

Tools Required: 9/64 Allen hex key and #25 drill bit included with the brake kit.
#2 Phillips Screwdriver, electric drill and 9 mm socket wrench.

Mounting the Brake Pad: Mount the brake pad, **item 9**, as shown in **Figure 2** using the two socket screws and the 9/64 Hex key. For the 150 mount in top holes, for the 125 mount in the second holes down, for the 98 mount in the third holes down and for 9848 mount in lowest position. When the brake arm is in the upright position, tensioned by the spring, the brake pad should be about 1.5 to 6 mm from the tire. Make sure the screws are tight. For the XL125RC mount the brake pads to the cross bar and mount the cross bar in the third holes from the top in the lower arm. See figure 7 on the back page. **XL900, XL125RC and XL150RC on page 2.**

Assembly of the brake to the ski: **1-** Remove the socket bolt assembly from the lower brake arm leaving the nylon spacer 6 on the socket screw 8. **2-** Insert the screw 8 in the hole on the rear fork as shown in Figure 3 and put the longer nylon spacer 7 over the screw. The head of the screw must be on the side where the spring is attached as shown in Figure 3. Place the brake assembly between the forks and thread the screw into the assembly until the the brake unit is flush with the nylon spacer 7, as shown in Figure 3. **3-** Place the second small nylon spacer 6 over the screw and while keeping the screw from turning with the 9/64 Allen hex key thread the nut onto the screw with a 9mm wrench until the assembly is snug. If the assembly is too tight and the brake is not moving freely, back the nut off slightly until the brake is free.

Adjusting the brake to suit your anatomy: The brake is divided into three segments, The lower arm and the articulated second and third arm. With the spring engaged the lower arm is locked in the vertical position by the spring loaded plunger. You can adjust the second and third arm to suit your anatomy by changing the angle of the second arm and the location and angle of the third arm as shown in Figures 4 and 5. To try the brake, lock the socket screws very securely. Once you are satisfied with the brake adjustment location, drill a hole in the second arm by inserting the drill bit in the hole of the lower arm. After drilling the hole install the safety screws as shown in Figure 6.

CAUTION!! make sure all the screws are securely tightened and check the brake every time you ski.

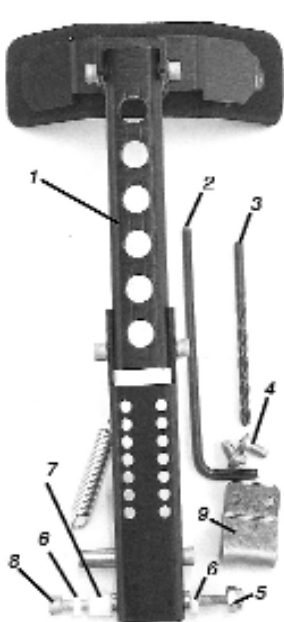


FIG.1



FIG.2

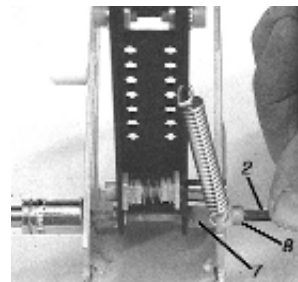


FIG. 3



FIG.4



FIG. 5



FIG. 6

V2-XL125RC & V2-XL150RC



FIG. 7

For XL125RC mount the cross bar to the lower arm in the third hole position from the top.
For the XL150RC mount the cross bar to the lower arm in the top holes.



FIG. 8



FIG.9

XL900 and XLC900 Brake Instructions: For the XL900 and XLC900 series the brake pad should be mounted to the brake adapter shown in figures 9 and 10. The adapter has countersunk holes and the brake pad is mounted to the adapter with flat head Phillips screws as shown in Figure 9.

The adapter with the brake pad is then mounted to the lower brake arm in the second hole position from the bottom using # 8 socket screws. The same screws used for mounting the brake pad on the XL98 / 125 and 150.



FIG. 10

Brake pad spacers (Fig. 11) are included in the parts package. Use them between the brake pad and brake arm if needed to get better contact between the brake pad and the wheel.



Fig. 11