handlebar diameter 22 - 22.3mm / 7/8"). Rotate the Twist Shifter so that the Cable Stoppers are evenly distanced above and below the brake lever.

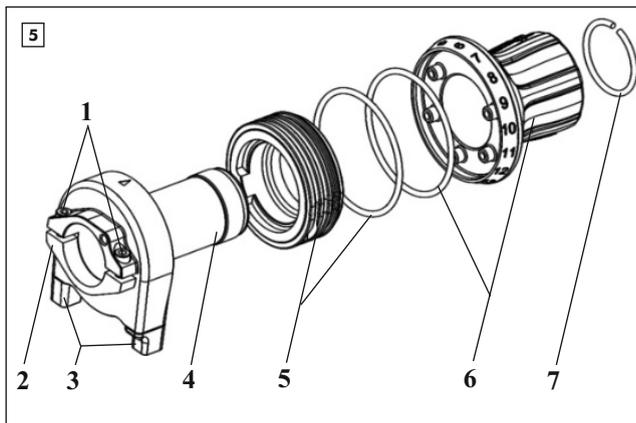


Both Clamp Screws (M3x12 - Torx TX20) should be lightly fitted so that the gap between both clamp elements is identical.

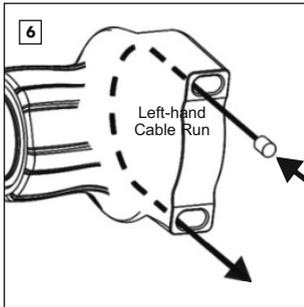
Insert the screws using the pressure of just two fingers on the TX20 tool. Finally tighten each screw by max. 2Nm (1/2 rotation). The Twist Shifter should now be tightly secured to the handlebars.

ATTENTION

Over tightening of the Clamp Screws can cause damage to both Twist Shifter and/or handlebars.



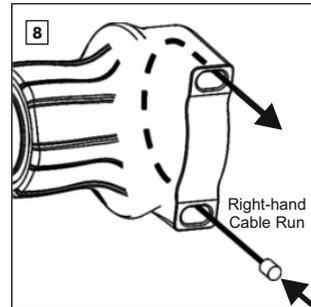
- 1 = Clamp Screws (Art. #8192)
- 2 = Clamp with Clamp Screws (Art. #8193)
- 3 = Cable Stoppers (Art. #8191)
- 4 = Shifter Housing (Art. #SA 01)
- 5 = Cable Pulley with O-Ring/Rubber Seal (Art. #8194)
- 6 = Rubber Grip with O-Ring/Rubber Seal (Art. #8190)
- 7 = Circlip (Art. #SA 18-N)



Fitment of Shifter Cable 14:
Remove both Cable Stoppers from the Shifter Housing.
Insert **Shifter Cable 14** into the Cable Pulley as illustrated above, until the cable end exits the Shifter Housing.



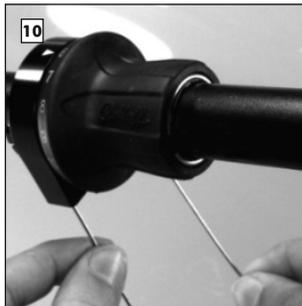
Rotate the Grip Rubber so that the gear indicator arrow falls **between gears #8 and #9**. Hold the Shifter in this position.
Pull Shifter Cable 14 completely into the Shifter Housing until the Nipple is seated correctly in the Cable Pulley.



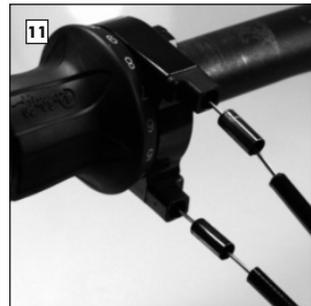
Insert **Shifter Cable 1** into the Cable Pulley as illustrated above, until the cable end exits the Shifter Housing.



Rotate the Grip Rubber so that the gear indicator arrow falls **between gears #6 and #7**. Hold the Shifter in this position.
Pull Shifter Cable 1 completely into the Shifter Housing until the Nipple is seated correctly in the Cable Pulley.



Check that the Shifter Cables run smoothly by pulling on each cable end alternatively. The Grip Rubber should rotate freely between both bed-stops slightly beyond gears #1 and #14.



Mounting of Cable Housings with integrated liners:
Thread the Cable Stoppers back over each Shifter Cable and push these firmly into the Shifter Housing facing in the correct position. Make sure to fit Ferrules between Cable Housing and Cable Stoppers.

ATTENTION

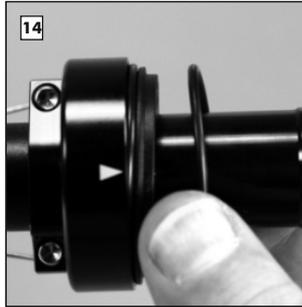
Pushing the Cables without the Cable Stoppers fitted could result in the Nipple becoming clamped on one of the Shifter Cable exits or within the Shifter Housing itself.

Rubber Grip replacement - Right-hand (Art. #8190)

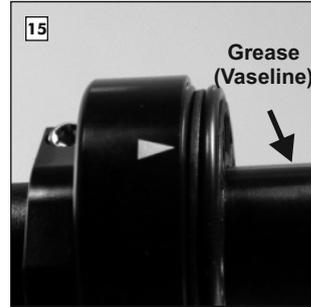


Replacement:
When replacing the Grip Rubber, it is not necessary to remove or replace the shifter cables.

Using a small, flat screwdriver prise the Circlip out of position and remove from the Shifter Housing.



Before fitting the replacement Grip Rubber, check that the O-ring is seated correctly on the Cable Pulley.

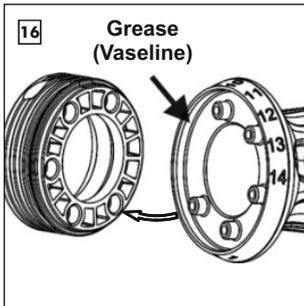


ATTENTION

Remove Shifter from Carbon Fiber Handlebars to avoid potential damage when removing the Circlip.

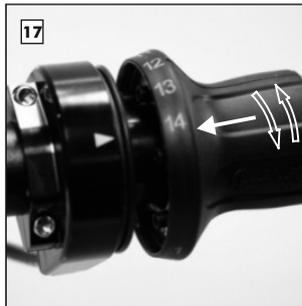
TIP

Lightly grease the inside of the Cable Pulley to ensure easy operation.

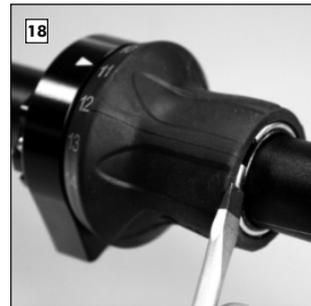


The Grip Rubber and the Cable Pulley will only marry in one position. The Cable Pulley has 5 blind holes which correlate with the 5 pins found on the Grip Rubber. It is therefore impossible to re-mount the Grip Rubber incorrectly.

