

V2 BRAKE INSTRUCTIONS FOR 800 / 900 SERIES

Caution! Read all instructions before mounting and using the brake. When ordering Brakes you must specify the model of the ski.

Tools Required: Included with the Brake Assembly is a 9/64" Allen Hex key, and a # 25 (3.8 mm) drill bit. You need one 9 mm wrench, an electric screwdriver, a 10 mm wrench a 5 mm Allen Hex Key & a # 2 Phillips screw bit.

MOUNTING OF THE BRAKE: In order to mount the brake you need at least 1.06" (27. mm) of space from the end of the fork / fender lip to the binding or your boot. (See photo.) **Mount the brake pad in the third hole from the bottom using the enclosed socket screws. Make sure the screws are very tight.**

OPENING THE REAR FENDER HOUSING: Before you mount the Brake you must cut the opening in the fender wheel housing where the Brake Pad penetrates. (See Fig. 2) **Caution!** We suggest you wear safety glasses & gloves when cutting the opening in the rear fender. **Use a Box Cutter, do not use an X-Acto knife!** Wrap a cloth or other protective material over the shaft and mount the ski in a vise as shown in the photo. With the box cutter, make repeated score strokes in the center of the V shaped grooves that form the rectangular cutout. (**Do not attempt to cut through the wall with just a few deep strokes. Many strokes with less penetration is much safer.**) Continue cutting along the V grooves until the blade has penetrated the plastic. Remove the rectangular plastic window and clean up any rough edges with the box cutter. Next clean the ski where the brake is to be located with Alcohol, Fantastic or other grease removing cleaner and wipe dry.

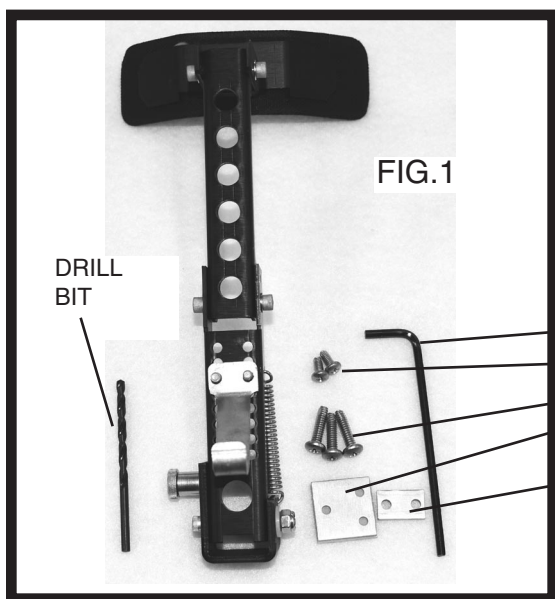
MOUNTING THE BOTTOM SUPPORT TO THE SKI SHAFT: Place the brake on the ski and draw a line where the brake is to be located as shown in FIG. 3. Take the drill jig fixture and place the jig accurately on the shaft next to the line. The grooves in the ski, line up with the sides of the drill jig. (See Fig.4) Next drill the 3 holes with the supplied # 25 drill bit. (Fig. 4.) Remove the socket screw in the Bottom Support using a 9 mm wrench and the 9 / 64 hex key as shown in Fig.5. Remove the Nylon Shoulder Bushing so you can separate the Bottom Support from the Brake Assembly. Clean the ski where the bottom support is placed with a cleaner like "Fantastic". **Cover the bottom of the Support with epoxy and put epoxy on the screws.** Tighten the first mounting screw slightly, then install the next two screws making sure the Bottom Support is still aligned. Tighten all screws until secure. An electric screwdriver is a must. Set the slip clutch of the driver in a position **where you can just insert the screws. Turn the ski upside down and let the epoxy dry. This will let the epoxy form a bead around the screw threads.** (See Fig. 6)

MOUNTING THE BRAKE ASSEMBLY TO THE BOTTOM SUPPORT: The Brake Assembly pivots on the nylon bushing and the **non threaded** portion of the socket screw. Place the Brake Assembly into the Bottom Support, align the holes and insert the Nylon Shoulder Bushing. Insert the socket screw, making sure the head of the screw is on the opposite side from the nylon shoulder bushing as seen in Fig. 7. Place the nut on the screw and tighten. **Do not over tighten.** Tighten just enough so the Brake Assembly moves smoothly in the Bottom Support. To lower the the Brake pull the Plunger Pin and lower the assembly as in Fig. 8. To raise the Brake pull the Plunger out and lift the Brake Assembly until the Bottom Arm covers the Plunger Pin. Release the plunger and place the spring over the spring retainer. Fold the Brake assembly backwards until the Plunger Pin engages and locks the Brake Assembly.

ADJUSTING THE BRAKE: With your ski boots on, put the boots into the binding as if skiing. You want the padded Yoke support in a position so when skiing it does not touch your leg. You can move the Top Arm forward or backward, as shown in Fig. 10 & 11, by slightly loosening the two screws with the hex key that locks the Center Pivot as shown in Fig. 9. The Yoke should touch your leg only when you are in a braking **Telemark** position with your knee pushed all the way back. Once you have the Pivot in the approximate position **tighten the two screws so the upper arm does not move when you brake.** Secondary adjustments can be made by placing the upper Yoke assembly in a different location. (See Fig. 12) Once you have tested the brake to make sure the position is OK drill a hole through the Top Arm using the #25 drill bit by inserting the drill bit in the hole of the Bottom Arm as shown in Fig.13. Install the safety screw. as shown in Fig.14. There are safety screw holes on each side of the arm. **Additional Adjustments:** The Spacer can be used to further adjust the Brake Pad. If you want to move the Brake Pad on the Bottom Arm, the Spacer can be used to get the Brake Pad closer to the wheel. The Brake Pad should be about 1.5 mm to 5 mm (1/16" to 3/16") from the tire.

