WARNING - Instructions For SCII

Read it or Weep Dammit!

Read this or suffer untold agonies of uncertainty and doubt. Also, an ancient Egyptian curse will fall upon your reproductive equipment rendering it unusable and also ugly. Go ahead - make your day!

1. Remove old brakes and sell them to someone poor.

2. Clean the Brake Boss thoroughly to remove all Rumanian Spooge or Laplander Grit (i.e. foreign material). Pay particular attention to the base of the Brake Boss where the small Cupped Wave Washer (#9) will seat.

NOTE: START WITH THE LEFT BRAKE ARM ASSEMBLY. THAT'S THE ONE ON THE LEFT AS YOU FACE THE THREADED HOLE IN THE BRAKE BOSS.

3. Holding the lower assembly (#'s 10 - 16 & 4) together, remove twist-tie and small Cupped Wave Washer (#9) from the rear of the SCII. The way it comes out is the way it goes on the Boss.

4. Slide small Cupped Wave Washer onto the Brake Boss so that the inside diameter of the small Cupped Wave Washer meets the shoulder of the Brake Boss first and is cupped toward you as you face the Boss. It works both ways, but may damage the Arm if reversed.

NOTE: THERE IS NO PIN OR SPRING ARM EXTENDING OUT OF THE REAR OF THE BRAKE ASSEMBLY TO FIT THE STANDARD POSITIONING HOLES OR HOLE IN THE BOSS!

5. Slide the entire assembly, as a unit, onto the Brake Boss.

6. Screw the TI Mounting Bolt into the Brake Boss. **Do not tighten.**

7. Remove the 4/40 x 3/16 set screw (#18) from side of Brake Arm and inject grease. Reinsert screw until the head is flush with Brake Arm. Too deep may ruin the bushings.

8. Loosen the Pad Adjusting Bolt (#8) enough to allow the Pad Assembly (#'s 1, 2, 3, 6, 7 & 8) to slide and pivot. Swing SCII into the Rim and position the Pad to meet the Rim flush and centered with 1-2mm. toe-in, and the post on the Brake Pad far enough through the BPH (#1) so the slot in the Arm is vertical. Tighten Bolt ... **Really Tighten!**

9. Using the Spring Tension Wrench (provided) on the milled flats of the back of the STA (#10) rotate down and away from the Arm to establish spring tension. **Tighten bolt.**

NOTE: DO NOT **OVER TIGHTEN** THE BRAKE BOSS BOLT! WE WILL **SELL** YOU THE PARTS YOU SCREW UP.

10. Repeat steps 1 thru 9 with right SCII Arm.

11. Install Straddle Cable on Hanger and Arms to position Pads away from the Rim on either side. Set Hanger height 1" - 1-1/8" in front and 1-1/4" — 1-3/8" in rear. If you set the Hanger up higher it will create a stiffer feel.

12. Work the Brake Lever a few times and note where the Pads end up. Release the Straddle Cable and using the Spring Tension Wrench to hold the STA (#10) in place, loosen the bolt (#8) and rotate the STA to increase the tension on the closest Arm to the Rim. In this way you can adjust the balance of tension to give equal Pad clearance on both sides. Tighten the bolt and re-attach Straddle Cable. Repeat this step as required.

NOTE: BOTH ARMS CAN BE ADJUSTED TO PROVIDE MORE OR LESS SPRING TENSION IN THIS WAY.

GRAFTON PERFORMANCE WILL NOT BE LIABLE FOR YOU GOING OVER THE BARS. BE AWARE THAT THESE BRAKES WILL STOP YOU FASTER THAN YOU MAY AT FIRST BE READY FOR

WATCH OUT!

PARTS LIST FOR SCII

#1 **BPH** (Drake Pad Holder) - 2ea.
#2 **Large Wave Washer** - 2ea.
#3 **TABR** (Toe Adjuster Block Rear) - 2ea.
#4 **CA** (Cantalever Arm) 1ea. left 1ea. right.
#5 **STAW** (Spring Tension Adjusting Wrench) 1ea.
#6 **TABF** (Toe Adjuster Block Front) 2ea.
#7 **Washer** 1ea.
#8 **BPAB** (Brake Pad Assm. Bolt-TI) 2ea.
#9 **Small Wave Washer** 2ea.
#10 **STA** (Spring Tension Adjuster) 2ea.
#11 **Spring** 1ea. left 1ea. right
#12 **LS** (Lip Seal-Black Delrin) 2ea.
#13 **O-Ring** 2ea.
#14 **PS** (Pivot Sleeve) 2ea.
#15 **BPB** (Brass Pivot Bushing) 2ea. - press fit in arm -
#16 **Washer** 2ea.
#17 **MB** (Mounting Bolt-TI) 2ea.
#18 **GPS** (Grease Port Set Screw) 2ea.
#19 **CPB** (Customer Parts Bag) 1 Straddle Cabel - 1 Straddle Hanger -1 Grafton Cable Stop - 1.050 Allen Wrench - 1-5/64 Allen Wrench - 2 Brake Pads.

