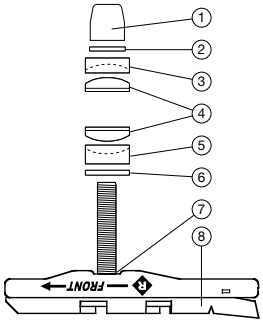
Cane Creek
SCX-5 Cantilever Brake Calipers Instructions

IMPORTANT: Cane Creek's SCX-5 cantilever brakes 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: *Cantilever brake calipers have considerable stopping power. Practice using your SCX-5 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 the installation or adjustment of your SCX-5 cantilever brakes. Cane Creek Cycling Components is not liable for damage or injury as a result of improper installation or use.



1. Brake pad nut (5mm)
2. Flat washer (1mm)
3. Small concave washer
4. Convex washer (2)
5. Large concave washer
6. Flat washer (1.5mm)
7. Threaded brake pad holder
8. Cartridge brake pad

Fig. A

1. Caliper Arm Installation:

a) Thoroughly clean the brake pivot boss on the fork and frame. Apply a light coat of grease to the pivot surface.

b) Check the brake pad configuration on the caliper arms for front/rear wheel setup. The pad cartridge holders 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.

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.*

c) Install the caliper arms onto the brake pivot boss. The linear spring pin should line up with the center hole on the frame's mounting post (see Fig. B).

d) Install the mounting bolts into the pivot boss and hand-tighten them against the caliper body. Using a 5 mm hex wrench, torque the mounting bolts to 8-10 Nm (69-87 in-lb).

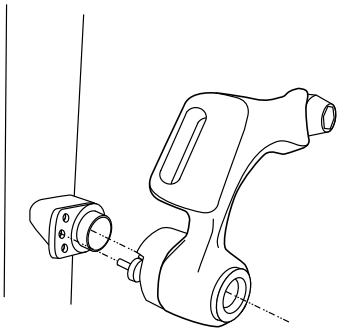


Fig. B

2. Verifying Proper Brake Pad Spacing:

a) Check to see that the brake pads are assembled to the caliper arms with the components arranged as shown in Fig. A. Loosen the brake pad fixing nuts so that the pads can be properly aligned with the wheel rim.

b) With both brake pads pressed against the wheel rim, check that the inside edges of the brake arms are approximately parallel with the rim (see Fig. C). If the caliper arms are not parallel, swap the location of the 6 mm and 3 mm concave washers to adjust the caliper setup.

3. Brake Pad Alignment:

a) Align the brake pad to be parallel with the rim's braking surface (see Fig. D). 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.

b) With the pads properly aligned and pressed firmly against the rim, tighten the brake pad nut. Using a 5 mm hex wrench, tighten the fixing nut to 6-8 Nm (52-69 in-lb).

4. Link Unit Setup:

a) Insert the brake cable into the link unit's guide tube as shown in Fig. E.

b) Place the nipple on the end of the link wire into the recess on the left caliper arm.

c) Loosen the brake cable anchor plate on the right caliper arm with a 5 mm hex wrench. Insert the brake cable under the anchor bolt washer. Slide the link unit's guide tube down so that it touches the right caliper arm and/or cable anchor bolt.

d) With the link wire's nipple secure in the left caliper arm, pull enough cable through the link unit's guide tube to move both brake pads within 2-3 mm of the wheel rim. Tighten the brake cable anchor bolt to 6-8 Nm (52-69 in-lb).

WARNING: *Be sure to tighten the cable anchor bolt to the proper torque specification. Improperly securing the brake cable could lead to a brake system failure, causing severe injury or death.*

e) Check to see if the brake cable has snapped over the "locking notch" on the link unit's alignment medallion (see Fig. E). If not, push the exposed cable above the alignment medallion towards the right caliper arm until the cable snaps into place.

