

INSTRUCTIONS FOR MOUNTING BRAKES ON XLA, XLQ & XLK98 ROLLER SKIS

Revised 6/18

Caution! Roller skiing can be dangerous. Always use a helmet and other appropriate safety equipment and ski in areas without traffic. If you are beginner seek instruction from a qualified skier. Check equipment every time you ski. Tighten loose parts, grease metal on metal functions, inflate tires, check for cracks and weak spots, etc. **Use common sense when roller skiing.**

TOOLS REQUIRED: One 5mm Allen wrench, one 10mm socket or open-end wrench and a hack saw or fine tooth wood saw.

MATERIALS INCLUDED IN THE XLQ98 BRAKE KIT: 1 Brake Assembly, 2 safety screws, 1 #25 drill bit, 1 Allen wrench.

REMOVING THE FENDER SECTION FROM THE WHEEL FORK HOUSING: Mount the skis in a vise. Place two pieces of wood or other protective device between the vise jaws and the ski so the ski shaft will not be damaged. The composite fork fenders are designed so that two simple saw cuts create an opening in the fender for the brake pad. There is a small aluminum plate in the brake kit. The thin aluminum plate should be inserted under the section to be cut so that you will not accidentally cut into the fork housing. (See Figure 1.) Using a hack saw or a fine-tooth wood saw cut along the edge as shown in Figure 1 until the fender section separates from the wheel fork housing. Next move the aluminum plate under the fender for the second saw cut and cut along the edge. Cut until the fender section separates from the wheel fork housing. Any cleanup of the plastic can be done with a box knife

MOUNTING THE BRAKE TO THE SKI SHAFT: Remove the nut and bolt from the wheel fork housing as shown in Figure 2. With the round washer on the bolt push the bolt through the brake unit and wheel forks as shown in Figure 2 with the bottom of the stainless plates flush with the ridge on the wheel fork. With the round washer on the bolt and under the nut, tighten the nut and bolt.

ADJUSTING THE BRAKE: The way you brake is by placing your foot forward, like in a Telemark position, and push your leg back. (See our home page for a video of how to brake.) The brake is divided into three segments; the lower arm and the articulated second arm and the adjustable foot yoke. 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 the angle of the foot yoke. When trying the brake to find the proper position of the second arm and the foot yoke, **lock the socket screws very securely.** Once you are satisfied with the location, drill a hole in the second arm by inserting the drill bit in the hole of the lower arm. (See Figure 6) Install the enclosed safety screw so the second arm does not accidentally move while braking. Re-tighten the socket nuts on the yoke and arms.

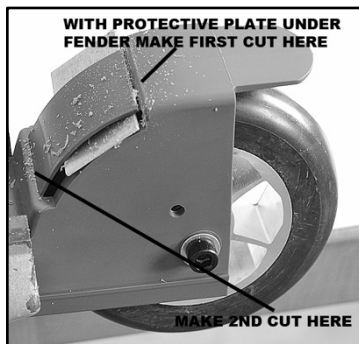


FIG.1

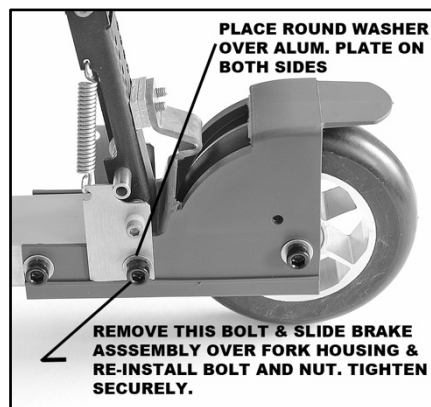


FIG.2



V2 Jenex Inc.

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