

Trouble shooting and installation tips for installation of OSPW / OSPW RS / OSPW Aero systems on SRAM Orbit Clutch equipped RED AXS, Force AXS, RED XPLR AXS, and Force XPLR AXS derailleurs.

The location of the cage spring and limited rotation of the Orbit Clutch interface can result in added difficulty for assembly. The following troubleshooting tips can be used to isolate and remedy installation challenges.

1. Start with the D-shaped Orbit clutch interface in the correct position every time

- a. If the clutch interface advances at all while adding spring tension, installation automatically becomes much more difficult. With the spring removed, use the front cage plate to ensure the D-shaped clutch interface is all the way counter-clockwise (opposite of the 'wind spring' arrow on the cage).

2. Mark the M-pin with a marker

- a. If the clutch interface rotates at all when winding the spring with the cage, it will substantially increase the difficulty of engaging the cage to the clutch, as well as the risk of deforming the spring or getting it caught out of place. Marking the flat edge of the clutch interface on the mounting pin gives a visual indicator if the clutch has moved.

3. Clean the OEM cage spring

- a. Using degreaser or isopropyl alcohol, clean away the sticky factory grease to make sure no dirt or old excess grease is stuck on there, re grease with CeramicSpeed UFO All Around grease or a thin water-resistant grease. The factory grease can prevent the spring from coiling smoothly when adding cage spring tension.

4. Ensure the spring sits properly within the derailleur body

- a. Install the spring in the deepest hole within the bottom of the derailleur housing, make sure to reset the spring when it's installed by rotating it clockwise so it sits flush in the derailleur housing.

5. If the spring is damaged or bent, turn the spring upside down to get a fresh spring end

- a. In the event the cage facing end of the spring becomes damaged by over winding or getting caught between the cage and the derailleur body, you can use the opposite end of the spring to engage the cage for a fresh start. Both ends are effectively symmetrical.

6. Be sure the spring does not get caught in the lip in the derailleur housing when rotating the cage

- a. This can happen when the cage is rotated beyond the intended point to engage the clutch, causing the spring to collapse inward and get in between the cage and the derailleur housing.

7. Loosen the cage nut exactly 360 degrees (a full turn) before winding the spring

- a. Allowing enough space between the clutch and cage will help prevent the clutch from inadvertently rotating. Allowing too much space will allow the spring to get caught between the two.

8. If the OSPW does not click into place the first time, stop, reset, and try again

- a. Often, the cage, clutch, or derailleur spring can end up out of place in a way that is not visible. If the cage does not engage the clutch the first time, performing a full reset and starting from the beginning is the best practice to avoid damaging any internal parts or interfaces.