Lightly grease the inside of the Grip Rubber prior to mounting back over the Shifter Housing.



When connecting both components, slide the Grip Rubber fully over the Shifter Housing and lightly rotate until it falls into position in the Cable Pulley.

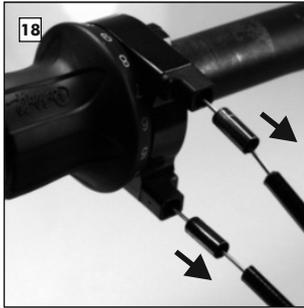


Replace the Circlip back onto the Shifter Housing. Check that the Shifter rotates freely.

TIP

Push the Rubber Grip lightly into the final position over the O-ring until it reaches the bedstop.

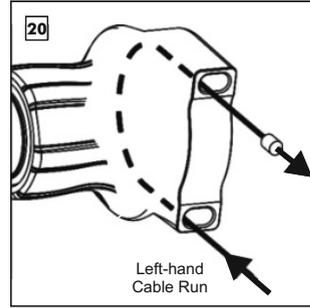
Removing Shifter Cables for Replacement (Repair) Right-Hand Twist-Shifter



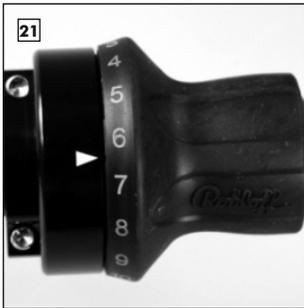
Remove both Shifter Cables housings and corresponding Ferrules from the Shifter Housing.



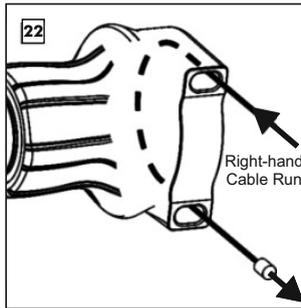
Rotate the Shifter (with fitted Cable Stoppers) until the gear indicator on the Shifter Housing is positioned **between numbers 8 and 9**. Hold the Shifter in this Position.



Remove both Cable Stoppers. **Push Shifter Cable 14** out of the Shifter Housing until the Nipple is free. Pull the Cable Nipple to completely remove the Shifter Cable.

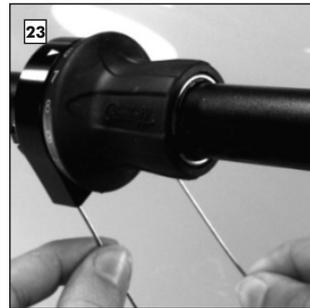


Rotate the Shifter (with fitted Cable Stoppers) until the gear indicator on the Shifter Housing is now positioned **between numbers 6 and 7**. Hold the Shifter in this Position.



Remove both Cable Stoppers. **Push Shifter Cable 1** out of the Shifter Housing until the Nipple is free. Pull the Cable Nipple to completely remove the Shifter Cable.

Mounting Shifter cables:



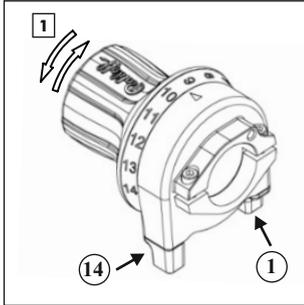
Refit the Shifter Cables into the Twist Shifter as described in the mounting instructions - Fig. 6 - 11.

ATTENTION

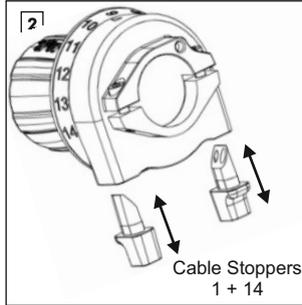
Pushing the Cables without the Cable Stoppers fitted could result in the Nipple becoming clamped on one of the Shifter Cable exits or within the Shifter Housing itself.

Twist Shifter 'light' - Left-hand (Art. #8207)

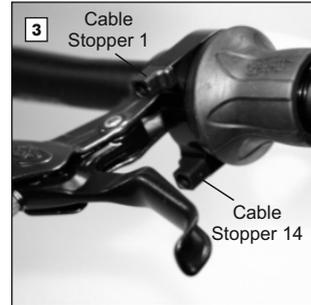
Left-hand Twist Shifter Mounting



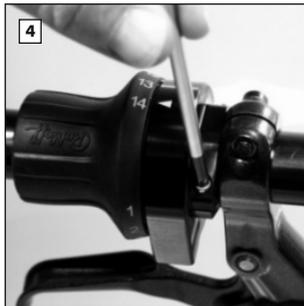
The Twist Shifter works with two shifter cables. When the Twist Shifter is rotated forward (direction of gear #14), then then the rear shifter cable #14 is pulled. When the Twist Shifter is rotated backwards (direction of gear #1), then then the rear shifter cable #1 is pulled.



The Cable Stoppers for both shifter cables are identical and are simply inserted into the shifter housing facing in opposing directions. The Cable Stoppers can only be fully inserted if fitted correctly. An incorrect mounting is therefore impossible.

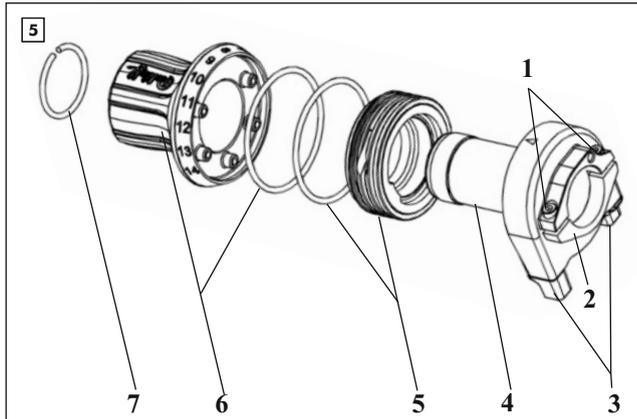


Slide the Twist Shifter over the left-hand handlebar end (handlebar diameter 22 - 22.3mm / 7/8"). Rotate the Twist Shifter so that the Cable Stoppers are evenly distanced above and below the



Both Clamp Screws (M3x12 - Torx TX20) should be lightly fitted so that the gap between both clamp elements is identical.

Insert the screws using the pressure of just two fingers on the TX20 tool. Finally tighten each screw by max. 1/2 rotation. The Twist Shifter should now be tightly secured to the handlebars.

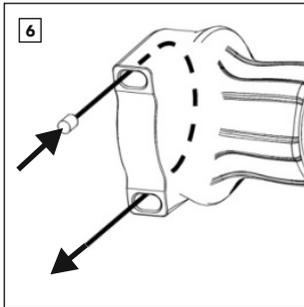


- 1 = Clamp Screws (Art. #8192)
- 2 = Clamp with Clamp Screws (Art. #8193)
- 3 = Cable Stoppers (Art. #8191)
- 4 = Shifter Housing (Art. #SA 01)
- 5 = Cable Pulley with O-Ring/Rubber Seal (Art. #8194)
- 6 = Rubber Grip with O-Ring/Rubber Seal (Art. #8195)
- 7 = Circlip (Art. #SA 18-N)

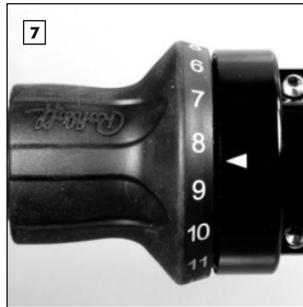
ATTENTION !

