



# Rohloff SPEEDHUB - 14 speed gear hub

**... What is that exactly?**

The name Rohloff SPEEDHUB 500/14 stands for a 100% quality, Made in Germany, with precision across the board, high efficiency levels, great shifting comfort for a large range of applications, with both a high level of dependability and a long lifespan. These points have been quickly noticed by manufacturers, as well as the steadily rising success and the number of manufacturers offering complete bicycles equipped with the SPEEDHUB 500/14 is increasing rapidly. What exactly lies behind this new shifting system is explained in the following text, so that you will be able to competently advise your customers.



**Maximum Riding Pleasure**

The correct shifting system plays an important role in the pleasure of Cycling. It must be reliable and intuitive to use, as well as including low maintenance technology. Nearly all bikes can be converted to SPEEDHUB 500/14 use, regardless of the bicycle type.

The Rohloff hub has a large, ever increasing fan base, especially in the area touring bikes where reliability plays a very important role. Amongst others, prominent touring cyclist such as Tilmann Waldthaler, Peter Smolik, Andreas Hessberg & Waldtraut Schulze, Oliver und Lena Schmidt enjoy this attribute of the SPEEDHUB. Alone, these cyclists have used the SPEEDHUB 500/14 to navigate the globe multiple times, no continent exempted. This is not to mention the hundreds of unknown touring riders who meanwhile have also discovered the renowned technology.

The Rohloff hub is even being used more and more in competitive sports. Many successes speak for themselves. The German DH master (2001) and multiple runner-up Christiane Rumpf trusted the extremely robust technology from the very start. High speed records for recumbents and uncountable marathon wins (Riva del Garda, Willingen Germany Bike Festival), are no longer seldom events.

**Why 14 Gears?**

A 27 speed derailleur gear system, due to poor chain-line and overlapping, doesn't actually possess more than the 14 gears. These are all present in the SPEEDHUB with the extra advantage of having even increments of 13.6%. The rider therefore is automatically aware of where the correct gear can be found, as opposed to a derailleur gear system, the rider is always cycling in a comfortable region.

**Area of Application**

The Rohloff SPEEDHUB 500/14 can be retrofitted to almost all types of bicycle without restrictions. This is achieved through the use of a clever modular system:

Two different axles allow the mounting in both verticle dropouts (Quick Release versions, CC), as well as in horizontal Dropouts (Bolt-on versions TS).

There is a choice of two different gear mechanisms: The internal gear mech and the extremely robust external gear mech, which is obligational with Disc Brake versions and is almost always recommended for touring cyclists. The torque support (which is required by all gear hubs) can be achieved using one of three different axle-plates. The type of axle-plate (long arm, OEM support or Support over the disc brake mount) is dependant

upon the type of dropout on the bicycle frame.

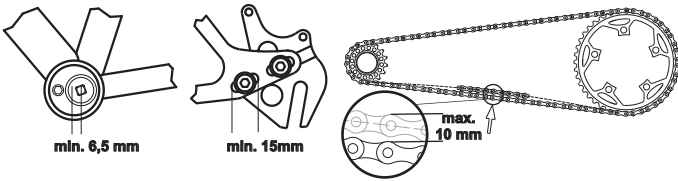
There are also three different colours to choose from:

- silver polished,
  - red (anodized),
  - black (anodized).
- With these options, all wishes really have been catered for.



**Chain Tensioning**

Full suspension bicycles require an external chain tensioner (Rohloff chain tensioner). Other bicycles may also require the addition of an external chain tensioner if there is no other tensioning method available on the frame (e.g. horizontally adjustable dropouts or eccentric bottom bracket). This simply compensates for chain length alteration through wear.



**The SPEEDHUB 500/14 takes a special position in competitive sports. It is the only gear hub which has been certified fit for competition races and tandem use!**

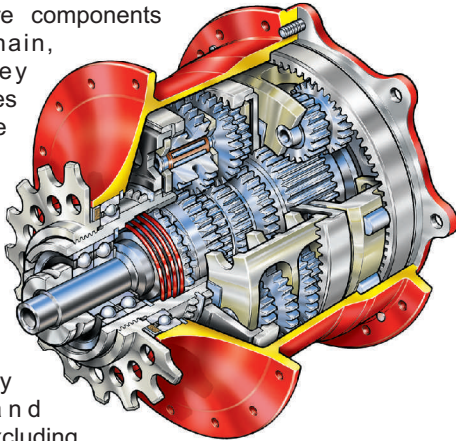
Many competition-, touring- and everyday cyclists have learned to trust the high reliability and operation of the Rohloff SPEEDHUB 500/14.

