Cane Creek
SCR-5/5S/3/3L Road Brake Calipers Instructions

IMPORTANT: Cane Creek's SCR brake calipers are not designed to work with linear-pull brake levers. Only brake levers designed for use with side-pull, center-pull, and cantilever brake calipers can be used with this product.

WARNING: *Side-pull brake calipers have considerable stopping power. Practice using your SCR brakes on level terrain at slow speeds before normal use. It is your responsibility to learn and understand proper braking techniques!*

NOTICE: Consult your local Cane Creek dealer if you are unsure about installation or adjustment of your SCR road brake calipers. Cane Creek Cycling Components is not liable for damage or injury as a result of improper installation or use.

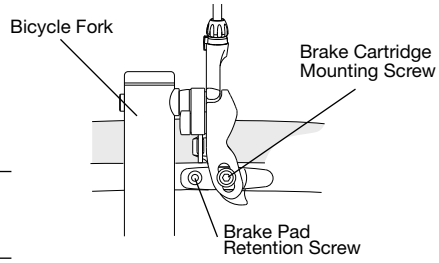


Fig. A-1
Front Brake

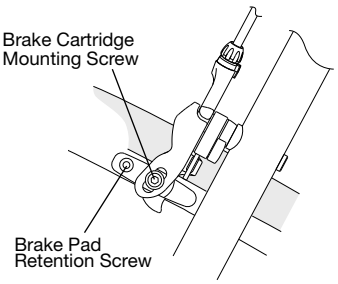


Fig. A-2
Rear Brake

1. Caliper Installation:

a) Check the brake pad configuration on the caliper arms for front/rear wheel setup.
   1. Brake pad cartridge holders will have a small screw that secures the brake pad. On both the left-side and right-side brake pads, this set screw will be oriented towards the rear of the bicycle (see Fig. A-1 and A-2). It may be necessary to swap the left-side and right-side brake pads to achieve proper orientation of the pad retention screws.

WARNING: *Make sure that the cartridge-style brake pads are properly oriented. Improper installation could result in a brake system failure, causing severe injury or death.*

   2. Non-cartridge brake pads will be marked with "L" or "R" for left-side or right-side orientation, and the "forward" arrows on both brake pads should point towards the front of the bike (see Fig. A). It may be necessary to swap the left-side and right-side brake pads to achieve proper orientation of the "forward" arrows.

b) With the brake pads properly oriented, insert the caliper pivot bolt through the mounting hole on the frame/fork. The serrated washers should be seated between the caliper body and the frame/fork. Assemble the caliper lock nut onto the caliper pivot bolt and hand-tighten with a 5 mm hex wrench.

c) Compress the caliper arch by hand so that both brake pads make firm contact against the rim (see Fig. B). You may need to loosen the brake cartridge mounting screws to align the pads with the rim's braking surface.

d) With both brake pads pressed firmly against the rim's braking surface, tighten the caliper lock nut to 8-10 Nm (69-87 in-lb).

CAUTION: *DO NOT use a wrench or pliers to grip the knurled aluminum nut while tightening the caliper lock nut to full torque. This may adversely affect the adjustment and performance of your SCR brake calipers.*

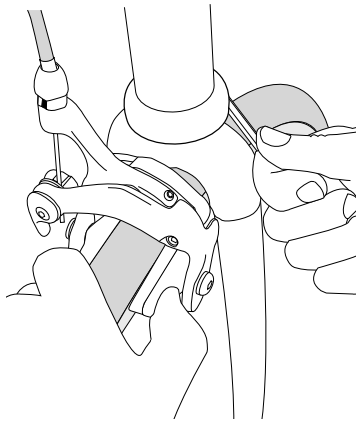


Fig. B

2. Brake Cable Connection:

a) Turn the QR lever to the closed (downward) position and insert the brake cable and housing through the barrel adjuster. Loosen the brake cable anchor bolt with a 5mm hex wrench and slide the brake cable between the QR cam and brake cable anchor plate. Make sure that the brake cable lines up with the machined groove in the anchor plate.

b) Compress the caliper arch by hand so that both brake pads are within 1-2 mm of the wheel rim. Tighten the brake cable anchor bolt to 6-8 Nm (52-69 in-lb).

3. Brake Pad Alignment:

c) Align the brake pad to be parallel with the rim's braking surface (see Fig. C). The top edge of the brake pad should be 1mm below the top of the rim. The curved profile of the brake pad should follow the curvature of the rim.

d) Once the pads are properly aligned, depress the brake lever until the brake pads are pressed firmly against the rim. Using a 5 mm hex wrench, tighten the brake pad mounting screws to 6-8 Nm (52-69 in-lb).

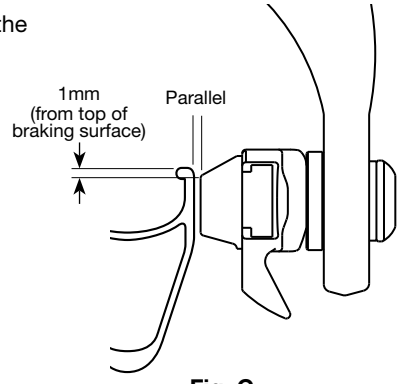


Fig. C

4. Caliper Arm Centering and Final Adjustment:

Depres
pad-to-rim contact is not simultaneous, use the appropriate procedure below to adjust the spring tension and/or caliper centering.

a. **SINGLE-PIVOT BRAKES** – Slightly loosen the caliper lock nut that is recessed in the frame/fork with a 5 mm hex wrench. Using your hands, or a suitable tool such as the Park Tool OBW-3, rotate the brake caliper body towards the pad that contacts the wheel rim first. As a general guideline, there should equal brake pad clearance on both sides of the wheel rim. Re-tighten the caliper lock nut to 8-10 Nm (69-87 in-lb). Continue this process until both brake pads contact the wheel rim simultaneously.

