

SRAM LSBB4 Shift Brake System



SRAM LSBB4 Shift Brake System Instruction Manual

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SRAM®

SRAM LSBB4 Shift Brake System



Product Information

- **Specifications**

- **Model:** XPLR
- **Speed:** 12 SPD
- **Lock Type:** PowerLock Road PLCK-D1

- **Chain Placement**

- Place the chain onto the smallest cassette cog. Route the chain through the rear derailleur pulleys and over the tab in the cage.

- **Installing PowerLock**

- Pull each end of the chain together and install the PLCK-D1 PowerLock. Press the PowerLock connector links together.

- **Locking the PowerLock**

- Rotate the crank until the PowerLock is above the chainstay. Check that the two halves of the PowerLock are aligned and properly engaged. Apply the rear brake and firmly push the crank arm down to lock the PowerLock.
- You should hear and feel the PowerLock click into place.

- **Final Checks**

- Check the PowerLock by hand to make sure it moves freely.

- **Caution**

- The PowerLock is designed for one-time use only. The PowerLock can only be removed with chain link pliers and must not be reused. Install a new PowerLock each time a new chain is installed.

FAQs

- **Q: Can I reuse the PowerLock?**

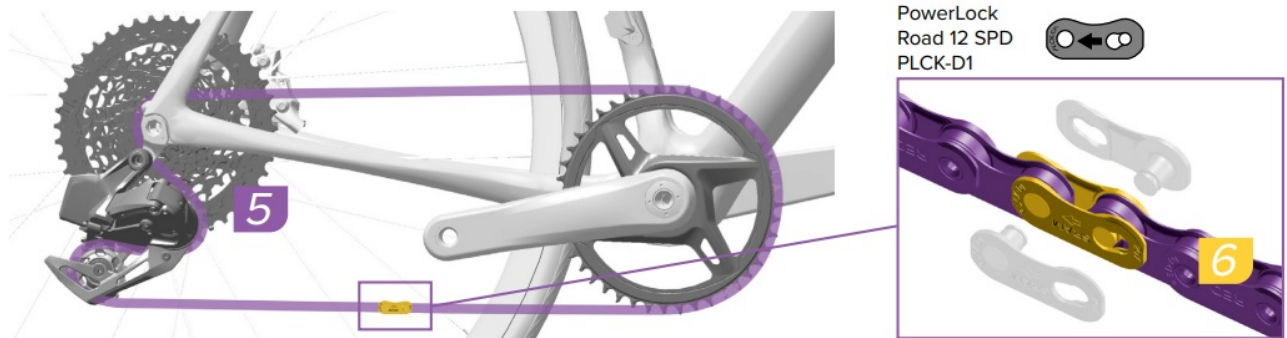
- **A:** No, the PowerLock is for one-time use only and should not be reused.

- **Q: How do I remove the PowerLock?**

- **A:** The PowerLock can only be removed with chain link pliers. Do not attempt to reuse it once removed.

INSTALLATION

- Place the chain onto the smallest cassette cog. Route the chain through the rear derailleur pulleys, and above the tab in the cage.

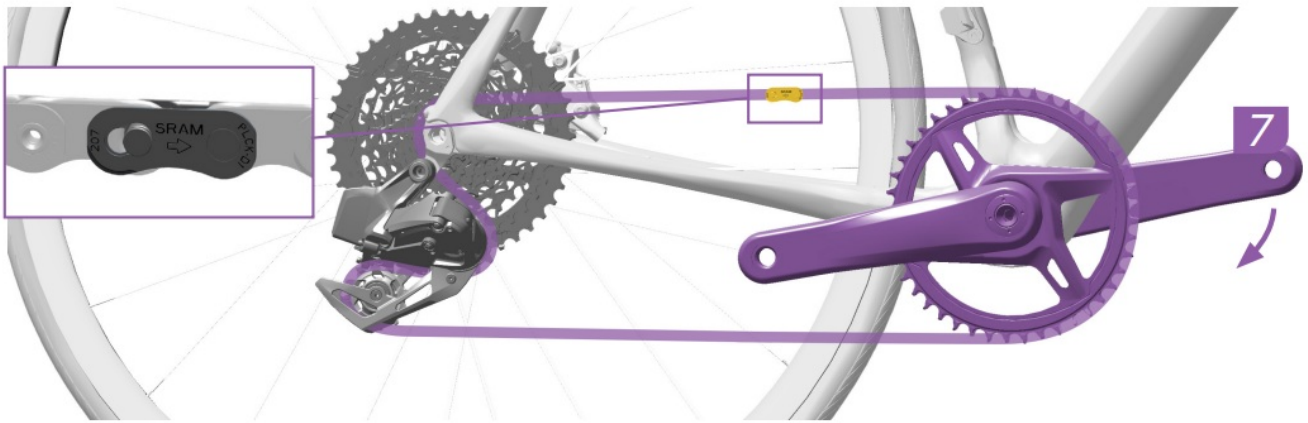


- Pull each end of the chain together and install the PLCK-D1 PowerLock. Press the PowerLock connector links together.

