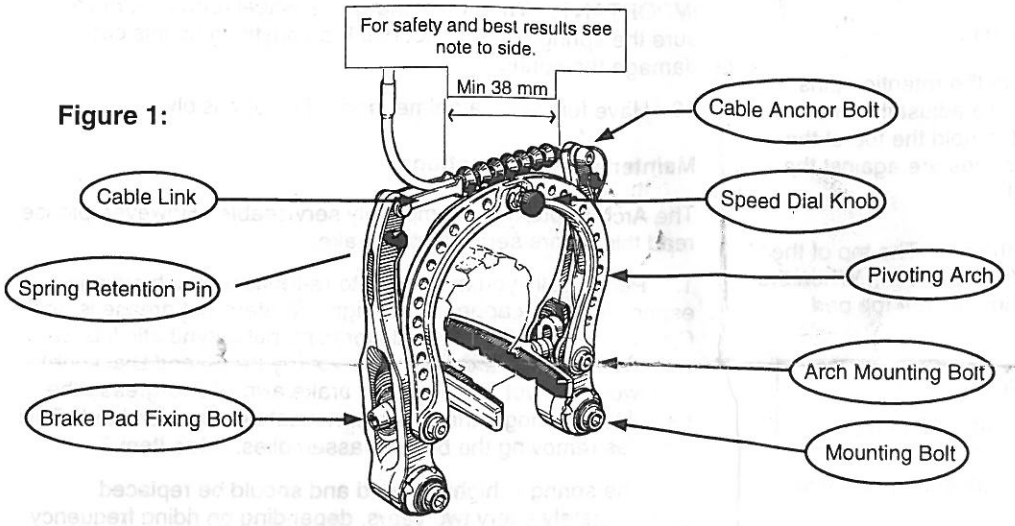
ARCH SUPREME™ BRAKE INSTALLATION INSTRUCTIONS

Figure 1:



Important Safety and Performance Note:

It is important, when installing / adjusting these brakes to have the distance, with both brake pads against the rim , between the edge of the cable link and the inside of the right brake arm (with Cable anchor bolt) be between 52 and 59 mm (about 2" and 2 3/8"). This adjustment will allow for optimal spring tension.

For safety reasons this distance MUST be at least 35mm.

Congratulations on purchasing Arch Supreme™ Brakes. We are confident they will provide you with unprecedented levels of performance and enjoyment.

Failure to read and abide by these instructions will result in a severe reprimand and/or stern looks from the Avid staff.

Seriously, brakes are one of the most safety critical items on a bicycle. Improper set-up or use of brakes can result in loss of control or an accident, which could lead to a severe injury. Direct-pull cantilevers, such as the Arch Supreme brakes, offer greater power than center-pull cantilevers which have been the industry standard. This greater power requires less effort to lock-up a wheel when braking. It is the responsibility of the owner/rider to learn proper braking techniques (such as brake lever pressure, and when to brake). We suggest you consult your owner's manual and professional bike dealer, and practice your riding and braking techniques prior to aggressive riding.

IMPORTANT - PLEASE READ

The Arch Supreme is a technically unique product which may initially appear complex. Do not let the appearance fool you: It is easy to install, but please observe two very crucial steps:

1) Washers are supplied that need to be placed on the brake bosses prior to installing the brake arms. **These must be used**, as they avoid the possibility of the precision bearings binding on brake bosses.

2) Install the arms onto the brake bosses first. Then attach the arch. If you try attach the arms with the arch already installed, you may damage the arch.

Installation of the Brakes:

Follow these instructions carefully. If you do not understand them, or feel unsure of properly installing the brakes yourself, have the steely-eyed bike man at your favorite shop inspect your brake installation, or have him install them for you.



Hot Tip: Prior to installing the brakes, spin the wheel and true it as necessary.

1. Make sure the brake bosses are clean and free of debris.

IMPORTANT: Grease the bosses and slide the enclosed thin 13mm diameter washers onto the brake bosses. Then slide the brake arms onto the bosses and secure with the enclosed mounting bolts. Use a 5 mm hex to tighten them.

Tighten Mounting Bolts to:
Tightening Torque: 5 - 7 Nm (40 - 60 in lb)

2. The brake arms should freely rotate on the bosses without resistance. Now install the pivoting arch using the arch mounting bolts and washers. Make sure the washers are properly seated on the arch before tightening the bolts.

Tighten Arch Mounting Bolts to:
Tightening Torque: 4 - 5 Nm (35 - 40 in lb)

NOTE: After installing the pivoting arch, make sure the brake arms still rotate freely on the brake bosses. If they are not, it could mean your brake bosses are out of alignment. Take your bike to your bike shop to get it examined.

