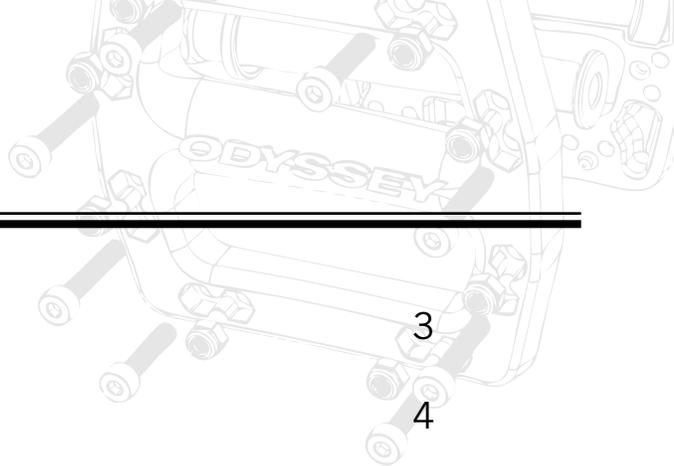


ODYSSEY JCPC PEDAL

INSTRUCTION MANUAL //////////////////////////////////////



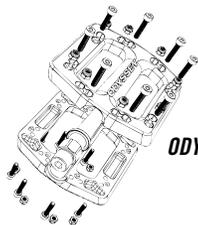
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If you ever have additional comments or questions,
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THE JCPC (U.S. AND FOREIGN PATENTS PENDING)

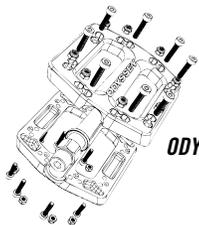


Thank you for purchasing JCPC's. This pedal system is designed for the harshest riding conditions, but it will still be necessary to replace some of the parts on occasion. This manual is designed to provide technical support. Refer to this sheet regularly as a guide, and consult an experienced bicycle mechanic whenever necessary.

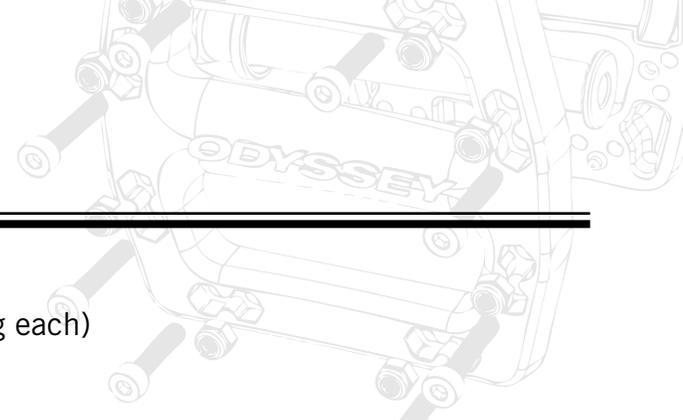
Do not disassemble the pedals until you have familiarized yourself

with this instruction sheet and have all of the required tools on hand. A professional bicycle mechanic should always perform the assembly and installation of this pedal.

JCPC's are designed to be durable and reliable, combining the benefits of plastic and metal pedals into one affordable system. The pedal is also designed to be modular and customizable, so they can be tuned to a rider's personal tastes.



TECHNICAL SPECIFICATIONS



WEIGHT: 16.9 oz / 478 g, per pair (8.45 oz / 239g each)

SPINDLE WEIGHT: 3 oz / 85g

SPINDLE INTERFACE: 17mm wrench flats, 6mm hex key slot.

SPINDLE DIAMETER: Tapered, 10-14.5mm (maximum diameter at the point of the maximum bending moment)

RECOMMENDED SPINDLE TORQUE: 45 N-m (30 N-m min, 80 N-m max)

SUPPLIED PINS: M4 x 0.7mm standard socket cap screws with 3mm hex key slot. 21mm shaft length (8 per pedal), and 18mm shaft length (8 per pedal).