NOTICE

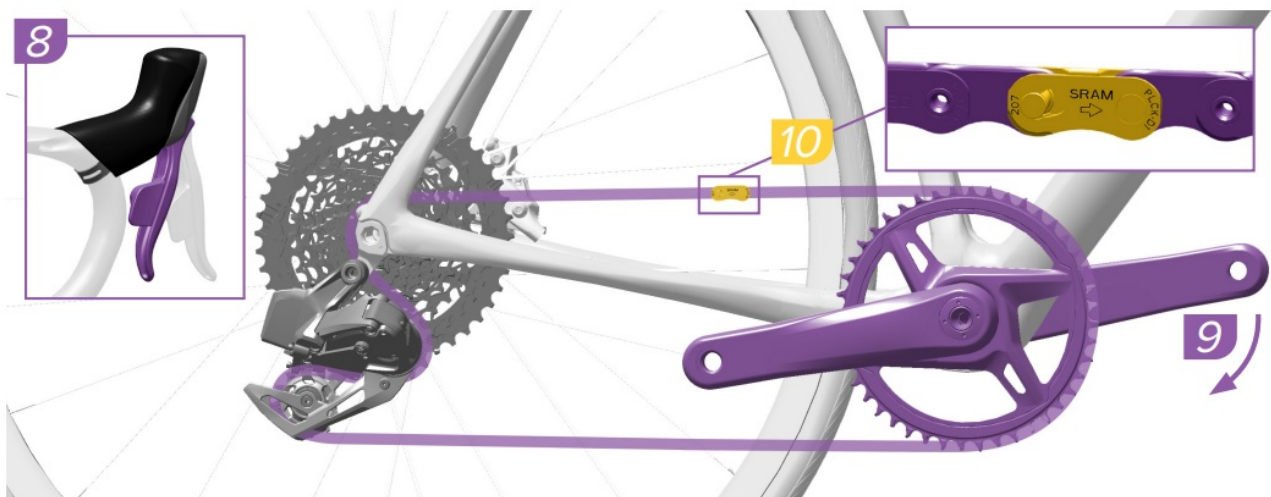
- Use only a PLCK-D1 PowerLock.
- The arrow must point in the direction of chain travel before locking the PowerLock into place. Once locked, the PowerLock cannot be reused.

Rotate the crank until the PowerLock is above the chainstay.



PRODUCT USING INSTRUCTION

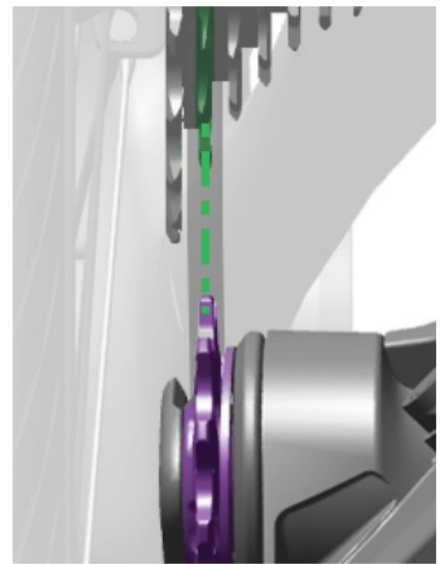
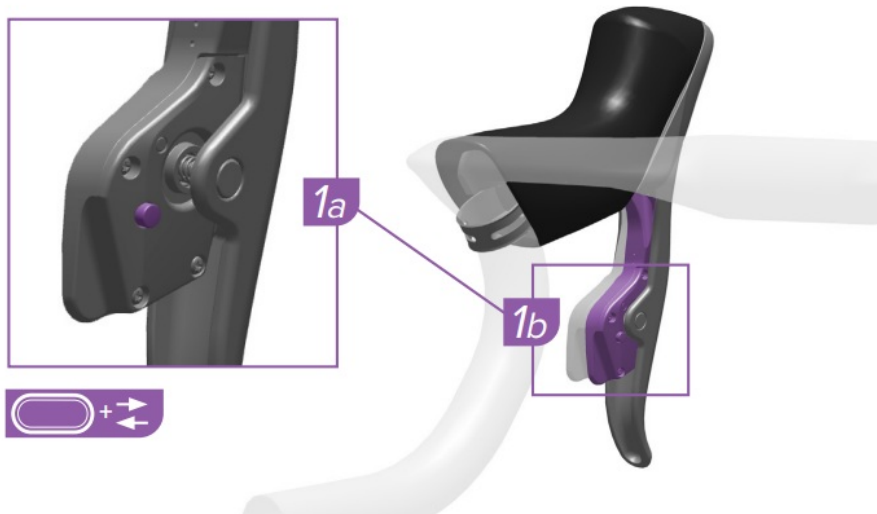
- Check that the two halves of the PowerLock are aligned and properly engaged.
- Apply the rear brake and firmly push the crank arm down to lock the PowerLock. You should hear and feel the PowerLock click into place.
- Check the PowerLock by hand to make sure it moves freely.