Over tightening of the Clamp Screws can cause damage to both Twist Shifter and/or handlebars.

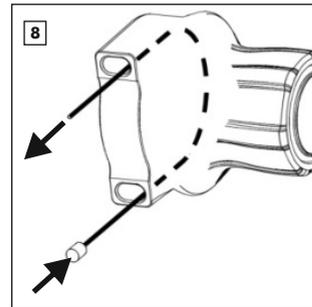
Fitment of Shifter Cables



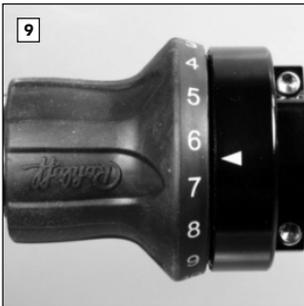
Fitment of Shifter Cable 14: Remove both Cable Stoppers from the Shifter Housing. Insert **Shifter Cable 14** into the Cable Pulley as illustrated above, until the cable end exits the Shifter Housing.



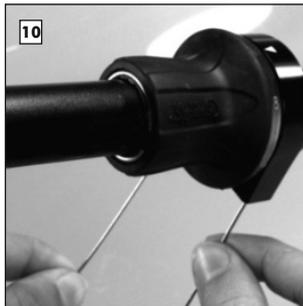
Rotate the Grip Rubber so that the gear indicator arrow falls **between gears #8 and #9**. Hold the Shifter in this position. **Pull Shifter Cable 14** completely into the Shifter Housing until the Nipple is seated correctly in the Cable Pulley.



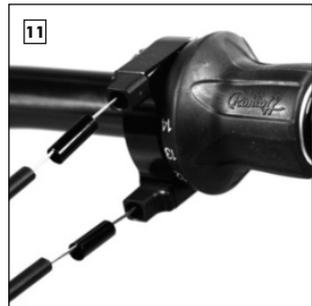
Insert **Shifter Cable 1** into the Cable Pulley as illustrated above, until the cable end exits the Shifter Housing.



Rotate the Grip Rubber so that the gear indicator arrow falls **between gears #6 and #7**. Hold the Shifter in this position. **Pull Shifter Cable 1** completely into the Shifter Housing until the Nipple is seated correctly in the Cable Pulley.



Check that the Shifter Cables run smoothly by pulling on each cable end alternatively. The Grip Rubber should rotate freely between both bed-stops slightly beyond gears #1 and #14.

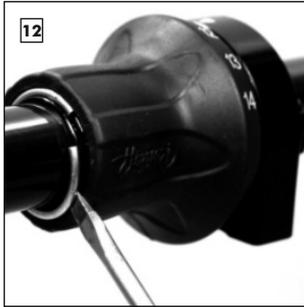


Mounting of Cable Housings with integrated liners: Thread the Cable Stoppers back over each Shifter Cable and push these firmly into the Shifter Housing facing in the correct position. Make sure to fit Ferrules between Cable Housing and Cable Stoppers.

ATTENTION

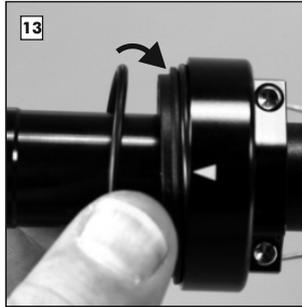
Pushing the Cables without the Cable Stoppers fitted could result in the Nipple becoming clamped on one of the Shifter Cable exits or within the Shifter Housing itself.

Rubber Grip replacement - Left-hand (Art. #8195)

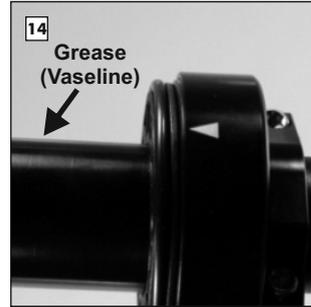


Replacement:
When replacing the Grip Rubber, it is not necessary to remove or replace the shifter cables.

Using a small, flat screwdriver prise the Circlip out of position and remove from the Shifter Housing.

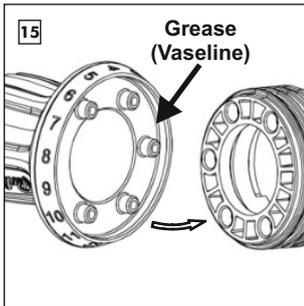


Before fitting the replacement Grip Rubber, check that the O-ring is seated correctly on the Cable Pulley.

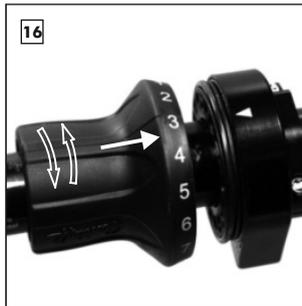


TIP

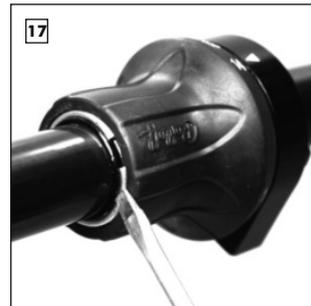
Lightly grease the inside of the Cable Pulley to ensure easy operation.



The Grip Rubber and the Cable Pulley will only marry in one position. The Cable Pulley has 5 blind holes which correlate with the 5 pins found on the Grip Rubber. It is therefore impossible to re-mount the Grip Rubber incorrectly.



When connecting both components, slide the Grip Rubber fully over the Shifter Housing and lightly rotate until it falls into position in the Cable Pulley.

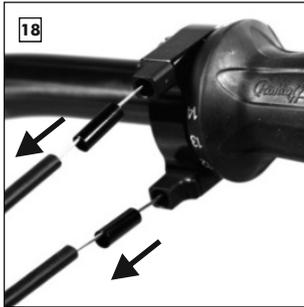


Replace the Circlip back onto the Shifter Housing. Check that the Shifter rotates freely.

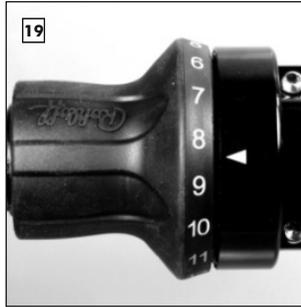
TIP

Push the Rubber Grip lightly into the final position over the O-ring until it reaches the bedstop.

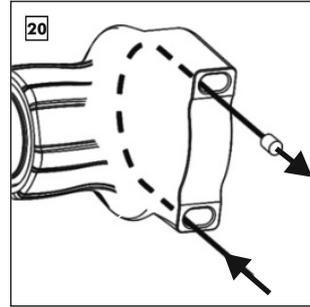
Removing Shifter Cables for Replacement (Repair) - Left-Hand Twist Shifter



Remove both Shifter Cables housings and corresponding Ferrules from the Shifter Housing.