CAUTION: *DO NOT use a wrench or pliers to grip the knurled aluminum nut while tightening the caliper lock nut to full torque. This may adversely affect the adjustment and performance of your SCR brake calipers.*

b. **DUAL-PIVOT BRAKES** - Adjust spring tension on the caliper arms with a 2 mm hex wrench (see Fig. D).

- Slightly advance (clockwise rotation) the centering adjustment screw on the caliper if the right-side pad contacts the wheel rim first.
- Back out (counter-clockwise rotation) the centering adjustment screw if the left-side pad contacts the wheel rim first.
- Continue this process until both brake pads contact the wheel rim simultaneously.

5. Brake Pad Clearance:

a) With the brake cable properly secured, use the barrel adjuster at the top of the caliper arm to modify the overall brake pad clearance. Turning the adjuster barrel clockwise will increase the amount of brake pad clearance on both sides of the caliper. Turning the adjuster barrel counter-clockwise will reduce the amount of brake pad clearance on both sides of the caliper.

b) The QR lever is designed to be in the closed position during normal riding (see Fig. D). If additional brake pad clearance is needed – for example, to remove the wheel from the frame/fork – then rotate the QR lever clockwise to the open position.

b) Before riding with your new brakes, depress the brake lever several times with firm pressure. This may stretch the cable or seat the cable housing, requiring additional centering and pad clearance adjustments.

6. Brake Pad Replacement:

Replace pads when they are worn to the bottom of the deepest grooves (see Fig. F). Replacement brake pads are available for a variety of riding conditions. Consult your local Cane Creek dealer for the best choice to optimize your braking performance.

a) Using a 2.5 mm hex wrench, remove the brake pad retention screw from the cartridge pad holder (see Fig. E).

b) Slide the brake pad out towards the open end of the cartridge pad.

c) Slide the new brake pad into the cartridge holder. Ensure that the new pad is installed in the correct direction – with the retention screw slot towards the rear of the bicycle.

d) Align the slot in the brake pad with the hole in the cartridge holder. Replace the brake pad retention screw and tighten to 1-1.5 Nm (9-13 in-lb). Be careful not to over-torque the pad retention screw!

e) After both brake pads have been replaced, adjust the cable tension with the barrel adjuster to achieve proper brake pad clearance (see step 5 above).

WARRANTY

Cane Creek Cycling Components warrants its bicycle products for a period of 2 years from the original date of purchase. Any product that is found to be defective in materials or workmanship will be repaired or replaced at the discretion of Cane Creek. This warranty applies to the original owner only. This warranty does not cover damage or failure resulting from misuse, abuse, alteration, neglect, wear and tear, crash or impact, lack of maintenance or other conditions judged by Cane Creek to be abnormal, excessive, or improper. It is mandatory that a Return Authorization Number (RA#) be obtained by calling Cane Creek before any product is returned. Additionally, a dated Proof of Purchase must accompany the product when returned.

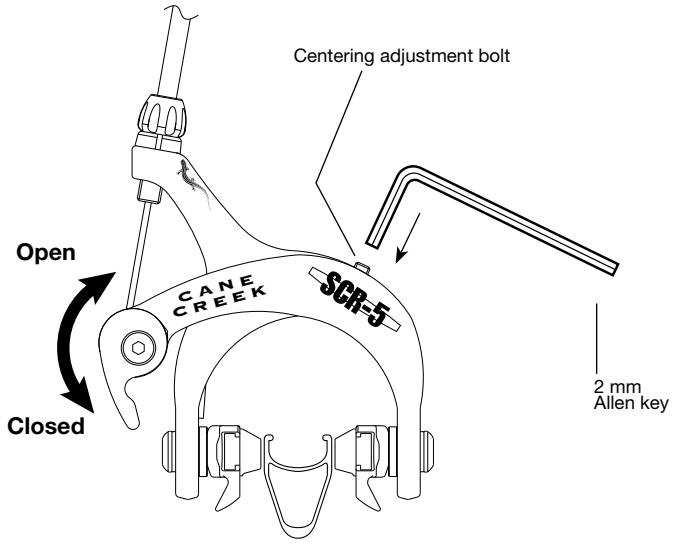


Fig. D

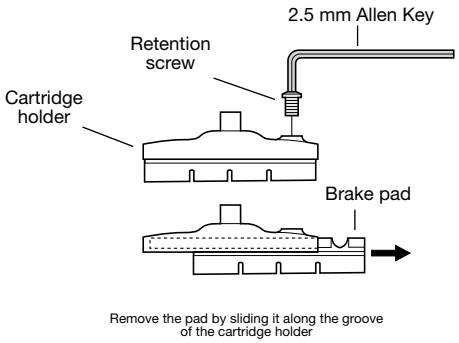


Fig. E

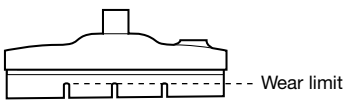


Fig. F