CAUTION

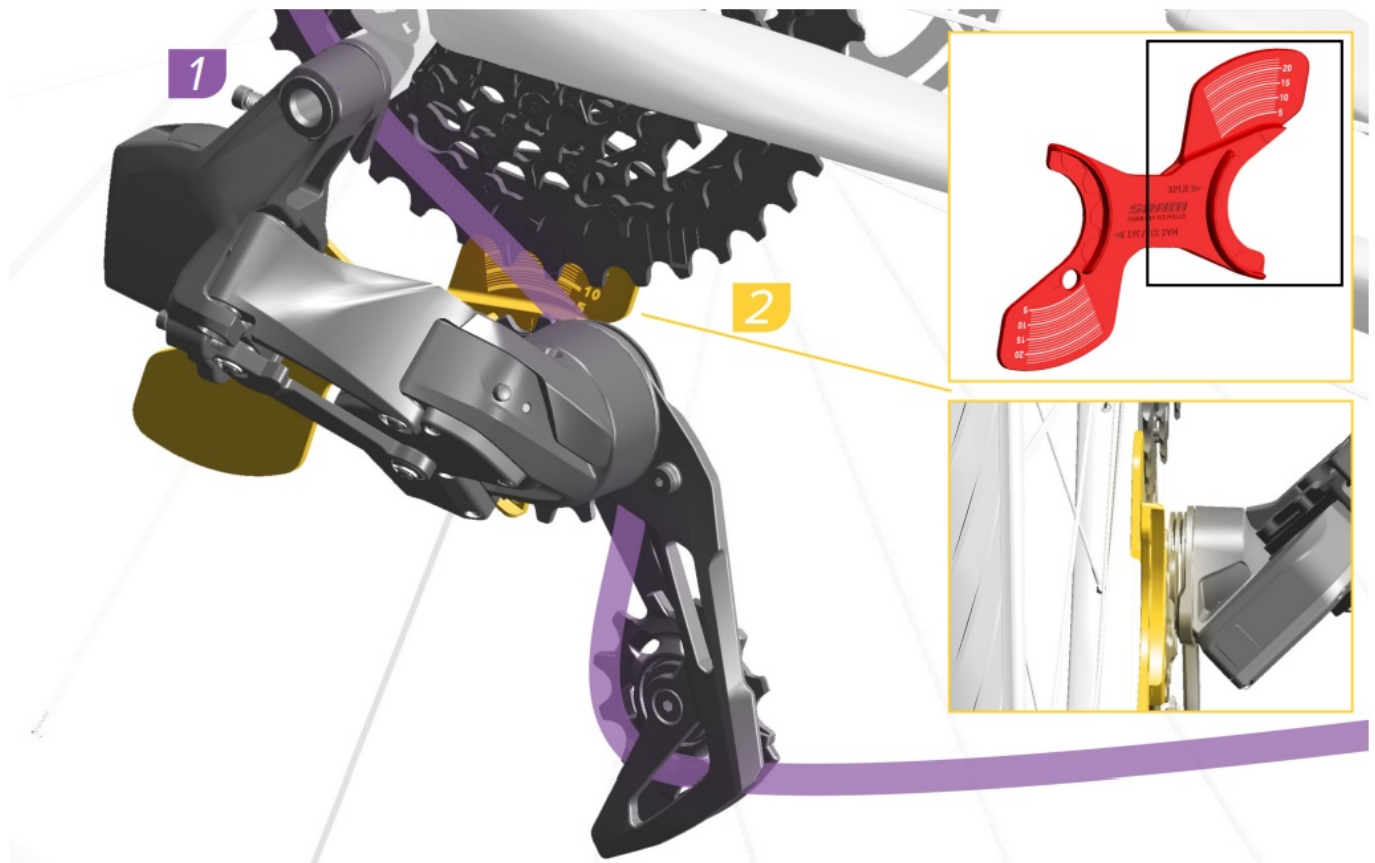
- The PowerLock is designed for one-time use only.
- The PowerLock can only be removed with chain link pliers and must not be reused.
- Install a new PowerLock each time a new chain is installed.