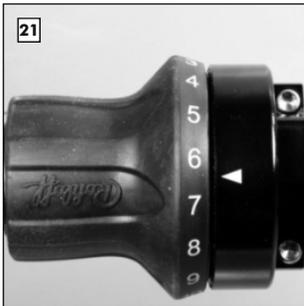


Rotate the Shifter (with fitted Cable Stoppers) until the gear indicator on the Shifter Housing is positioned **between numbers 8 and 9**. Hold the Shifter in this Position.

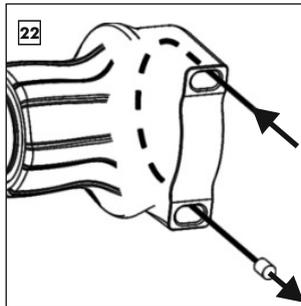


Remove both Cable Stoppers. **Push Shifter Cable 14** out of the Shifter Housing until the Nipple is free. Pull the Cable Nipple to completely remove the Shifter Cable.

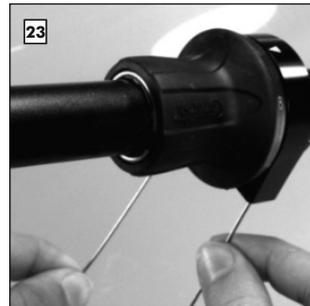
Mounting Shifter Cables:



Rotate the Shifter (with fitted Cable Stoppers) until the gear indicator on the Shifter Housing is now positioned **between numbers 6 and 7**. Hold the Shifter in this Position.



Remove both Cable Stoppers. **Push Shifter Cable 1** out of the Shifter Housing until the Nipple is free. Pull the Cable Nipple to completely remove the Shifter Cable.



Refit the Shifter Cables into the Twist Shifter as described in the mounting instructions - Fig 6 to 11.

ATTENTION

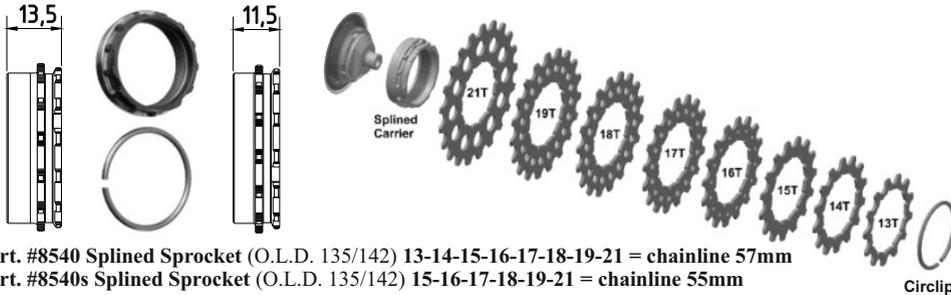
Pushing the Cables without the Cable Stoppers fitted could result in the Nipple getting clamped on one of the Shifter Cable exits or within the Shifter Housing itself.

Splined Sprocket Carrier (Art.#8540) + small (Art.#8540s)

Every Rohloff SPEEDHUB 500/14 unit can be upgraded to use this new splined sprocket system. All splined sprockets are reversible - **always fit a new chain when reversing the sprocket!**

The 54mm chain-line of older 15/16/17 tooth sprockets will be moved with **Carrier #8540** out to **57mm** (position of outermost chainring on modern triple cranksets).

The **belt-line** with carrier #8540L of a Carbon Drive transmission remains **55mm (+/-1mm)** as before.



Art. #8540 Splined Sprocket (O.L.D. 135/142) 13-14-15-16-17-18-19-21 = chainline 57mm

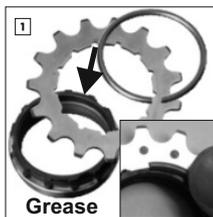
Art. #8540s Splined Sprocket (O.L.D. 135/142) 15-16-17-18-19-21 = chainline 55mm

Circlip

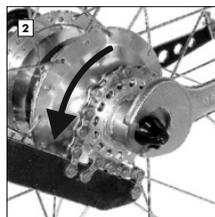
Initial mounting - Splined Carrier:

Preparation:

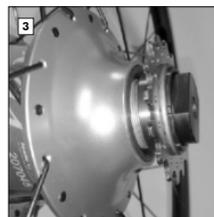
Slide the reversible splined sprocket fully over the clean carrier so that it lies against the polished seal rub-ring. Snap the circlip over the carrier by hand ensuring this sits correctly in the carrier seat.



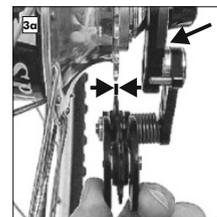
Check the sprocket is tight. Lightly grease the threads of the splined carrier.



Clean the around the sprocket and ensure the driver pockets are free from dirt. Unscrew sprocket in a counter-clockwise direction using a chain-whip and secured sprocket remover tool.



Clean any foreign particles from the seal lip and driver with a clean cloth. Slide the pre-assembled sprocket/carrier unit carefully over the remover tool (as a locating guide) and then fully down onto the driver.



Secure the pre-assembled sprocket/carrier unit tightly in position with a chainwhip (in the direction of travel/clockwise). Mount the wheel back into the frame and check the chain/belt tension - adjust if necessary. Use the distancing washers provided (arrowed) to ensure the upper jockey-wheel teeth are directly under the teeth of the sprocket. Use of a longer mounting bolt (Art. #8257 & distancing washers) may be necessary.

POINTER



135/142mm O.L.D. SPEEDHUB with splined sprocket:

13-21 tooth = 57mm chain-line (Carrier 8540)

15-21 tooth = 55mm chain-line (Carrier 8540s)

170/177/190/197mm O.L.D. SPEEDHUB with splined sprocket:

13-21 tooth = 75mm chain-line (Carrier 8540)

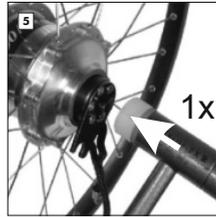
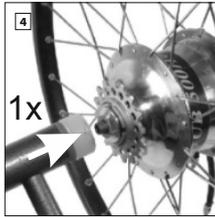
15-21 tooth = 73mm chain-line (Carrier 8540s)

Splined Carrier #8540L with Splined Gates Carbon Drive sprocket:

135/142mm O.L.D. = 55mm (+/-1mm) belt-line.

148mm boost O.L.D. = 52mm (+/-1mm) belt-line.

170/177/190/197mm O.L.D. = 73mm (+/-1mm) belt-line.



Check the smooth/light motion of the sprocket by rotating this backwards. If you notice excessive resistance, then the free-floating (sprocket side) bearing may rest under tension and will need to be loosened. Do this by thumping each axle stub with a plastic mallet (sprocket side once, then gear-mech side once). Sprocket must now rotate backwards smoothly with little resistance.

