

11T Pulley Wheels Installation Guide

Pack Contents:

- 1 set of 11T CNC Machined 7075-T6 Pulley Wheels
- 1 Brass Adaptor (required for select SRAM drivetrains)

1. Pre-Installation Check:

- Ensure the derailleur hanger and the derailleur itself is straight and aligned with the cassette sprockets.
- Check for excessive wear on the derailleur, chain and cassette.
- Inspect the pulley wheel cage for any signs of damage or bending.

2. Original Pulley Removal:

- Note the chain wrap direction as you remove the original pulley wheels.
- Retain the original bolts for use with the new JRC Pulleys.

3. JRC Pulley Installation:

- JRC 11T Pulleys are unidirectional with no specific Top/Bottom or Forward/Backward rotation.
- For SRAM systems with 2 bolt diameters, use the provided brass adaptor with the smaller top M4 bolt.

4. Bolt Tightening:

- Tighten the pulley wheel bolts to the manufacturer's recommended torque.
- Reapply thread lock to bolts before tightening.

5. Pre-Ride Check:

- Before test riding the bike outside, test gears in a workstand.
- Cycle through all the gears to ensure they are functioning correctly.
- Check and adjust the indexing if necessary to ensure smooth function throughout the gears before riding.

Troubleshooting:

- If the chain is overriding the pulleys or not tracking correctly, check for:
 - Misaligned Derailleur hanger
 - Bent or worn Derailleur cage
- If the chain is skipping over the pulley wheels, confirm that the cassette and chainrings are in good condition. Worn components may require replacement.

Important Note:

- 7075-T6 jockey wheels are more precise than plastic pulleys and may reveal any component misalignment.
- If you encounter mechanical difficulties, it is recommended that a suitably certified professional bike mechanic is consulted for assistance.

Caring for your Pulley Wheels

Pulley wheels need to be able to spin with the only resistance evident offered by the oil inside the bearing.

They are, however, in a position on the bike where they are subject to considerable exposure to the elements if you ride outside - especially MTB or CX. They do a lot of unnoticed work tensioning and guiding the chain as you ride and shift.

In this position they are not only subject to dirt and water but are also sometimes neglected. Water and mud ingress over time is likely to lead to bearing damage inside the pulley wheels. The best way to avoid this and potential damage to the pulley wheels occurring as a result is MAINTENANCE. This is best divided into two parts: ROUTINE MAINTENANCE and OVERHAUL.

So: there are two ways to think about maintaining your pulley wheels - an '*every second ride*' routine oiling - just oil the bearing around the centre cap after wiping the dirt off. A wet chain lube such as Finish Line and/or White Lightning will be perfect for this and keep things running smoothly. Once this procedure is done regularly, your pulley wheels will remain in good condition, spin freely and function as they should to guide and tension the chain.

Much less often - perhaps once or twice a year depending on the conditions you ride in, the need to do a thorough clean and overhaul may arise where you will have to remove the pulley wheels to access the bearing caps and remove the bearing seals (noting carefully how the chain wraps around them beforehand).

Once removed from the derailleur remove the caps using a thin, flat non-metallic tool to remove the cap without damaging it. This will reveal the bearing and its seal - most likely it'll be black on the JRC pulley wheels. This can be gently removed using very little pressure with the tip of a craft knife blade or similar - use goggles and gloves for this part. Slip the tip of the blade under either the internal or external seat of the seal and prise it off carefully. After wiping the pulley wheels clean and rinsing the bearing with

degreaser, let it dry. Replace the seal on one side only (this stops the fresh oil from simply pouring out of the other side), add the new oil and replace the cap. Repeat the process for the other pulley wheel.

The pulley wheels should spin freely and only have the resistance of the lube inside.