Derailleur Adjustments



- Shift the chain into the 2nd largest cog. Align the upper pulley with the centre of the 2nd-largest cog by adjusting the rear derailleur:
- Press and hold the shifter AXS button (1a) while pressing the shift paddle inward (1b). The left shifter will adjust the derailleur inboard, and the right shifter will adjust the derailleur outboard.
- The rear derailleur may not appear to move. Watch for the derailleur LED to flash to confirm the derailleur executed the command.

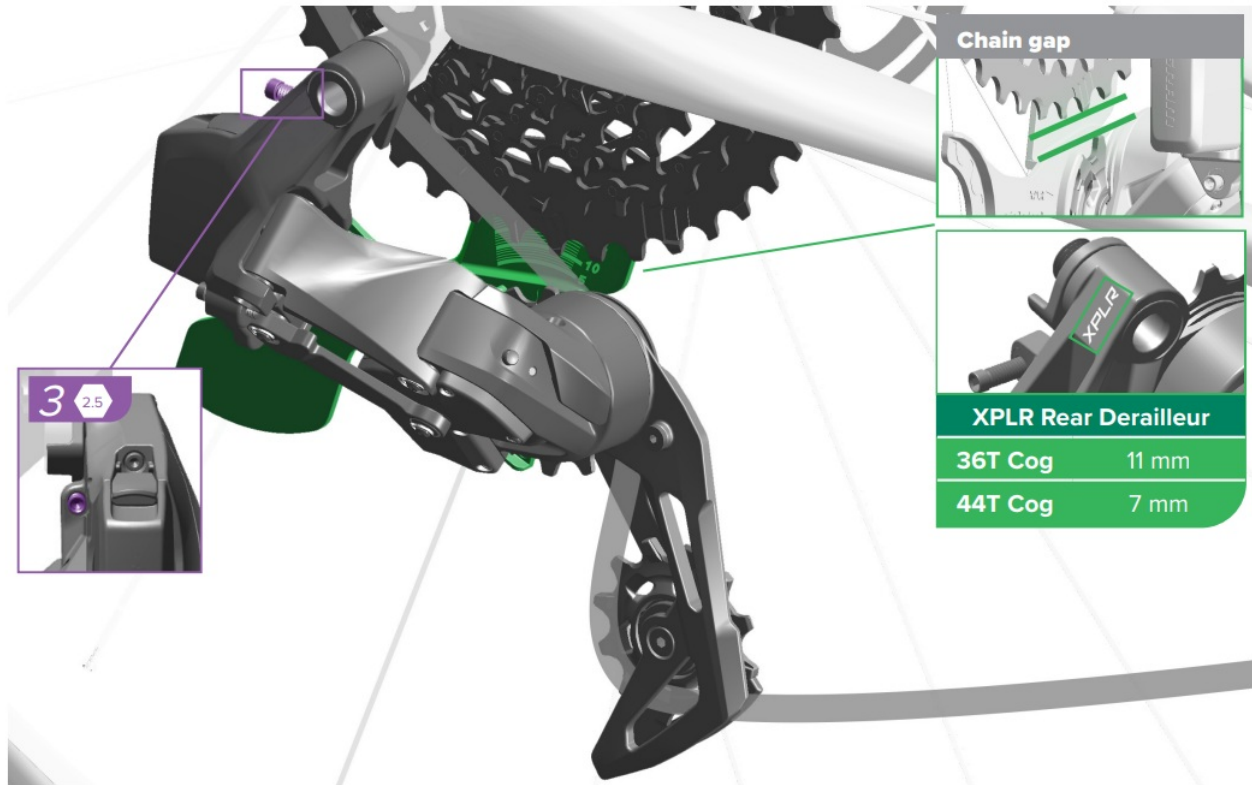
Chain Gap Adjustment with Gauge



- Leave the rear derailleur in the 2nd-largest cog.
- If you have a dual-sided chain gap adjustment gauge, place the gauge onto the upper pulley so that “XPLR” is