POINTER



Gear inches:

The increased number of sprocket sizes now offers a wider choice of chainring/sprocket combinations. The updated gear inch tables are all available online under the link below. Please consult these tables to calculate the desired ratio and then to check this is authorized for SPEEDHUB use. Experience shows a factor of 2.5 - 2.8 is ideal for touring/commuter use (factor = # chainring teeth ÷ # sprocket teeth).

Gear inch tables: www.rohloff.de/en/service/downloads/documentation/gear_meters_table/index.html

POINTER



Please refer to the instructions in your owners manual or the videos on our Youtube channel for:

- Sprocket replacement
- Mounting the chain tensioner
- Special applications



The sprocket remover tool #8508 (with adapter and bolt) must be used for all 142/177mm O.L.D. SPEEDHUB units.

The original sprocket remover tool (Art. #8501) can only be used with 135/170mm O.L.D. SPEEDHUB units.

Sprocket remover tool Art. #8509 must be used (with an A12 adapter and bolt) for all 148/190/197mm O.L.D. XXL SPEEDHUB units.

ATTENTION



Special applications:

The splined sprockets and rotating SPEEDHUB must not under any circumstances collide or rub against other components mounted to the bicycle. Failure to avoid such component collisions will result in additional noise and component damage!

1. Use of a Hebie Chainglider:

The rear portion of a Hebie Chainglider Type 350 is not compatible with the SPEEDHUB splined sprocket system. Hebie are currently (at time of press) working on an alternative solution - see FAQs at www.rohloff.de/en/

2. Use of an enclosed chain-case:

The revised chainline can lead to collisions between the chain-case and bicycle frame. Please consult the bicycle manufacturer directly for advice.

3. Use of a chain tensioner:

The revised chainline may require the use of a longer mounting bolt (Art. #8257 & distancing washers).

Should the frame O.L.D. 148/190/197mm or utilize a Shimano direct-mount derailleur hanger, then a 'Chain Tensioner -10' (Art.#8520-10) will be required

4. Use with specialist frames:

The 3mm wider revised chainline may lead to collisions between larger splined sprockets or the chain itself with the dropout or seatstay tubing.

Please use the template provided to check for possible collision areas.



Monkey Bone IS-PM Adapter for O.L.D. 135/142/148/170/177mm (160mm = Art. #8553) (180mm = Art. #8554)

Monkey Bone IS-PM Adapter for Fatbike O.L.D. 190/197mm (160mm = Art. #8553-10) (180mm = Art. #8554-10)

The Monkey Bone rear disc IS-PM brake adapter offers a simple method of anchoring the axle of the Rohloff SPEEDHUB 500/14 to a frame through the disc brake mount. In order to use the Monkey Bone, your SPEEDHUB 500/14 will need an OEM2 axleplate, your frame must have an International Standard disc brake interface, and your disc brake caliper must have a Postmount interface. The Monkey Bone is not compatible with IS direct-mount disc brake calipers or frames with Postmount disc brake interface.

Installation Instructions

1. Ensure that you have the Monkey Bone that is appropriate for your disc rotor diameter (160mm or 180mm).
2. Attach the Monkey Bone to the frame using two M6x18-20 bolts. Ensure that slot for OEM2 axleplate faces the dropout. Tighten bolts to a torque of 6Nm/51 in-lbs.
3. Connect disc brake caliper to Monkey Bone using two M6x16 bolts (for Fatbike M6 x 30mm). Leave bolts loose enough that caliper can slide side to side.
4. Install wheel into dropout taking care to align slot in end of OEM2 axleplate with cutout in Monkey Bone and disc rotor between brake pads.
5. Check position of EX shift arm with OEM2 axleplate engaged with slot in Monkey Bone; reposition axleplate as needed for desired cable routing using T20 Torx wrench (see Rohloff Owners Manual). Tighten axleplate screws to a torque of 3Nm/25 in-lbs.
6. Fully seat axle in dropout before tightening quick-release lever or axle nuts. Threaded axle nut torque: 30 Nm/310 in-lbs; Pitlock or bolt-on skewer torque: 7 Nm/60 in-lbs.
7. Follow brake manufacturer's recommendation for setting brake caliper position. Tighten brake caliper bolts to a torque of 6Nm/51 in-lbs.

POINTER

Possible combinations for rotor 200mm/203mm:

Disc rotor 200mm:

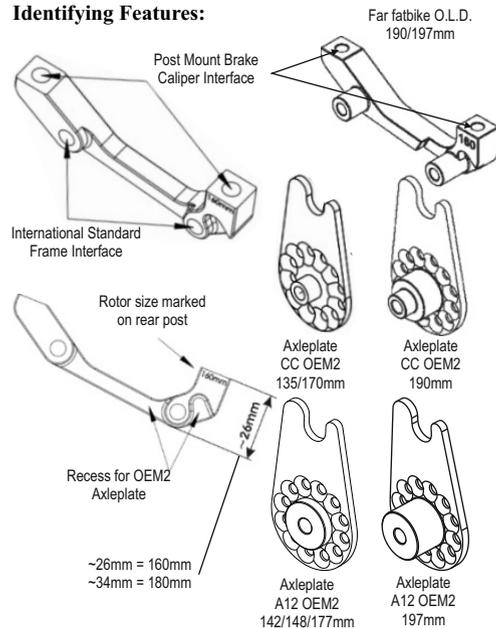
Monkeybone 180 with Adapter PM - PM+ 20

Disc rotor 203mm:

Monkeybone 180 with Adapter PM - PM+ 23

All adapters müssen für Verwendung am Hinterrad dieses Rahmens geeignet sein.

Identifying Features:



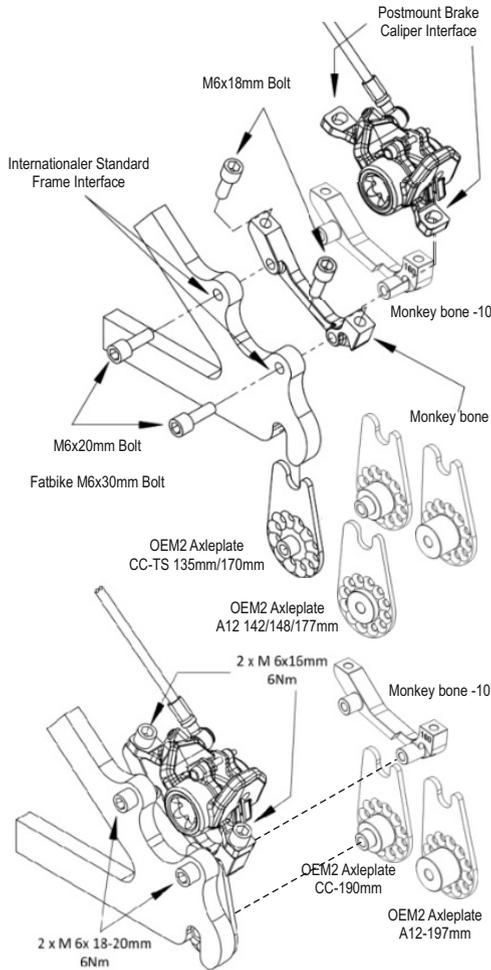
Required Tools:

