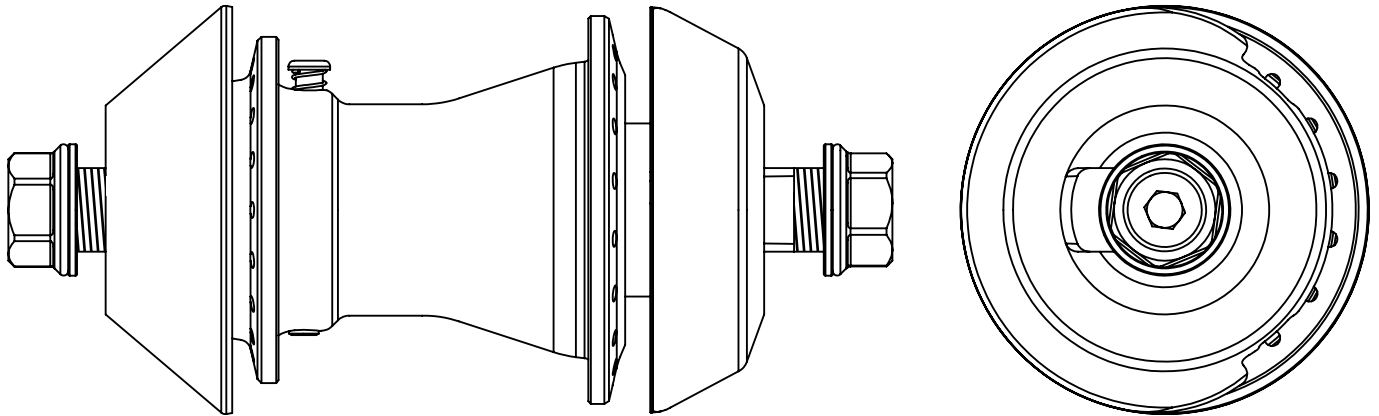


# ODYSSEY®

## CLUTCH PRO FREECOASTER



**SUMMARY:** The Clutch Pro comes built with an all-new bearing equipped drag mechanism for smooth backpedaling and fast crankflips. Based on direct feedback from Odyssey team riders, the Clutch Pro also features all-new plastic guard designs. The drive side guard provides maximum coverage to the chain and spokes while eliminating the need to spread the frame's dropouts during installation, which can be detrimental to the frame's integrity. On the hub's non-drive side, the guard makes use of a new shape for improved spoke coverage and durability. To adjust the hub's slack, a new tool-free external button engages with an internally threaded adjuster, then simply rotating the wheel forward or backward increases or decreases the slack as needed. The Clutch Pro also comes with a grease port so the hub can be lubricated without disassembly.

**SPOKE CONFIGURATION:** 36-Hole

**HUB SHELL MATERIAL:** 6061-T6 Aluminum

**HUB SHELL BEARINGS:** 6003 Sealed Bearing, 7905A Angular Contact Sealed Bearing, K 20x24x13 Needle Roller Bearing

**AXLE:** 14mm 4130 Chromoly Axle Bolts with 17mm Wrench Flats, 4130 Chromoly Inbound Axle

**GUARD OPTION:** Proprietary High-impact Plastic Drive and Non-Drive Side Guards

**EFFECTIVE FLANGE DIAMETER:** 56mm Drive / 49mm Non-Drive

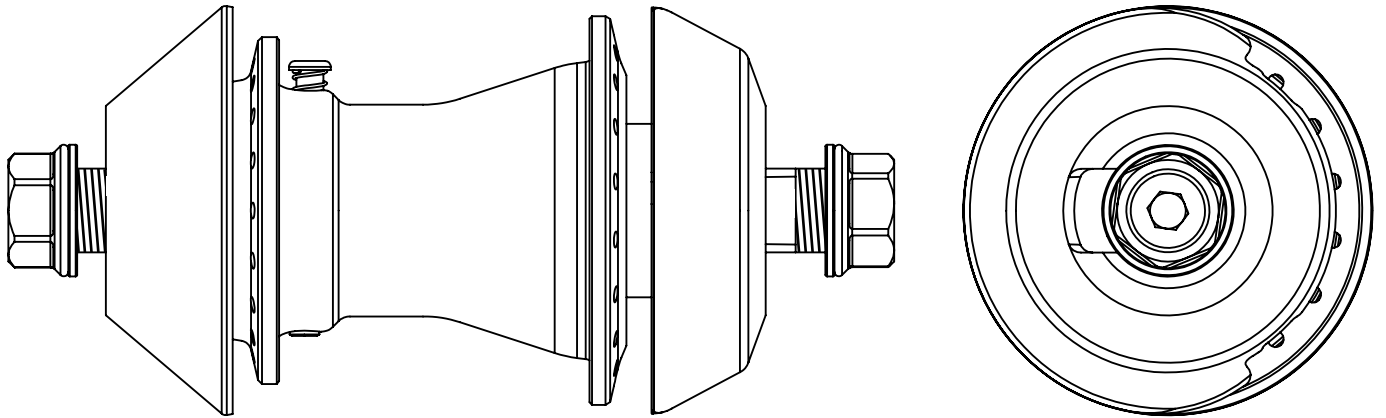
**FLANGE TO CENTER DISTANCE:** 28mm Drive / 29mm Non-Drive

**US PATENT 9,469,157**



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### **ADJUSTMENT AND DISASSEMBLY SHOULD BE PERFORMED BY A PROFESSIONAL BICYCLE MECHANIC**

**SLACK ADJUSTMENT:** Clutch Pro freecoasters are assembled with maximum slack.

To adjust the amount of pedaling slack - With the wheel tightened to the frame dropouts, press the "SLACK" button until it fully engages with the lower part of the corresponding grooves on the hub's internal slack adjuster and rotate the hub in the "MINUS" (-) direction to minimize the slack, or in the "PLUS" (+) direction to increase the slack. Adjustments should be incremental, checking the slack as you go. Drag may be present if the internal adjuster fully bottoms out on the non-drive side hub shell bearing or the driver's thread. Back the adjuster off the bearing or driver thread slightly to eliminate any drag that is felt.

**GREASE PORT:** The Clutch Pro can be lubricated without disassembly by removing the grease port grub screw and adding grease to the internal cavity using a tube of light polyube bicycle grease. A connecting straw between the tube of grease and the hub's internal cavity may be helpful. Add grease in small amounts and "work" the lubrication into the hub by pedaling and backpedaling the hub driver by hand before use.

**DISASSEMBLY:** To disassemble the Clutch Pro, remove the non-drive side collar and use circlip pliers to remove the circlip from the non-drive side bearing cavity. Back the drive side axle bolt out approximately halfway from the end of the axle and use a rubber mallet to carefully strike the end of the axle bolt, causing the axle to push the non-drive side bearing out of the hub shell, allowing access to the hub's internal components. The drag mechanism contains a loose-ball bearing configuration and should not be disassembled.

Replacement hub guards and parts are available at [www.odysseybmx.com](http://www.odysseybmx.com)