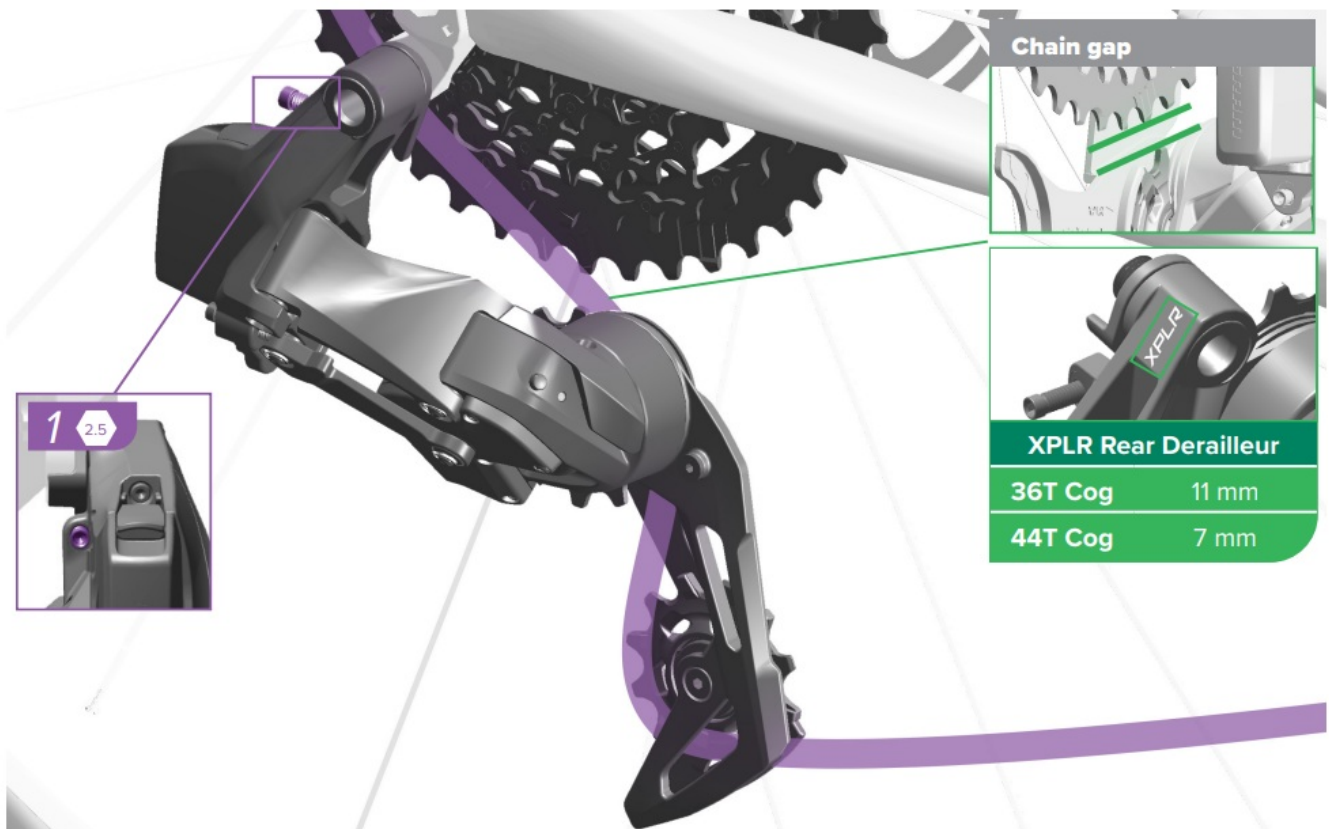
up, with the top half of the gauge behind the largest cog.

XPLR



- Determine which cassette you have, then rotate the B-Adjust screw until the appropriate gap between the upper pulley and the tallest teeth of the largest cog is attained, according to the chart above. Remove the tool.
- Measurements are the same if you do not have a chaingap adjustment tool.

