WILDERNESS TRAIL BIKES BRAKE ADJUSTMENTS

Your Wilderness Trail Bikes Speedmaster Brakes will give you unexcelled performance if maintained and adjusted properly. Here are some tips:

BRAKE SET UP PROBLEMS- If during initial set up you are unable to adjust your brake to be like Figure A because of unusually wide mounting post spacing on your frame, or unusually narrow rims, wider cams and larger rollers are available from WTB. The large roller is 1" diameter. The wide cam is 6mm wider across than the standard one. The cable is not the place to adjust the Roller-Cam brake.

1. When the brake is properly adjusted, the rollers should contact the cam somewhere in the regions as shown in Figure A. As the pads wear, the hand levers get closer to the handlebars. It is OK to compensate for pad wear with the cable adjustor screws on the hand levers to a point. However, when the rollers get close to the safety bulges on the cam, it is time to readjust your Speedmaster Brake. You should first turn the hand lever cable adjustor back to its original position. Then use the brake pad clamp bolts to adjust the pads equally toward the rim to again obtain the condition in Figure A. Pad wear in the Mini-Cam Brake, designed for 700 C wheels, is compensated by placing shim washers supplied between the pad and caliper arm. Use enough shims to return the brake to the position shown in Figure A.

2. When removing or adjusting cams, be sure to replace the cam on the side of the cable that allows it to pull through the pulleys most evenly. See Figure B.

FIGURE A

THIS SHOWS WHERE THE ROLLERS SHOULD CONTACT THE CAM WHEN THE BRAKES ARE RELAXED AND WHEN THEY ARE ON

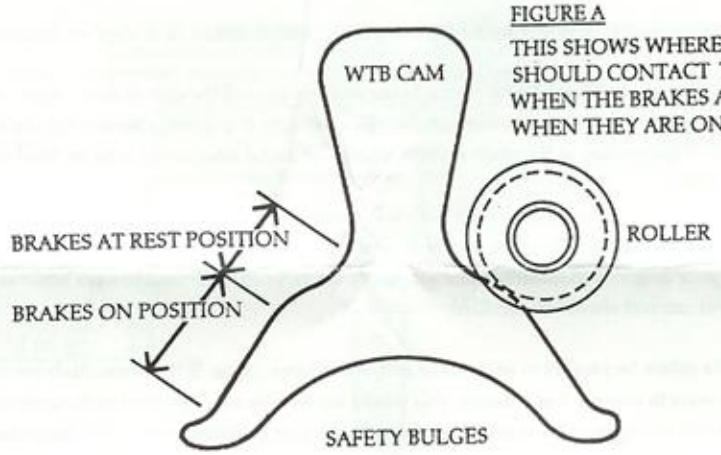
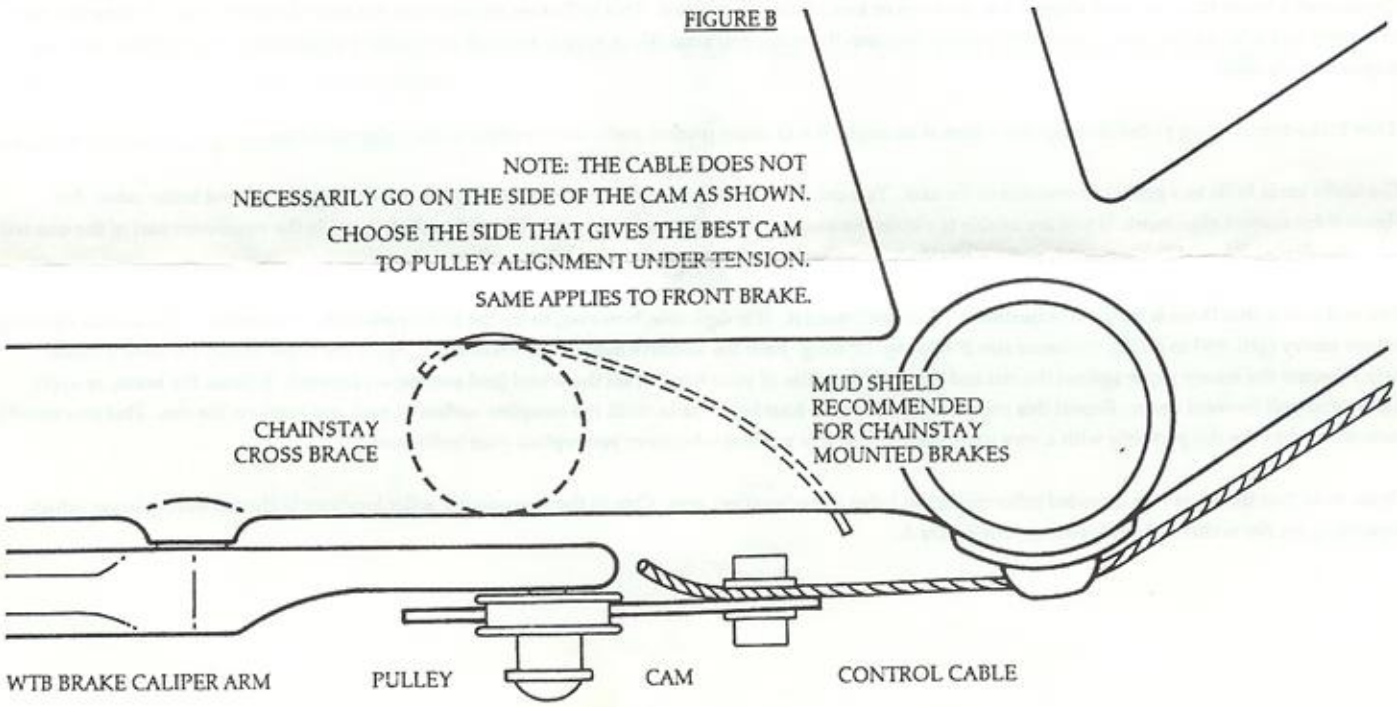


FIGURE B

NOTE: THE CABLE DOES NOT NECESSARILY GO ON THE SIDE OF THE CAM AS SHOWN. CHOOSE THE SIDE THAT GIVES THE BEST CAM TO PULLEY ALIGNMENT UNDER TENSION. SAME APPLIES TO FRONT BRAKE.