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## What should be paid attention to?

At intervals of 5000 km or once annually, the oil within the gear unit should be changed. This procedure guarantees that there is always enough oil within the gear-unit for lubrication, even if oil loss has occurred.

Wearable parts are components such as the chain, sprockets, jockey wheels, shifter cables and brake. These parts should be regularly checked and replaced before reaching their wear limits. The actual gear-unit of the Rohloff SPEEDHUB is completely adjustment and maintenance free excluding its annual oil change.



## Are Special Tools Required?

Because the Rohloff SPEEDHUB is completely adjustment and maintenance free excluding the oil change, very few specialist tools are required. Firstly, the hub is usually delivered with a reversible sprocket (15, 16, 17 tooth) which can be used on both sides of the teeth flanks to halve the replacement intervals, and secondly we try to use Torx TX20 bolts and screws (for a more positive connection than Allen bolts) wherever possible. The number of required tools is therefore reduced to just the TX20 T-grip key, a special sprocket remover tool (Rohloff Article 8501) which every workshop should not be without. It is advisable to have an oil-change kit (Rohloff Article 8410) available too. Whoever values the importance of offering a complete service, should also consider having the Rohloff Service Kit (Rohloff Article 8700) available. This includes the most important spares and therefore offers the ability to carry out a complete and professional service on and around the Rohloff SPEEDHUB 500/14.



## Considerations

### Transport

The bicycle and/or wheel should always be transported in the standing position. If this is not possible, there is a risk that oil may leak out through the seals (technically harmless).

### Theft Monitoring

The Rohloff SPEEDHUB incorporates a Serial Number. It is therefore possible and encouraged that every SPEEDHUB owner registers their SPEEDHUB in the Rohloff databank. The Serial Number is required to validate the warranty, but also allows us to continue our successful theft monitoring service.

### Winter Usage

Winter use of the SPEEDHUB is possible down to very cold minus temperatures. It is however advised to use a mixture of All Season Oil and Cleaning Oil (50:50 mix) when operating in temperatures below 10°C.

### Alternative Comfort Twist Shifter

An alternative solution which is both very good and commendable, is available from the company Toxoholics.

The "Imperial" Twist Shifter which they offer for the Rohloff SPEEDHUB can be trimmed to the desired length and is therefore universally applicable. This shifter incorporates a separate, easily readable numbered ring! Shifting is done with the entire hand as the grip is not split.

### Toxoholics - e.K.

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66976 Rodalben  
Tel: +49(0)6331 / 258160  
Fax: +49(0)6331 / 258162

[www.toxoholics.de](http://www.toxoholics.de) > imperial



### Info

The suitable Rohloff SPEEDHUB 500/14 model can be easily calculated on our website under [www.rohloff.de](http://www.rohloff.de) >Speedhubsuche.

Further information over the high performance gear hub transmission SPEEDHUB 500/14, as well as other information on all Rohloff products can be found under [www.rohloff.de](http://www.rohloff.de)

To allow you a more in-depth understanding on this subject, we also offer a DVD rom - „Tour de hub“.

This technical presentation includes all information over the technology, function, construction, service and maintenance of the SPEEDHUB 500/14. This DVD rom is available directly from us

## Arguments for improved Sales:



- ✂ - Precision Engineering - 100% Made in Germany
- ✂ - Suitable for all types of bicycle with a 135mm frame spacing
- ✂ - High level of Working Efficiency at 95% - 98%
- ✂ - Competition and Tandem tested/approved
- ✂ - Adjustment and maintenance free over many thousand km
- ✂ - All 14 Speeds shiftable with a single twist shifter
- ✂ - Even increments between all 14 speeds of approx. 13,6%
- ✂ - Maloperation not possible
- ✂ - Optimum weight/stability ratio
- ✂ - Reliable operation the length of a bicycles life



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We reserve the right to change the technical specification without prior warning.