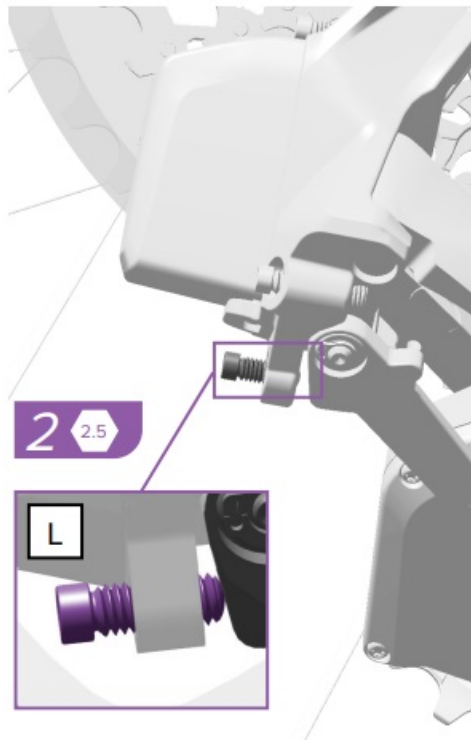
Chain Gap Adjustment without Gauge



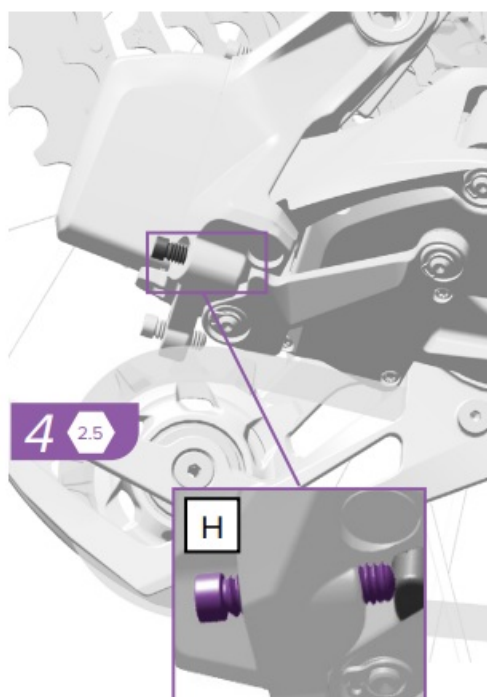
- Shift the chain onto the second largest rear cog.
- Determine which cassette you have, then rotate the B-Adjust screw until the appropriate gap between the upper pulley and the tallest teeth of the largest cog is attained, according to the chart above.

Adjust Limit Screws

1. Shift the rear derailleur inboard to the largest cog.
 - Adjust the low limit screw (L) so that it lightly contacts the inner link of the rear derailleur.



2. Shift the rear derailleur outboard to the smallest cog.
 - Adjust the high limit screw (H) until it lightly touches the inner link of the rear derailleur.
 - **Continue to** Rear Derailleur Fine Tuning.