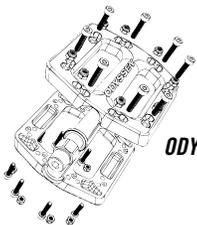
RECOMMENDED PIN TORQUE: 1.0 N-m (0.5 N-m min, 2.0 N-m max.)

LOCK NUTS: M4 x 0.7 Nyloc-type with 7mm wrench flats. 16 per pedal.

BEARING SYSTEM: High-impact resistant plain bearings; full-length radial, and two-part thrust pre-loaded by O-ring.

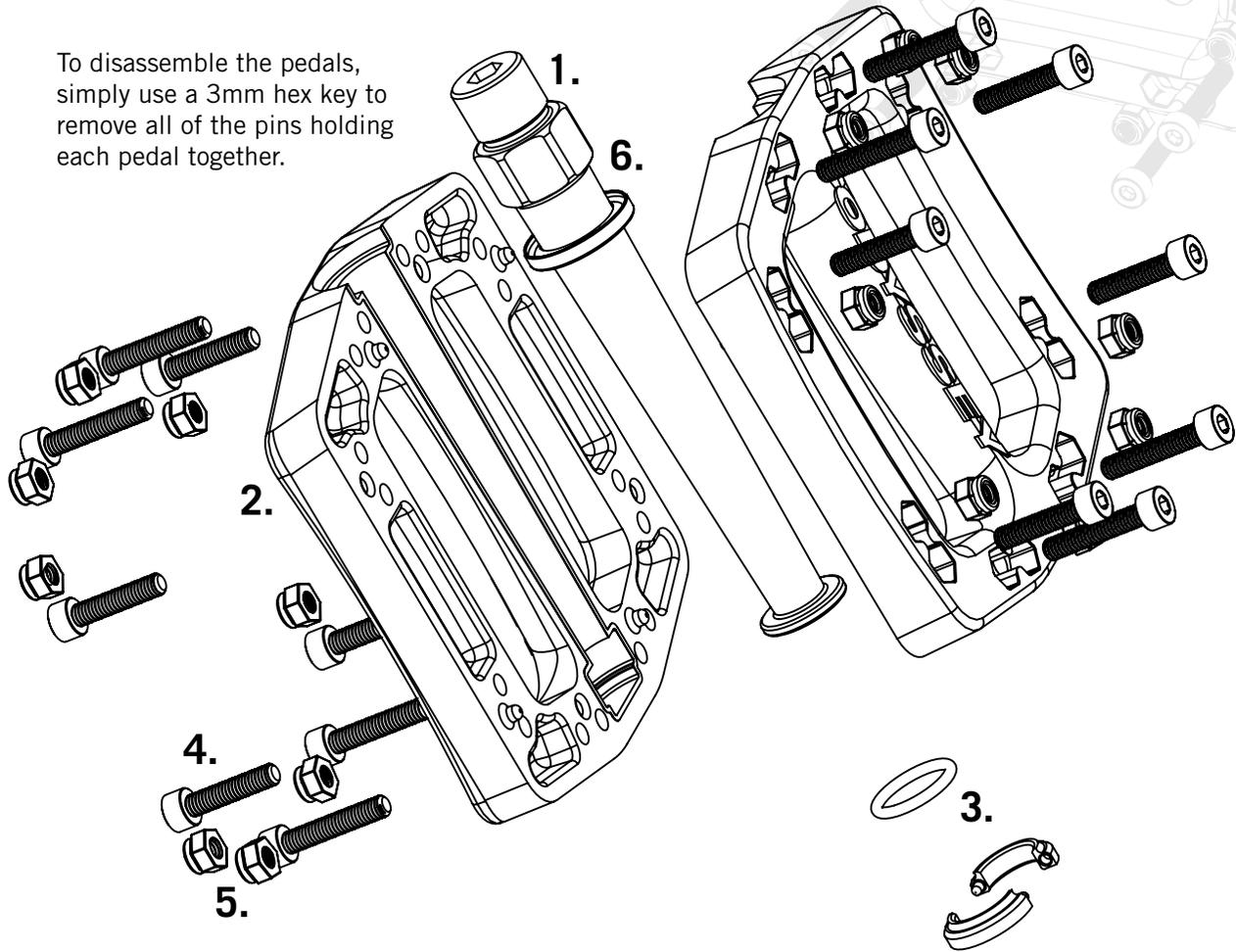
BODY: Two-part sandwich construction using an injection-molded fiber reinforced polymer.

