

# INSTRUCTIONS FOR MOUNTING BRAKES ON XLA, XLC & XLK & XLQ900 ROLLER SKIS

(revised 4/20)

**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.**

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

**MATERIALS INCLUDED IN BRAKE KIT:** One brake assembly - One #25 drill bit - One Allen wrench -One 60mm bolt - Two safety screws

**REMOVING THE FENDER SECTION FROM THE WHEEL FORK HOUSING:** Mount the skis in a vise. Place a piece of wood or other protective device in the vise jaws so the ski shaft will not be damaged. The composite fork fenders are designed so that two simple cuts create an opening in the fender for the brake pad. There are two aluminum plates with the XLQ900 Brake kit. Take the plate with the adhesive liner and remove the protective paper. Place the aluminum unit up against the edge of the fender step as shown in **Fig 1** and press down so the adhesive tape sticks to the wheel fork. Insert the second aluminum plate without the tape through the slot in the wheel fork. This unit is inserted under the section to be cut so that you will not accidentally cut into the wheel. Using a hack saw, fine-tooth wood saw or **sharp boxcutter**, cut along the edge of the aluminum plate until the fender section separates from the wheel fork housing. Next, move the aluminum plate under the fender section for the second saw cut. Cut along the edge as shown (**Fig 2**) until the fender section separates from the wheel fork housing.

**MOUNTING THE BRAKE TO THE SKI SHAFT:** Remove the 55mm bolt and nut and replace it with the 60mm bolt included in the brake kit. Put the round washers on the outside of the brake support plates. Slide the slotted stainless brake plates down over the bolt until the top of the slot touches the bolt. Securely tighten the nut and bolt. (**Fig 3 & 4**)

**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, the articulated second 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 second and third arm to suit your anatomy by changing the angle of the second arm and the location and the angle of the calf yoke. When trying the brake to find the proper position of the second arm and the calf 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. We suggest using blue Loctite (or any removeable thread locker) on all adjustable screws.

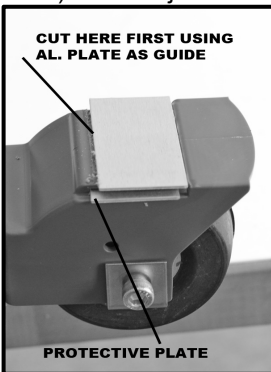


FIG 1



FIG 2

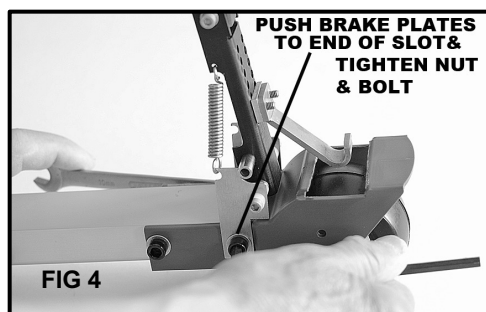
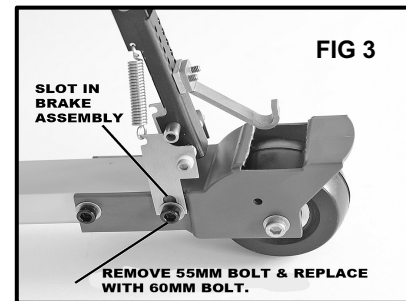


FIG 4



FIG. 6

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