- 5mm Allen wrench
- Torque wrench
- T20 Torx wrench

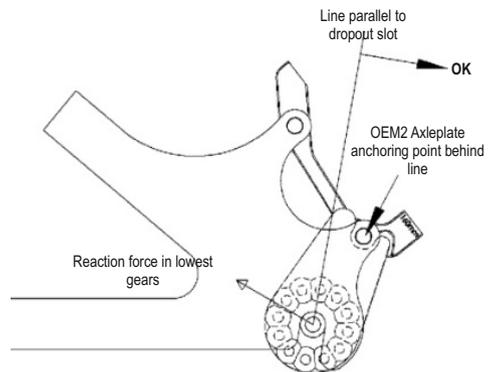
Required Parts:

- Frame with IS51 disc caliper mount interface
- Disc brake caliper with Postmount interface
- Rohloff SPEEDHUB 500/15 with OEM2 axleplate
- Monkey Bone/Monkey Bone-10
- 2x M6x16 bolts (sold separately; typically included with disc brake caliper)
- 2x M6x18-20 bolts (sold separately; typically included with disc brake caliper)
- Identifying Features
- 2x M6 x 30mm bolts (included with Art. #8553-10 and Art. #8554-10)

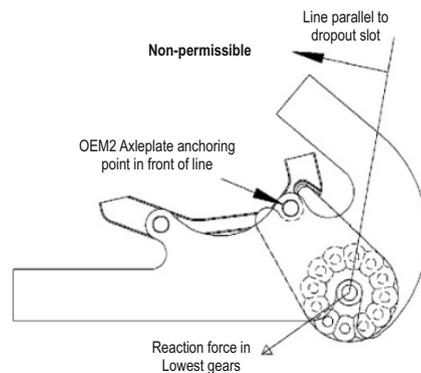
Assembly Views 135/142/148/170/170/190/197mm



Permissible with CC/TS axle:



Non-permissible with CC/TS axle



ATTENTION



Use of the Monkey Bone (both CC & TS Axles) with certain frames could result in the wheel being levered out of the dropout while pedaling due to the forces exerted by the Rohloff SPEEDHUB 500/14 onto the frame. The reaction force in the lowest gears can lever the axle down and out of the dropout slot if the anchoring point of the OEM2 axleplate is located in front of a parallel line through the dropout slot. The Monkey Bone and OEM2 axleplate combination is not permissible for use on such frames.

Use of the Monkey Bone and OEM2 axle plate is entirely at the user's own risk. The forces applied to the disc brake mount by the Rohloff SPEEDHUB 500/14 can damage some frames. Please contact your frame manufacturer to determine whether this setup is appropriate for your frame and whether it affects your frame warranty.



Appendix

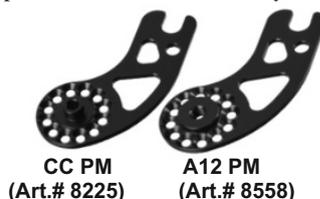
PM Bone (Art.#8555) PM axleplate (CC PM = Art.#8225), A12 PM (Art.#8558)

The Rohloff PM Axleplate in combination with the PM Bone offers an alternative method of anchoring the hub torque to frames with a 135mm, 142mm, 170mm or 177mm spacing.

The PM Axleplate/PM Bone combination is recommended when mounting a SPEEDHUB in all frames with an **integrated Postmount direct calliper mount**. The threaded holes of the direct calliper mount will be used to secure the PM Bone.

Three different mounting options are available:

1. Mounting to frames where the (PM) direct brake caliper mount is on the seat-stay.
2. Mounting to frames where the (PM) direct brake caliper mount is on the chain-stay.
3. Mounting on frames where an International Standard (IS) brake caliper mount is on the Chainstay.



ATTENTION

The PM Bone (Art.#8555) must be mounted directly under the disc brake calliper. This acts as an adapter and thus its use will require the a larger brake rotor:

PMdirect 140mm = Not compatible!

PM direct 160mm = 180mm rotor required!

PM direct 180mm = 203mm rotor required!

PM direct 203mm = Not compatible!

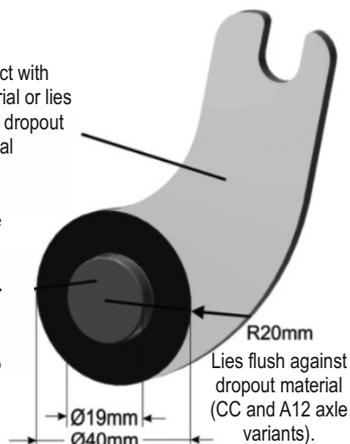
PM Bone - Mounting preconditions:

The axle area of the Rohloff PM Axleplate must lie flush against the dropout material.

The axleplate may under no circumstances collide with weld-beads or proud standing frame tubes.

Safe use of the PM Bone/PM axleplate is only possible if these two preconditions are satisfied.

Zero contact with dropout material or lies flush against dropout material



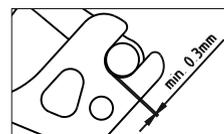
ATTENTION

The various different standards & production tolerances of the Postmount caliper mount will result in the PM Bone loading peg resting at different heights within the PM axleplate fork.

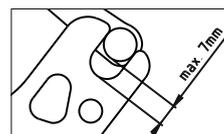
-Frames using a 160mm direct postmount must result in a gap of min. 0.3mm between the plate & bone (use spacers if necessary).

-Frames using a 180mm direct postmount must result in a gap of max. 7mm between the plate and bone.

Get in touch with Rohloff service should issues arise when mounting the two PM components.



160mm direct mount

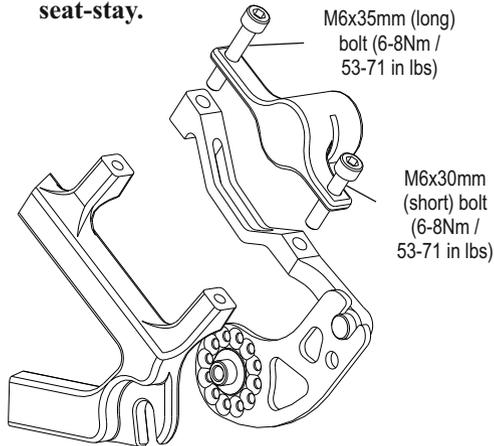


180mm direct mount

ATTENTION

Neither the PM Bone nor PM axleplate are authorized or tested for tandem use!