WARRANTY: Lifetime spindle warranty against bending or breaking.



DIAGRAMS (U.S. AND FOREIGN PATENTS PENDING)

To disassemble the pedals, simply use a 3mm hex key to remove all of the pins holding each pedal together.

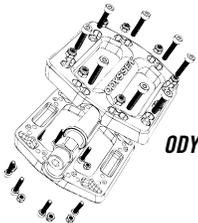


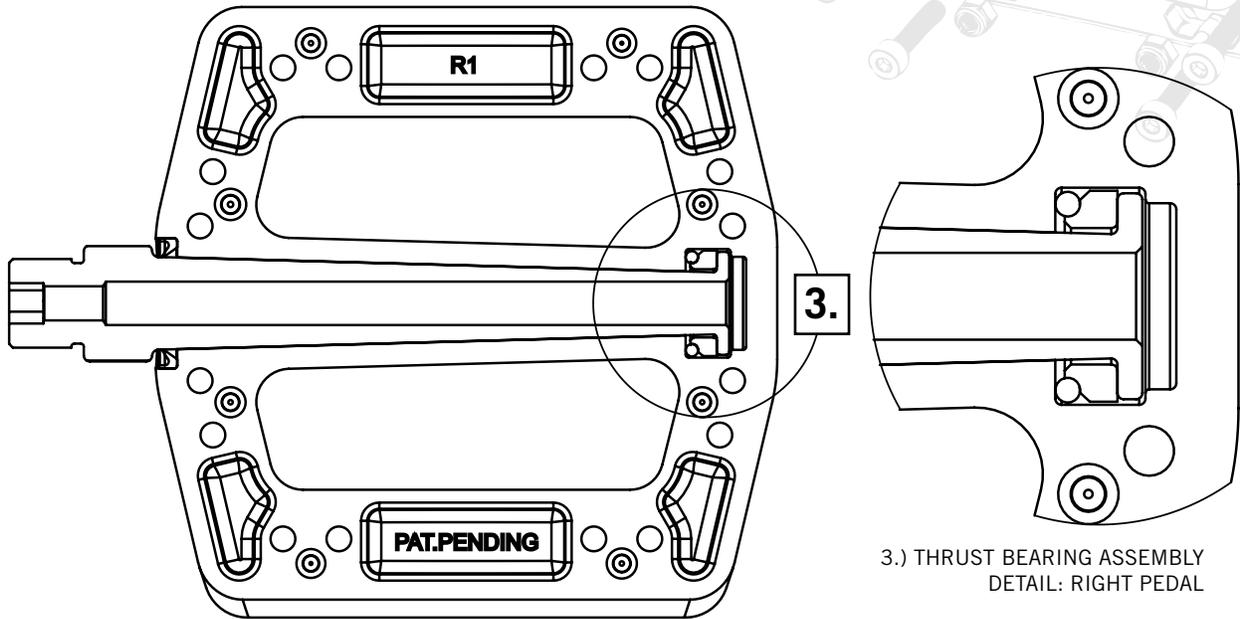
1. SPINDLE: This high-quality spindle is designed to be strong, durable and lightweight. This is where most of the cost of the pedal lies, and the spindle should last a very long time. By using 17mm hex flats removal is easier and does not require a special pedal wrench. The spindle also includes a 6mm hex key broach on the end for convenience. The spindle's large size makes it one of the strongest ever used in a pedal, but the large hollow bore also allows for a very light overall

weight. As a reminder, spindle threading requires "handed" turning. The left pedal has a left-hand thread, and the right pedal uses a right-hand thread. The spindles are clearly marked L and R on the main hex. Trying to thread a left hand pedal into a right hand crank (or vice versa) will cause serious damage, so always proceed with caution.

