

G4 BRAKE INSTRUCTIONS

FOR XL125S, XL150S, XL150SC, XL150RC, XL125RC, XLN125RC, XLN150RC 6/20

See our website (www.jenex.com) for a video about how to use the brake and speed reducers.

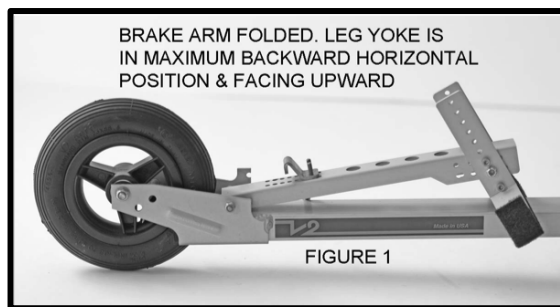
Caution! Roller skiing can be dangerous. Always use a helmet and other appropriate safety equipment and ski in areas without traffic. If you are beginner seek instruction from a qualified skier. Check equipment every time you ski. Tighten loose parts, grease metal-on-metal functions (like speed reducer arms), check tire inflation with a chock pump, inspect for cracks or weak spots. **Use common sense when roller skiing.**

MAINTENANCE: Check regularly to make sure all screws are tight and look for worn parts. **We recommend using blue Loctite, or another removable thread lock, on all brake adjusting screws.** This helps prevent losing screws due to vibration.

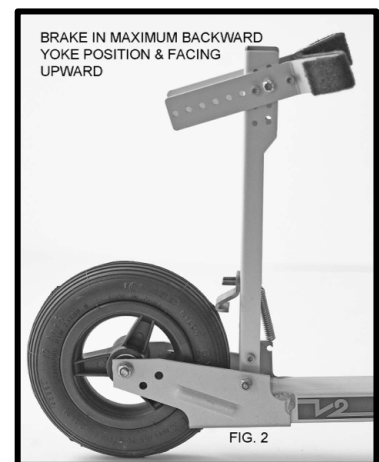
Tools Required: 9/64" Allen Hex key and 9mm socket wrench

The original brake system for V2 roller skis was developed fourteen years ago, but the Patent was not issued until 2011. Since the introduction we have made a number of improvements, many based on comments by users, but until now there have been no major changes.

Some skate boots are now so tall that the old brake arm yoke, even when adjusted to the highest position, touches the boot instead of the calf. For the most efficient braking it's important that the yoke engages the calf, not the boot.

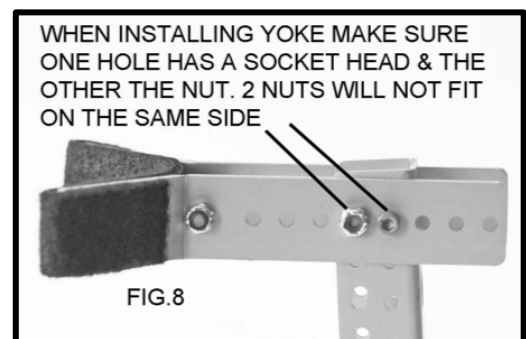


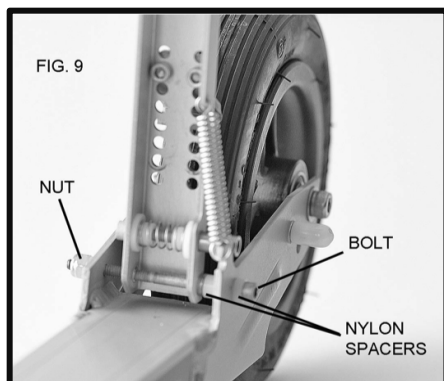
The new brake arm and yoke is not just taller, but also stronger and has more vertical and horizontal adjustments to better fit the skiers' anatomy and is designed so that there is no need to drill a safety screw hole. In addition to being functionally better, we think



it's also more attractive.

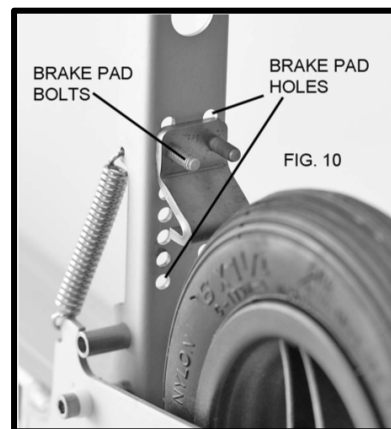
The yoke has seven horizontal adjustments (**FIG 2 and FIG 4**) and can be mounted straight by mounting the screw in the lower position of the two intersecting holes. (**FIG 3**). By mounting the screw in the upper position of the intersecting holes the yoke is angled upward as shown in **Figures 2 and 4**. When mounting the yoke to the vertical lever it is important to have the socket screw head and the nut of the other screw on one side, as two nuts will not fit on the same side. (**FIG 8**).





Assembly of the brake to the ski: Remove the socket bolt assembly from the brake arm leaving the nylon spacers in their original position (**FIG 9**). Insert the screw with the nylon washers as shown in **FIG 9**. The head of the socket screw must be on the side where the spring is attached as shown in **Figure 9**. Place the brake assembly between the wheel forks and thread the screw into the assembly until the brake unit is flush with the nylon spacer between the forks as shown in **FIG.9**. Place the second small nylon spacer and nut on the bolt and tighten using the 9/64 Allen Key and 9mm wrench until the assembly is snug. If the assembly is not moving freely, back the nut off slightly until the brake unit moves freely.

Mounting the Brake Pad: Mount the brake pad as shown in **FIG 10** using the 9/64 Allen key. For the XL150 the mounting holes are in the second location from the top. For the XL125 mount in the third hole from the top. For the XLA/XLC9848, add a brake pad spacer and mount in the lowest position (**FIG 11**). Grease the threads on the screw, set drill to a low-to-mid setting, and 'walk' screws in, alternating between the two screws. It is easiest to attach the spring while the brake is flat against the ski, then pop the brake into the upright position to create tension on the spring.



Adjusting the brake to suit your anatomy: In the vertical position mount the brake so the yoke is above the boot. Most skiers prefer the yoke to be angled upward. The horizontal position is based on the binding location and the users' anatomy. When skiing you should not be activating the brake pad, but your calf should be close to the yoke in order to activate the brake quickly as needed.



Using the Brake: FIG 12: Practice braking on flat surfaces and very gentle slopes. To use the brake, move the braking leg ahead of the other like a ski jumper coming in for a landing. Press your calf against the yoke until the brake pad contacts the wheel. After you have practiced on gentle slopes try steeper terrain and see if the brake position needs adjustment.