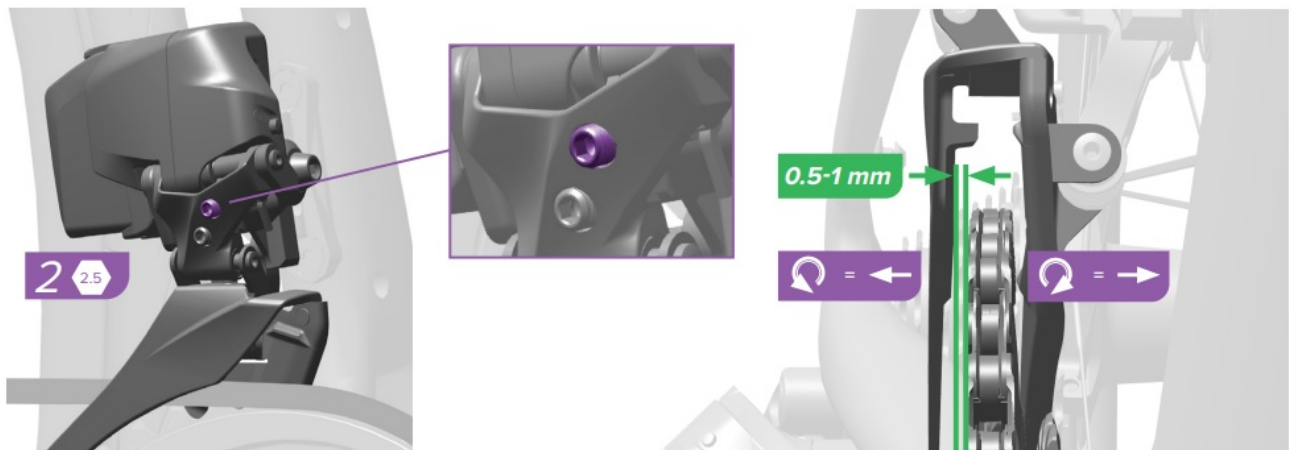


Front Derailleur Adjustment

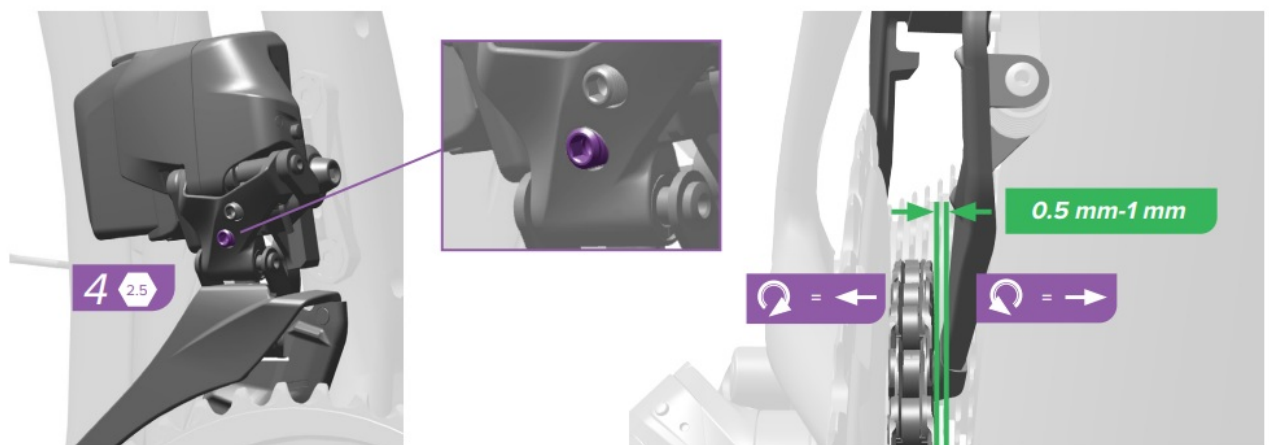
- Front derailleur adjustment is for 2x systems only. For 1x systems, continue to Fine Tuning.

NOTICE

- The front derailleur must be in the outboard position to set the high-limit screw.
 - If the front derailleur high-limit screw is adjusted while in the inboard position, it can permanently damage the derailleur.
 - The high-limit screw is reverse threaded.
1. Shift the rear derailleur outboard to the smallest cog. Make sure the front derailleur is in the outboard position, with the chain on the large chainring and the smallest rear cog.

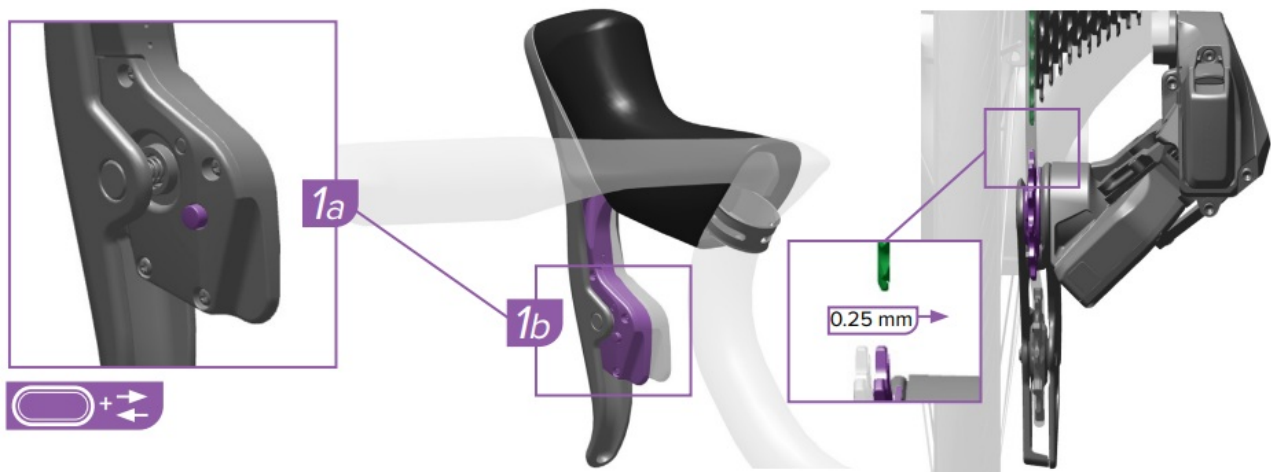


2. Adjust the high limit screw until there is 0.5-1 mm of clearance between the inside of the outer derailleur plate and the chain.
3. Shift the chain to the small chainring and to the largest rear cog.



4. Adjust the low limit screw until there is 0.5-1 mm of clearance between the inside of the inner derailleur plate and the chain.