3. Bend the cable where it goes through the bottom bracket cable guide so that it matches the curve around the bottom bracket. This reduces cable flex and friction. Grease the cable where it contacts the guide.

4. Put grease on the threads and under the heads of all bolts and nuts when reassembling the brake.

5. The return springs are independently adjustable. On Cunningham, Potts, and some other custom bicycles, 10-32 cap screws are used to secure the spring holder against the brake pivot. On other bikes it is a 6x1 cap screw. To adjust spring tension, hold the head of the cap screw tight with an allen wrench while turning the aluminum hex spring holder with a 16 mm (5/8") cone wrench. Adjust the springs so that the brake pads are equally spaced from the rim. We prefer to keep the return spring tension as low as possible while being enough to give smooth return of the brake lever.

6. When mounting the WTB Brake on chainstays, we recommend that a mud shield be made to cover the cam/roller area. (See Fig. B) This can be a curved piece of aluminum flashing which is glued over the chainstay bridge. This easy addition assures smooth, precise brake performance even in wet, muddy conditions.

7. If you remove the brake caliper arms from the pivot posts, be sure to replace each on the same post to maintain the best possible fit.

8. On cam and U-type brakes, the brake pad gets closer to the tire as it wears. Adjust the pads so they begin the wear cycle on the rim brake surface as close as possible to the inside edge of the rim. As the pad wears, the contact zone will get closer to the tire. Re-adjust the pads before they contact the tire. Cantilever brakes are the opposite. See Figure C.

9. Your WTB Speedmaster Brakes have Grease Guard holes in the sides of the caliper arms. Use your Gooser to inject grease after any situation in which the brake contacts water. In dry weather grease every 100 miles of use. This keeps the main pivot bushing clean and well lubricated eliminating the need for time consuming overhauls. Before greasing, pump a small amount of Goose Grease from your Gooser to be sure the tip is free of contaminants. Seat the tip of the Gooser into the opening with a twisting motion while applying firm pressure. Keep tape dots (small round pieces of tape made with a hole punch) over the openings on the caliper arms. The tape dots keep contaminants from clogging the internal grease ports.

10. We recommend Dia Compe BRS brake cables for use with the WTB Speedmaster Brakes. The smooth cable core and lubricant impregnated liner noticeably reduce friction. Your brakes will be smoother and more precise.

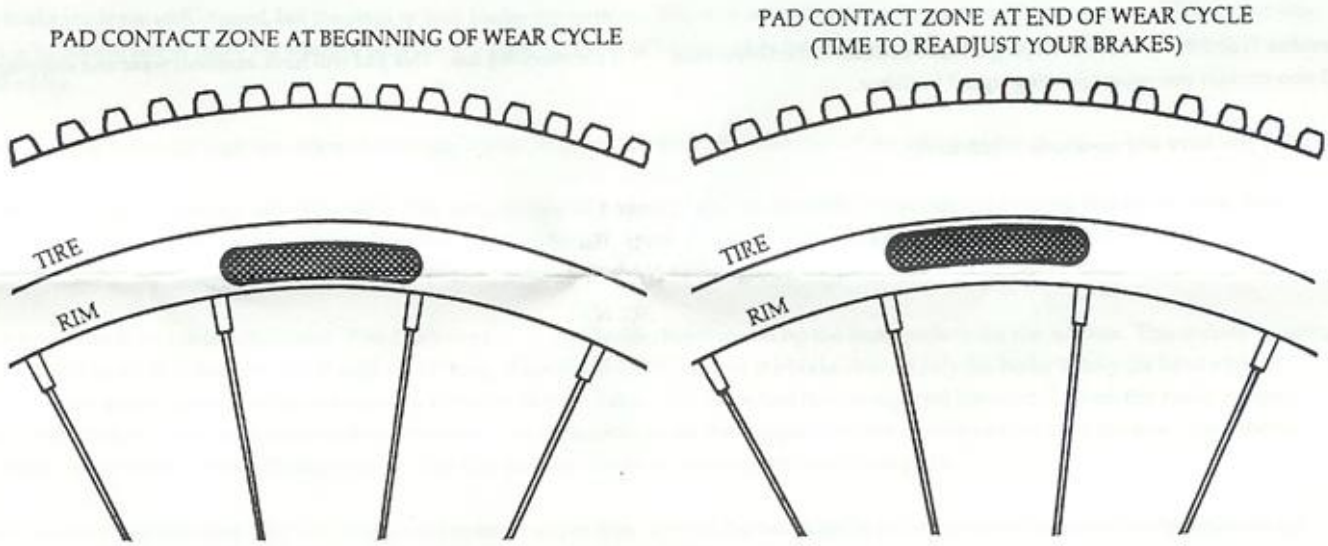


FIGURE C WTB SPEEDMASTER BRAKE PAD ADJUSTMENTS