

**Tools required:** 9/64 Allen hex Key, #25 drill bit, #2 Phillips screw driver, electric drill and 9 mm socket wrench.

**Brake Kit:** See Figure 1. Main Brake Assembly, two safety screws, socket screw and nut, three nylon spacers, #25 drill bit and 9/64 Allen key.

**ASSEMBLY OF THE BRAKE TO THE SKI**

**1:** Remove the socket bolt assembly from the lower brake arm leaving the nylon spacer (6) on the socket screw (8). **2:** Insert the screw (8) in the hole on the rear fork as shown in Fig. 2 and put the longer nylon spacer (7) over the screw. The head of the screw must be on the side where the spring is attached as shown in Fig. 2. Place the brake assembly between the forks and thread the screw into the assembly until the brake unit is flush with the nylon spacer (7) as shown in Fig. 2. **3:** Place the second small nylon spacer (6) over the screw and while keeping the screw from turning with the 9/64 Allen Key thread the nut onto the screw until the assembly is snug. If the assembly is too tight and the brake is not moving freely, hold the nut with the wrench and back off the screw with the Allen key. The Brake pad should be about 1/16 to 1/4 " (1.5 to 7 mm ) from the tire.

**ADJUSTING THE BRAKE TO SUIT YOUR ANATOMY**

The brake is divided into three segments, the lower vertical arm and the articulated second and third arms. With the spring engaged and the lower arm locked in a vertical position with the spring loaded plunger engaged you can adjust the second and third arms to suit your anatomy by changing the arm positions as shown in Figures 3 and 5. The brake should not be touching your leg when skiing. Try various positions by securely tightening the socket screws in the brake arms as shown in Figures 3 and 5. Once you are satisfied with the brake adjustments, drill a hole thru the middle brake arm using the #25 drill bit and install the safety screw as shown in Fig. 4. The lower brake arm has a clearance hole for the safety screw. You place the drill bit in the clearance hole and drill out the middle arm. We recommend installing only one screw. If in the future you find that you need to re adjust the brake, you can use the safety hole on the opposite side of the arm. The brake pad is positioned for the 150 skis. If you are using XL125's you must lower the brake pad. Make sure the screws are very tight when securing the brake pad. **CAUTION!** Make sure all socket screws are properly tightened. Check the brake every time you ski.

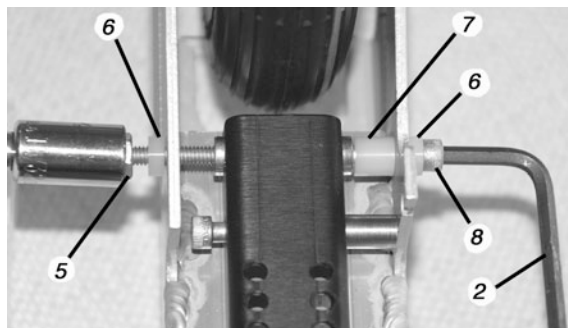
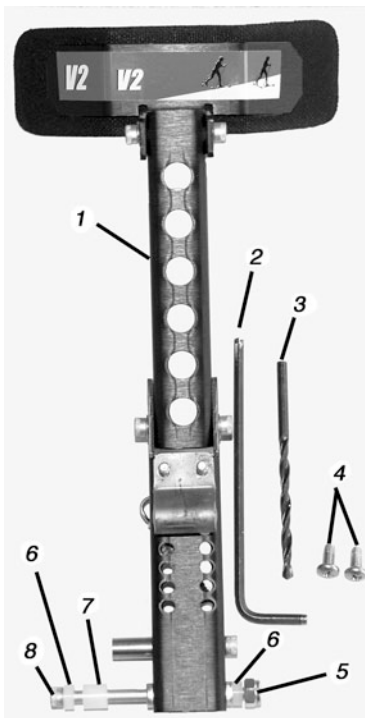


FIG.2



FIG. 3



FIG. 6



FIG. 5



FIG. 4

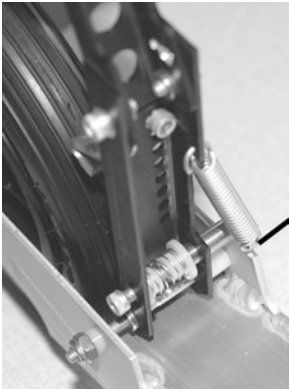
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## RAISING AND LOWERING THE BRAKE

When raising the brake from the folded position on the ski shaft, place the free end of the spring hook over the locking tab as shown in Fig. 8. Continue to raise the brake until the spring loaded plunger is engaged. To lower the brake, pull the brake backward, toward the rear wheel, then push in the plunger as shown in Fig. 9 and fold the brake over the ski shaft.

### BRAKING POSITION

To brake, you push the foot of the braking leg forward about 18" ( 45 cm. ) in front of the non braking foot, as shown in Fig.10. This position is known as the Telemark position. Push the knee backwards to engage the brake. Practice braking on very gentle slopes. The braking should be a very smooth and gentle motion, not quick and harsh.



Place the hook on the end of the spring over the locking tab on the rear wheel fork.

Pull brake unit backward, toward the rear wheel, then push in the spring loaded plunger and fold the brake over the ski shaft.

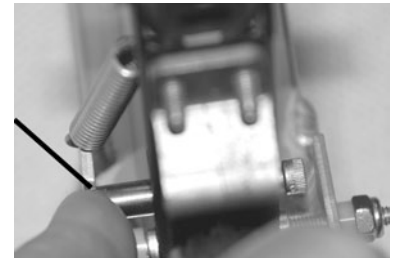
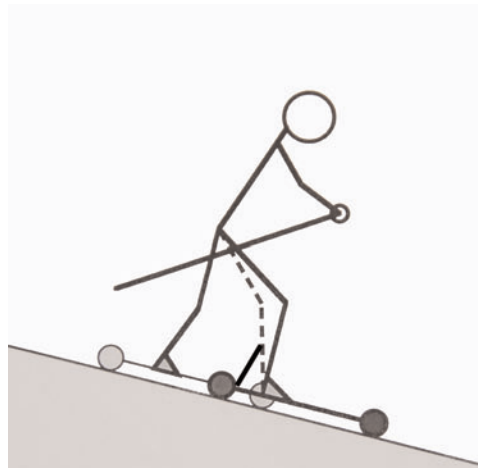


FIG. 9

FIG.8



Telemark braking position.

FIG. 10

**!!! CAUTION !** Roller skiing can be dangerous. Always wear protective gear; helmet, knee pads, gloves, etc. Use common sense when roller skiing and check your equipment every time you roller ski.

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