

# Next Best Thing mk2

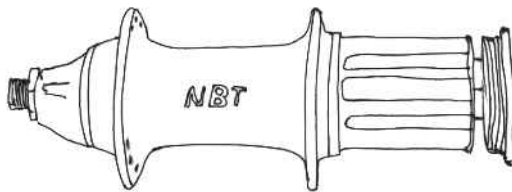
Lockring remover for touring bikes

The NBT2 lockring remover enables you to remove the cogset on the road without other tools, e.g. to replace a spoke. The NBT2 fits Shimano compatible lockrings (not Capreo), and 8 sp Campagnolo hubs in a pinch. For hubs equipped with Uniglide cogs or for hubs fitted with conventional freewheels other solutions exist. The NBT2 is not suitable for use with super lightweight [stupid-lite™] alloy racing frames, where the derailleurhanger already selfdestructs with normal use.

Prior to first time use it is recommended to check with conventional tools that the lockring hasn't been tightened way over the recommended torque by some hamfisted mechanic, to prevent overloading the dropout.

## Removing a Hyperglide cassette

The freewheel is an integrated part of a freehub. To gain access at the spokeflange you have to remove the sprockets, which are fitted to the freehub on a splined interface. The stack is held in place with a lockring, which



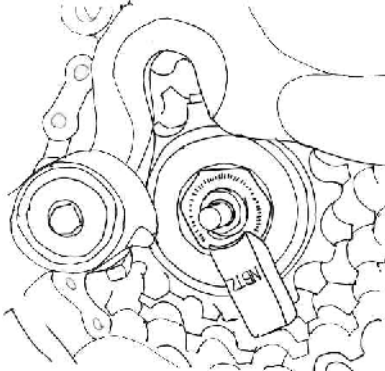
resembles a large hollow bolt. The lockring has the advantage of easier removal over the older Uniglide design where the last cog was threaded and tightened by every pedalstroke in topgear.

One problem you have to solve when unscrewing the lockring is caused by the freewheel: it offers no resistance in this direction so you have to find a way to prevent it from rotating.

In the workshop this is done with a lockring remover and a chainwhip. The lockring remover, together with a suitable adjustable wrench rotates the lockring, a chainwhip holds the cassette. Both the chainwhip and the large spanner are heavy objects, and not something you want to take on tour.

## Cassette removal with the Next Best Thing

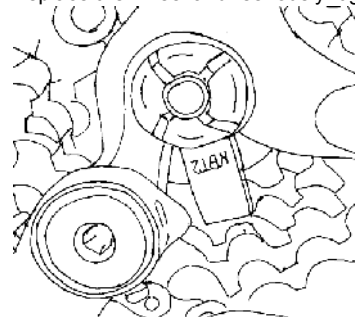
- Open the rearbrake, usually by unhooking the cable
- Engage first gear, with the chain on the smallest



chainring and the biggest cog and position the cranks horizontal

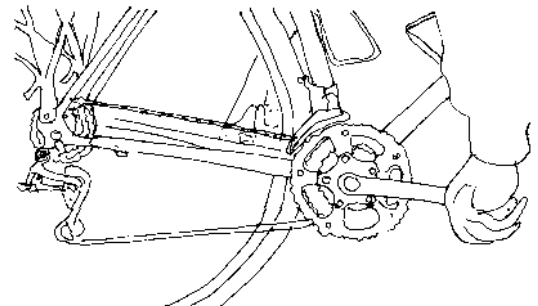
- release the QR skewer, remove the adjusternut together with the conical spring.

- Pull the rearwheel out of the dropout, just enough so you can slip the NBT2 over the axle to engage with the lockring and refit the QR skewer without the spring.
- Replace the wheel and -seriously- tighten the



QR. Check that the axle is fully home and the NBT2 is as far in the slot as possible.

- Bend over the bike, grab both pedals and unscrew the lockring (half to full turn) by pedalling forward. A ratcheting sound is normal as the lockring has a ribbed surface. The bike will



move forward and should not be restrained. Sometimes you have to push hard, take care not to injure yourself.

- Now remove the wheel and further undo the lockring by hand.

Refit the parts in reverse order. Make sure when refitting the cassette that the wider spline of the top cog stays in the correct groove. Tighten the lockring by hand, and spin the wheel: the top cog shouldn't wobble. Put the wheel back in the frame (with NBT) and tighten the lockring by rotating the wheel in the direction of travel. Recommended torque is 30 Nm, but handtight plus 10' (45°-60°) works well in practice. Remove the NBT, replace the conical spring (small diameter towards the axle) and skewernut, and do not forget to put the rear brake back in working order.