USING THE BRAKE: Practice braking on flat surfaces and on very gentle slopes. As you get more accustomed to using the Brake you might want to make minor adjustments to the yoke. This is generally sufficient. If greater adjustments are required, remove the safety screw and loosen the two nuts of the Center Pivot and readjust. Once you are satisfied, drill another safety hole and install the safety screw. If the new hole is too close to the old screw hole, drill the hole on the other side of the Top Arm. When not skiing pull the Spring Plunger and fold the Brake assembly forward over the binding.

MAINTENANCE: Check for worn parts, replace the Brake Pad if it's getting thin. Lubricate the pivot with a dry lubricant such as STAR X-Dry.



MOUNT BRAKE PAD IN
THIRD ROW OF HOLES
FROM **BOTTOM**.

MAKE SURE SCREWS
ARE VERY TIGHT

ALLEN KEY
SAFETY SCREWS
MTG. SCREWS
DRILL JIG

SPACER

BOX KNIFE

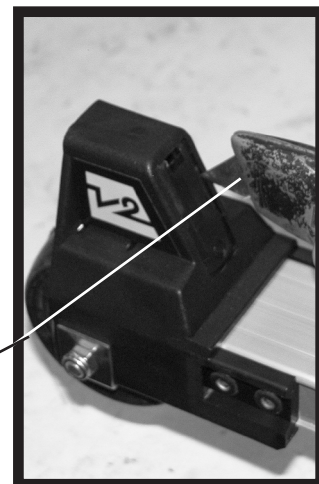


FIG.2



FIG. 3

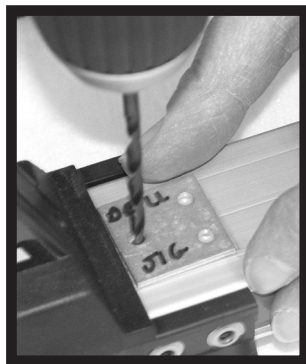


FIG. 4

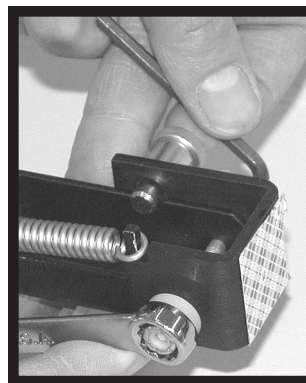


FIG. 5



FIG. 6

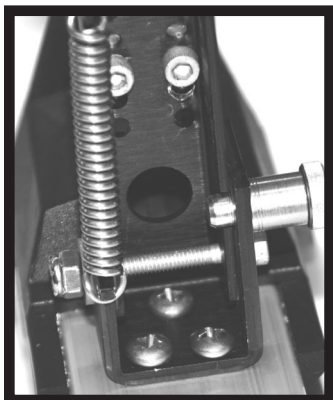


FIG. 7



FIG. 8

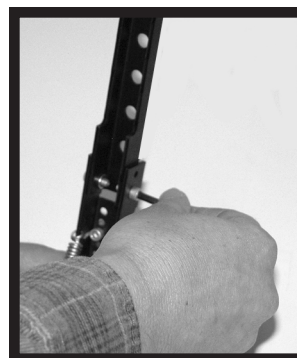


FIG. 9



FIG. 10



FIG. 11

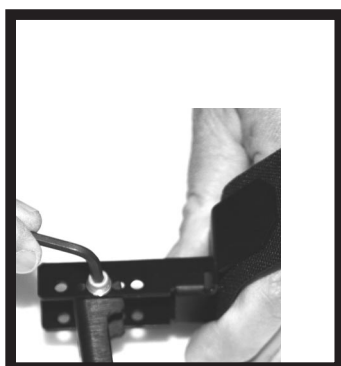


FIG. 12

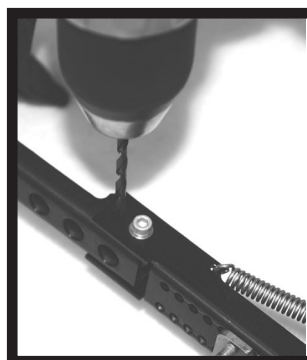
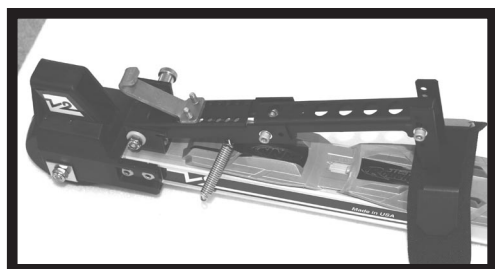


FIG. 13



FIG. 14



The brake is Patented. V2 Jenex Inc. P.O. Box 1219 Amherst, NH 03055. Tel. 603-672-2600 Fax. 672-5751 www.jenex.com.

Caution! Like many sports, roller skiing can be dangerous. Use protective gear such as helmets, gloves and pads. Do not ski beyond your ability and use common sense.