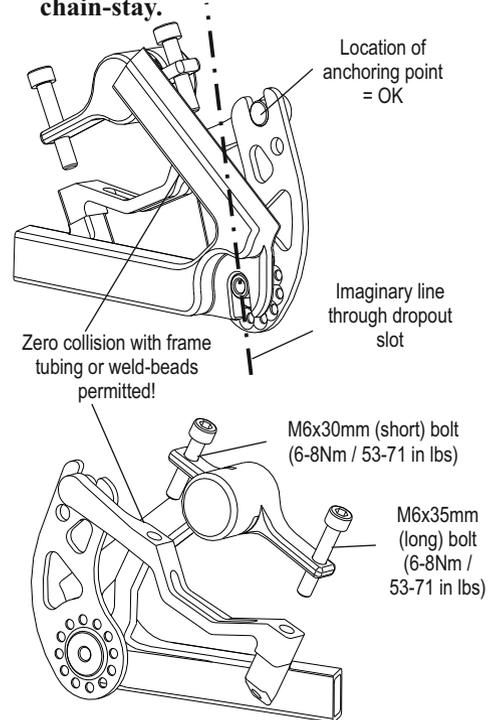
1. Mounting to frames where the PM direct brake caliper is located on the seat-stay.



ATTENTION

Use of the PM Bone/PM axleplate is only permitted in dropouts where the PM Bone anchoring point falls behind an imaginary line drawn through the dropout slot itself. The correct location of the anchoring point is vital to ensure the axle cannot lever itself out of the dropout and thus to avoid potential accidents and injuries!

2. Mounting to frames where the PM direct brake caliper is located on the chain-stay.



3. Mounting on frames with an IS brake caliper mount located on the Chainstay.

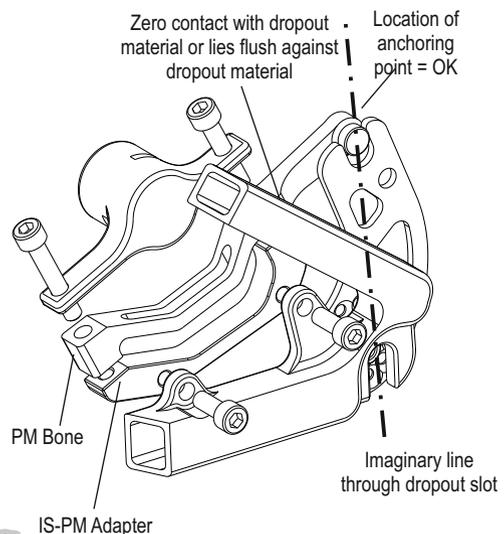
An IS/PM adapter is secured to the IS calliper mount as usual. The Rohloff PM Bone (Art.#8555) is then mounted to this and the calliper then bolted to the IS/PM adapter through the PM Bone.

POINTER

Possible combinations:

IS frame 160mm + IS/PM Adapter 160mm + PM Bone = 180mm rotor required.

IS frame 180mm + IS/PM Adapter 180mm + PM Bone = 203mm rotor required.





Fatbone (Art.Nr. 8556 + Art.Nr. 8557)

Adapter zur Drehmomentabstützung an Fatbike 190mm und 197mm

The Rohloff Fatbone enables an OEM2 axleplate (CC-OEM2-190 or A12-OEM2-197) to be used in order to anchor the output torque of a SPEEDHUB unit to a **190mm or 197mm** spaced bicycle frame using either a **160mm or 180mm** Postmount direct mount brake.

The mounting points of a Postmount direct disc-brake mount will be used to secure the Fatbone to the frame. The brake caliper itself is then bolted on top of the fatbone.

There are two different mounting options to distinguish between:

- 1. Mounting to frames with a Postmount disc-brake mount located on the seatstay
- 2. Mounting to frames with a Postmount disc-brake mount located on the chainstay

Mounting Pre-conditions:

Fatbone mounting preconditions

The following pre-conditions must be adhered to in order to ensure safe mounting of the OEM2 (190/197mm) and Fatbone components:

The Rohloff OEM2 (190/197mm) axleplate must lie flush against the dropout material and may not collide with any protruding aspects of the frame (e.g. Weld beads).

TIP



Use of A12 Rohloff SPEEDHUB versions will require the dropout area to be accurately measured with a special A12 measurement kit. This is a vital step to ensuring the compatibility of each frame and enabling us to configure the correct adapter sleeve combination required.

Rohloff A12 units will only be supplied upon the receipt of the completed order form which will be included in this measurement kit.

ATTENTION



The Fatbone (Art.#8556 or #8557) is mounted between the brake caliper and Postmount brake mount. As such this acts as an adapter increasing the brake rotor size required.

Possible combinations:

Frame with 140mm Postmount direct mount = Not possible!

Frame with 160mm Postmount direct mount (Art.#8556) = 180mm rotor

Frame with 180mm Postmount direct mount (Art.#8557) = 203mm rotor

Frame with 203mm Postmount direct mount = Not possible!

Fatbone
180mm Art.#8556
203mm Art.#8557



CC OEM2 A12 OEM2
190mm 197mm
(Art.#8561) (Art.#8562)

ATTENTION

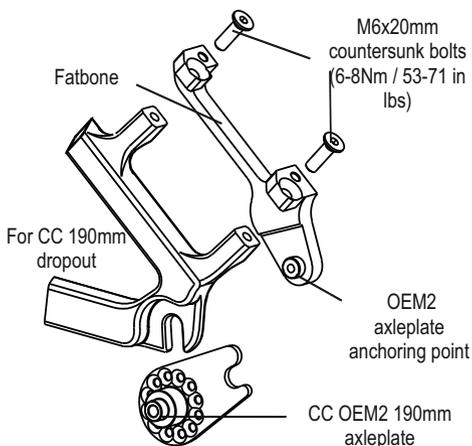


Use of the Fatbone and/or OEM2 axleplate is not permitted for 190/197mm tandem applications. The combination has not received sufficient testing under these conditions and as such is not authorized for use.

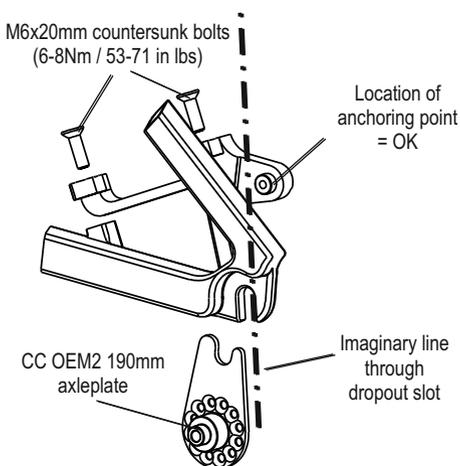
Mounting directions:

- Secure the Fatbone to the direct postmount of the frame using the countersunk bolts provided.
- Mount the brake caliper to the Fatbone using the original brake mounting hardware.
- Mount the special 4-bolt brake rotor to the DB hub-cap of the SPEEDHUB.
- Simultaneously secure the axleplate to the SPEEDHUB in the correct position.
- Check the shifter cables are routed as directly as possible (avoiding tight bends) to ensure a light shift operation.
- Mount and secure the SPEEDHUB into the frame (CC-Axle = 7Nm / 62 in lbs and A12 Axle = 15Nm / 133 in lbs)
- Finally check the braking system functions correctly and rub-free.