3. While holding both brake pads against the rim, measure the distance from the link to the inside edge of the opposite brake arm. This distance should be between 52 - 59mm, and never less than 35 mm (see Fig. 1). Switch the spacer washers on the pad to achieve this distance.

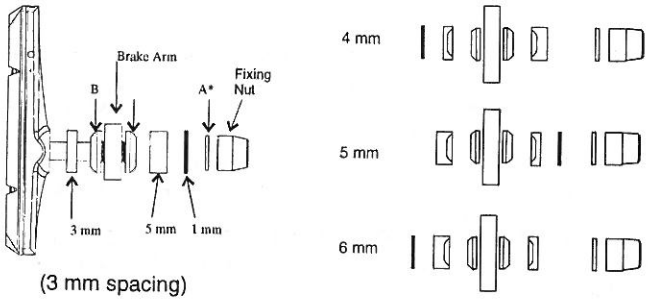


Figure 2:

* The "A" washer is polished and must always be next to the nut.

Each brake shoe has a 1, 3, and 5 mm spacer washer (see Fig. 2).

These spacers will allow you to achieve the correct amount of

spacing, in 1 mm increments.

Note: The 1 mm spacer is a flat washer, the 3 and 5 mm spacers are concave.

4. Push the brake shoe flat against the rim.



Hot Tip: Un-hooking the springs from the retention pins will make brake setup much easier. To adjust the brake pads, use the supplied rubber band to hold the top of the brake arms together so both brake shoes are against the rim. (A super simple third hand tool!)

Adjust the brake pad to be parallel with the rim. The top of the pad should be at least 1mm below the top of the rim. When the pad is in position and flush against the rim, tighten the pad fixing nut on the end of the pad post.

Tighten Pad Fixing Nut to:
Tightening Torque: 5 - 7 Nm (40 - 60 in lb)

5. Re-hook the spring to the inside of both spring retention pins.

6. Thread the brake cable (not included) through the noodle and rubber boot. The larger end of the boot fits over the tip of the noodle. If your noodle has a groove in the tip, make sure the end of the boot sits in the groove.

To insure proper spring tension, the distance from the cable link to the inside of the right brake arm, with 2 - 3 mm clearence between the rim and the brake pads (1 - 1.5 mm per side), should be between 55 - 62mm . Tighten the cable anchor bolt. If this distance is greater than 67mm, then you can experience too little spring tension and the springs may pop off in rough terrain or riding conditions.

Tighten Cable Anchor Bolt to:
Tightening Torque: 5 - 7 Nm (40 - 60 in lb)

7. Center the brake by loosening the Speed Dial knob with your fingers. Visually center the brake on the wheel or lightly squeeze the brake lever until the brake pads contact the rim. Now tighten the Speed Dial knob. The brake is now centered.

8. Squeeze the brake lever firmly about a dozen times to ensure everything is smooth and tight. Make sure the cable has not slipped.

9. To remove the wheel, make sure the Speed Dial knob is tight. Release the cable noodle from the link and, with your thumb push down on the top of the pivoting arch .

IMPORTANT: When traveling with a wheel removed, make sure the spring ends do not catch on anything as this can damage the spring.

10. Have fun, wear a helmet and ride responsibly!

Maintenance Information

The Arch Supreme is completely serviceable. However, pleas read this before servicing the brake.

1. Periodically you may need to re-lubricate the bushings, especially if they appear to be tight. Waterproof grease is bes Only use a *petroleum* based lubricant, not a synthetic lubricar The five bushings are the arch pivot (by the Speed Dial knob) and two pad pivot bushings per brake arm. To re-grease the pad pivot bushings, the brake arm must be disassembled. Th includes removing the bearing assemblies. See Item 3.

2. The spring is highly loaded and should be replaced approximately every two years, depending on riding frequency and conditions. Springs are available from bike shops and ca be replaced, without tools, in minutes.

3. The bearings are in an assembly which is replaced in its entirety. To remove or replace a bearing assembly, the speci Bearing Housing tool must be used. This tool is available at your dealer.

Replacement of the slip-in cartridge pad:

1. To remove the old pad, remove the locking pin from the rear part of the pad. Then slide the pad out. Make sure the holder is free of any debris.
2. Slide the new brake pad in **ALL THE WAY.** It should be fully aligned with the edge of the brake pad holder. Then re-insert the locking pin through the pad holder and the pad. Push the pin down until it is fully engaged.

Extreme Arch Option

While the standard arch provides the same clearance as suspension forks, the Extreme Arch is available for those wh ride in extremely muddy conditions. This arch will significantl increase mud clearance. (However, we discourage riding in such conditions to prevent trail damage.)

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