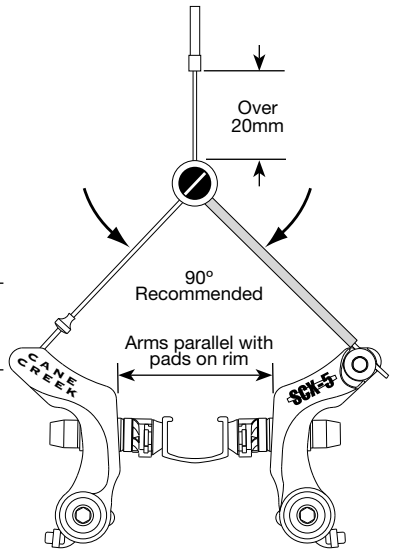


Fig. C

5. Caliper Arm Centering and Final Adjustment:

Depress the brake lever a few times to check that the pad-to-rim contact occurs simultaneously for the right and left brake pads. If pad-to-rim contact is not simultaneous, it may be corrected by using a 2 mm hex wrench to adjust the spring tension on the caliper arms.

a) Adjust the spring tension screws on the caliper arms with a 2 mm hex wrench (see Fig. D). Slightly advance (clockwise rotation) the adjusting screw on the caliper arm that touches the wheel rim first. Back out the adjusting screw on the opposite caliper arm by the same amount. Continue this process until both brake pads contact the wheel rim simultaneously.

b) 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.

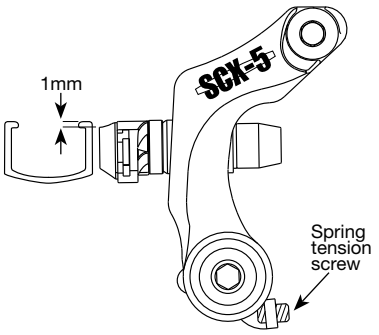


Fig. D

6. Verifying Proper Link Unit Alignment Clearance:

a) Once the caliper arms have been installed and properly adjusted, check to be sure there is at least 20 mm of clearance between the end of the brake cable housing and the top of the link unit alignment medallion (see Fig. C).

b) Check to see that the link wire unit alignment mark is approximately parallel with the link cable that leads to the left-side caliper arm. If the alignment mark is not parallel with the cable, you can use a shorter or longer link wire unit to optimize the cable angle and leverage (see Fig. F). Contact your local Cane Creek dealer for replacement link wire units.

7. Brake Pad Replacement:

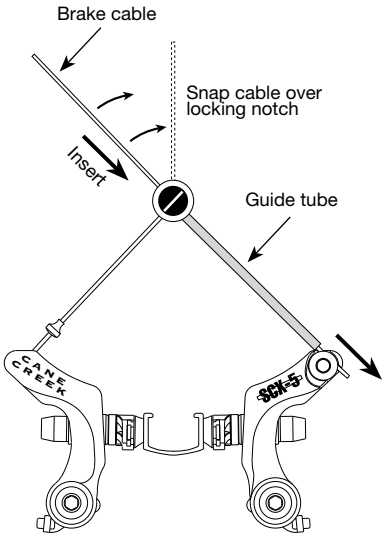
Replace pads when they are worn to the bottom of the deepest grooves (see Fig. G). Replacement brake pads are available for a variety of riding conditions. Consult your local Cane Creek dealer for the best choice to optimize your braking performance.

a) Using pliers, remove the retention clip by pulling the "U" shaped top away from the cartridge pad holder.

b) Slide the brake pad out towards the open end of the cartridge pad holder (opposite direction of the wheel rotation arrow).

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

d) Align the slot in the brake pad with the hole in the cartridge holder. Replace the retention clip, making sure that the "U" shaped top is pressed flush against the top surface of the cartridge holder.

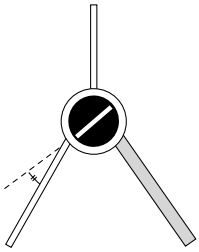


Don't forget to snap the cable over after torquing the anchor bolt.

Fig. E

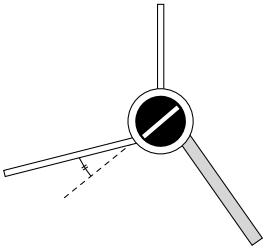
WARRANTY

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.



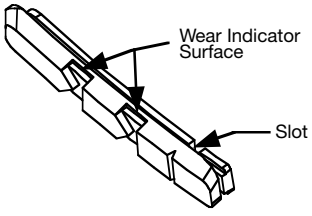
Link wire needs to be **shorter**

Fig. F-1



Link wire needs to be **longer**

Fig. F-2



Pad Wear Indication

Fig. G