2. BODY HALVES: The injection molded composite body halves use a fiber-reinforced

polymer that is formulated to be impact resistant and strong. The unique construction of the pedals removes the need for the outboard bearing access port, which is traditionally a weak point. The body halves are designed for all styles of riding, and they can be easily and cheaply replaced when worn out. The halves will be available in a wide variety of colors from time to time. Halves are clearly marked on the inside, L or R.





3.) THRUST BEARING ASSEMBLY
DETAIL: RIGHT PEDAL

3. THRUST BEARING ASSEMBLY: To eliminate axial play, the pedals feature a two-part thrust bearing, which is pre-loaded by an O-ring.

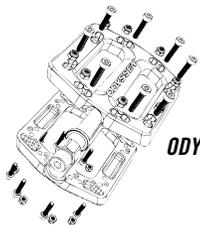
4. PINS/BOLTS: 16 set screws hold the JCPC together. These pins are standard off-the-shelf parts that are available worldwide in a variety of lengths. The pedals are supplied with 18 and 21mm lengths, as this was found to be a good balance

for most of our team riders. However, the pedals can also be run with just 8 of these (the top or bottom sets) if required, and they can also be relocated to give different grip patterns. Please note that changing the standard traction pattern is done at the rider's own risk, as the potential loss in traction is dangerous. If less traction grip is required, the 18mm pins from the center can be replaced with 16mm pins, and

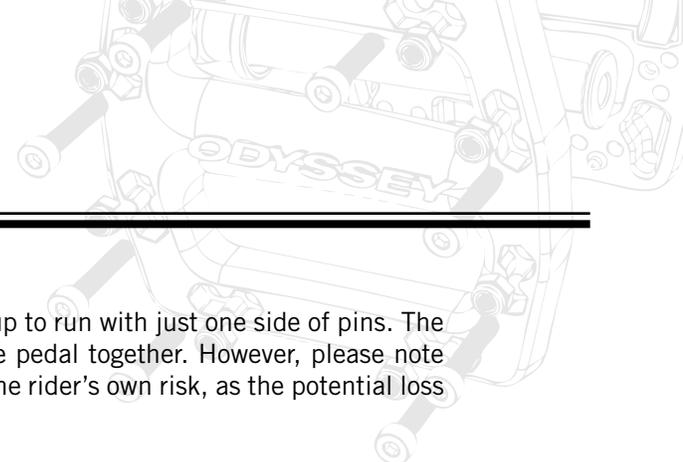
the 21mm pins at the sides can be changed to 20mm. The standard lengths available are typically: 25, 22, 20, 18, and 16mm.

5. NYLOC NUTS: Each traction pin screws into a captive M4 Nyloc nut, again these are readily available off-the-shelf hardware.

6. SEAL.



TIPS



1. Depending on the style of riding, these pedals can be set-up to run with just one side of pins. The 8 bolts that are left in the body will be adequate to hold the pedal together. However, please note again that changing the standard traction pattern is done at the rider's own risk, as the potential loss in traction is dangerous.
2. When swapping the bodies out, be sure to retain the seal, O-ring and thrust bearing halves.
3. When re-assembling the pedal, make sure that the O-ring sits between the pedal body halves and the thrust bearing halves NOT between the spindle and thrust bearing.
4. The spindle is the expensive part, so try to re-use it by purchasing new body halves instead of new pedals. You should also save the thrust bearing, O-ring and seal, though spares are available at a reasonable price.

We hope that you enjoy your JCPC pedals. If you ever have any problems or questions please feel free to contact Odyssey for additional assistance.

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