1.) Mounting to frames with a Postmount disc-brake mount located on the Seatstay



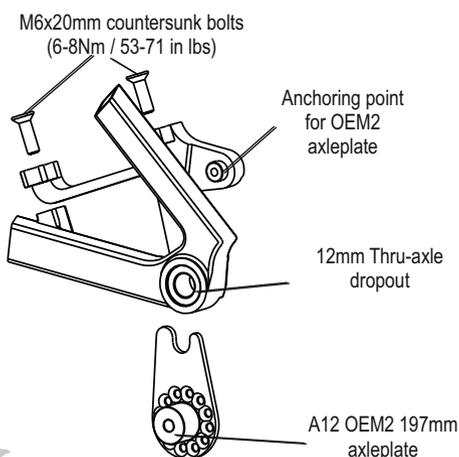
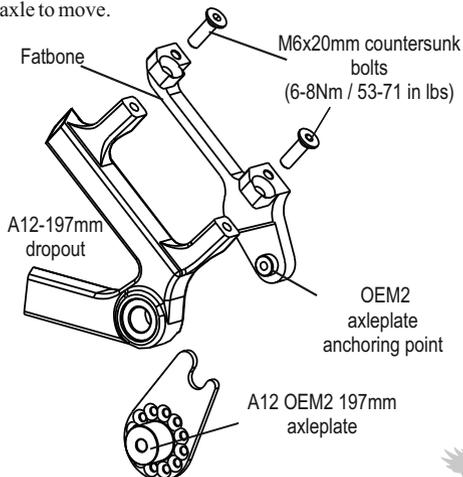
2. Mounting to frames with a Postmount disc-brake mount located on the chainstay



ATTENTION

The Fatbone anchoring point for the CC OEM2 190mm axleplate must be located on or behind an imaginary line drawn through the dropout slot. This is necessary to hinder the hub output torque from levering the SPEEDHUB out of the dropout under load!

This does not apply to A12 OEM2 197mm axleplates as the axle is completely enclosed making it impossible for the axle to move.



This Owners Manual is also available in a variety of other languages. Should you require a different version, you can download it from our homepage under:

www.rohloff.de > Service > Download > Documentation

The following languages are available:

- English**
- German**
- French**
- Dutch**
- Italian**
- Russian**



TIP



- Owners Manual - Newest version**
- Films**

**The newest version of this Manual is available on the web under:
www.rohloff.de > service > downloads > documentation > owners manual**

**Further to the manual, the most important work, service and repairs on the SPEEDHUB 500/14 are shown in short films on the web.
www.rohloff.de > Technology > Workshop > Videos ...**

	Keyword	Page
A	Advantages of the options	38
	Axle plate alignment	64
	Axle plates	46
	Axle ring - One-piece / Quick-change	98, 104
	Axle types	24
	Adapter IS-PM (Monkey Bone)	28/40/46/48/59
B	Beltdrive System (Gates Carbon Drive)	3, 48
	Bolt/tool info	124
	Brake disc - replacement	60, 91
	Brake discs / rotors	37
	Break-in period	6
C	Cable routing via the brake boss - Internal gear mech	76
	Cable routing via the chainstay - External gear mech	80
	Cable routing via the chainstay - Internal gear mech	79
	Cable routing via the top tube - External gear mech	83
	Carbon handlebars	48
	Chain guide - DH (accessory for downhill)	45, 58
	Chain guide - CC	71
	Chain tensioner - DH (accessory for downhill)	45, 68, 69
	Chain tensioner - mounting	70
	Chain tensioner spring - changing	109
	Chainguard enclosed	48
	Chainring - two chainrings	45, 47
	Cleaning the Rohloff SPEEDHUB 500/14	7
	Colors	33
	Comparison - Derailleur gears and Rohloff SPEEDHUB 500/14	21
	Comparison to derailleur gears	22
	Components that we recommend	45
	Cranks, Crankset	45, 57
	D	Distance travelled per crank revolution (20", 26" and 28")
E		
E	Eccentric BB	48
	Effective Rim Diameter - calculating	44
	Emergency repairs	10
	External gear mech - grub screw	129
	External gear mech - mounting	32, 93
	External gear mech - OEM / OEM2 / long torque arm	63
F	Flange breakages on bicycle hubs - possible causes	132
	Flange Support Rings	142
	Failure Diagnosis	119
	Filling with oil	84
	Frame mounted gear box	47
	Frame types - OEM / OEM2 / long torque arm	27-29
	G	
	Gates Carbon Drive	3, 48
	Gear display	83
	Gear mech - replacement	92
Gear unit - installation - removal	111, 112	
Grub screw of the External gear mech	129	
Guarantee information	1, 128	
H	Hub cable - replacement	97
	Hub seal - replacement	114
I	Internal gear mech	31
	Internal gear mech - via brake boss / via chainstay	61, 62
L	Long torque arm	56
M	Maintenance and care	7, 8, 89
	Mechanical efficiency - comparison	18
	Model codes - explanation	33
	Model variations	39
	Modular system	23
	Monkey Bone IS- PM Adapter for OEM2 axleplate	28/40/46/48/59
	Mounting (CC / TS versions) with a long torque arm	65, 66
	Mounting necessities OEM2	30
	Mounting processes	49

	Key word	Page	
N	Noises	6	
	Notes	134-135	
O	OEM axle plate	67	
	OEM2-mounting with a support bolt-SPEEDBONE/MonkeyBone	59	
	OEM2 axle plate	67	
	Oil change	7, 87	
	One-piece axle ring - removal	92	
	Options	38	
P	Package contents - checking	51	
	Particular components	45, 46, 47	
	Pushing the bike	6	
Q	Quick-change axle ring - removal	92	
R	Racing bike / drop handlebars	46	
	Reference to Serial No.	128	
	Removal of the wheel from the frame	13	
	Replacing the gear unit	92	
	Reversing / Replacing of the sprocket	90	
	Riding noises	6	
	Rims	46	
	Rubber grip - replacement	110	
	S	Safety information	3
		Schlumpf Speed-drive, High Speed-drive	47
		Securing to the frame	23-30
		Serial No. - Pointers	128
		Service procedures	96
		Shifter - mounting	73
		Shifter cables	75
		Shifting gears	5
		Small parts bag - checking the contents	53
		Small wheels	47
		Smallest permitted sprocket ratios	19
		Special applications	47, 48
SPEEDBONE / Monkey Bone		46	
Spoke length - calculating		42, 43	
Spokes		46, 130	
Sprocket ratios - smallest		19	
Sprocket reversing/replacement		90	
Sprockets		45	
Stand - axle mounted		47	
T		Tandem use	47
		Technical data	17, 127
		Tools and Bolts / Tools for the tour	124, 9
		Torque securing	25
		Tour info	9
		Trailer use	47
		Transport - Info for the tour	9
		Trouble shooting	119
	Twist shifter - mounting	73	
	W	Warranty information	1, 128
		Wearable parts	6
Weight comparison		18	
Wheel installation		14	
Wheel lacing for rims with a European spoke hole pattern		125	
Wheel lacing for rims with a French spoke hole pattern		126	
Wheel removal (internal, external gear mech)		11	
Wheel stability		41	
Wheel lacing		55, 130	