

INSTRUCTIONS FOR MOUNTING BRAKES ON XLA / XLC/ XLQ / XLK98 ROLLER SKIS

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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), inspect for cracks or weak spots. **Be aware of road conditions at all times**

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. Keep skis and parts clean and dry. Regularly rinse off dirt, grass, etc. and allow to dry before storing.

TOOLS REQUIRED: one 5mm Allen wrench – one 10mm socket or open-end wrench - a hack saw/fine tooth wood saw or **sharp box cutter**

MATERIALS INCLUDED IN BRAKE KIT: Brake assembly - Allen wrench -aluminum cutting guide

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 wheel. (See **Figure 1**) Using a hack saw or a fine-tooth wood saw (or **sharp box cutter**) 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: (Figure 2) Remove the nut and bolt from the wheel fork housing as shown. Slide the brake unit over the fork housing. Push the bolt through the brake unit and wheel fork. The bottom of the stainless plates should be flush with the ridge on the wheel fork. Tighten the nut securely.



ADJUSTING THE BRAKE: To engage the brake place your brake foot forward, like in a Telemark position, and push your leg back against the brake cuff until the brake pad makes good contact with the back wheel. **See our home page for a video about how to brake.** The brake is divided into two segments; the lower arm and the adjustable calf yoke. With the spring engaged, the lower arm is locked in the vertical position by the spring-loaded plunger. You can adjust the brake to suit your anatomy by changing the location and angle of the calf yoke. We recommend using blue Loctite (or any removable thread-locking glue) on all screws.