Rear Derailleur Fine Tuning (MicroAdjust)



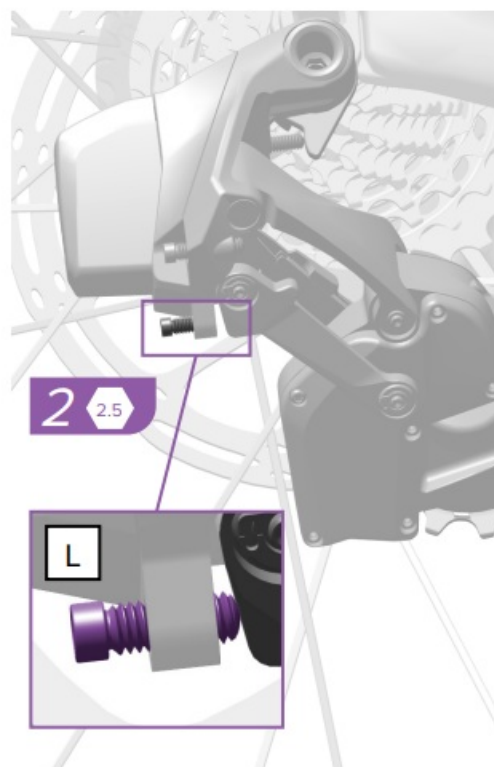
Optimize rear derailleur shift performance and eliminate unwanted rasping sounds by fine-tuning the rear derailleur position with MicroAdjust.

NOTICE

Use the SRAM AXS app as an alternative method to perform MicroAdjust when the bike setup does not include or allow access to the shifter AXS buttons. Optimieren Sie die Schaltleistung des Schaltwerks und verhindern Sie unerwünschte Schleifgeräusche, indem Sie die Position des Schaltwerks mit Mikroeinstellungen justieren.

Rear Derailleur Final Check

1. Shift the rear derailleur inboard to the largest cog.
2. Adjust the low limit screw (L) if it no longer lightly contacts the inner link of the rear derailleur.



- **Max 33T/36T Derailleurs:** With the chain on the largest cog, install the chain gap adjustment gauge.
- **XPLR Derailleurs:** Shift the chain to the 2nd-largest cog, and install the chain gap adjustment gauge. Check that the gap between the upper pulley and the tallest teeth of the largest cog is correct for your cassette size. If it is not, repeat the Chain Gap Adjustment section for your rear derailleur.

3 2.5



36T Max Rear Derailleur	
28T Cog	12 mm
30T Cog	10 mm
33T Cog	5 mm
36T Cog	5 mm

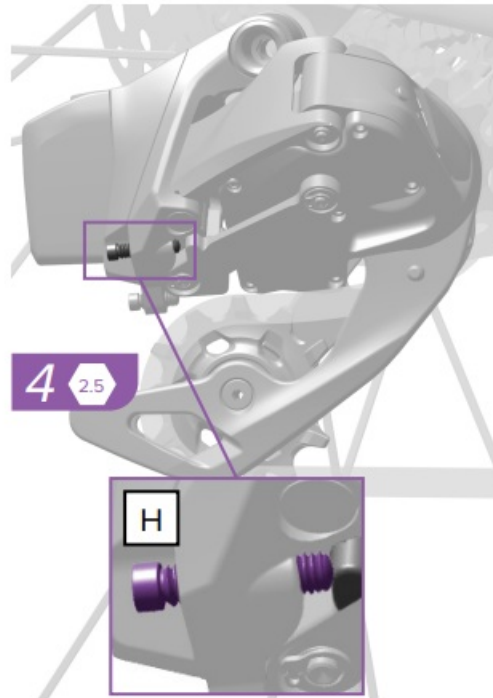


33T Max Rear Derailleur	
26T Cog	14 mm
28T Cog	10 mm
30T Cog	10 mm
33T Cog	5 mm

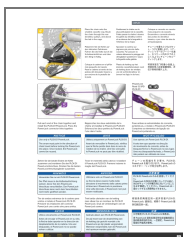


XPLR Rear Derailleur	
36T Cog	11 mm
44T Cog	7 mm

3. Shift the chain to the large chainring and then to the smallest rear cog.
- Adjust the high limit screw (H) if it no longer lightly contacts the inner link of the rear derailleur.



Documents / Resources



[SRAM LSBB4 Shift Brake System](#) [pdf] Instruction Manual
LSBB4, C90-LSBB4, C90LSBB4, LSBB4 Shift Brake System, LSBB4, Shift Brake System, Brake System, System

References

- [User Manual](#)

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