

footplate area- thru the short tube locator and out from under the rear of the footplate at the left side- this is where the flexible elbow (the rigid elbow will be at the front caliper) will be used going into the caliper. check the cable end for fraying and repair then use a lubricant if necessary to thread the cable end thru this flex elbow and inner plastic housing then thru the RUBBER BOOT piece and into the alan clamping bolt at the opposite caliper lever.

-to begin adjusting the cable, first fit the drum head into the hole in the lever hinge, then run the cable thru the slot in the perch and adjuster bolt and lock nut (turn the adjusting bolt and lock nut all the way into the perch to line up the slots, then at the end you can turn these back out to tighten the cable/brake pads as a final adjustment)

-pinch the V brakes/pads closed and tight to the rims to find the final location of the pads to the rim and tighten the alan bolts- then pinch the caliper closed again with your hand and pull the excess cable thru the alan lock nut and tighten. don't cut off the excess cable till the very end (the little alum. caps fit over the cut cable ends and is crushed tight)

-front cable is similiar and comes from the left handlebar lever/perch. Use the rigid elbow at the front caliper. The cable should run free to the caliper- Do not thread the cable thru the front reflector bracket.

-you should leave about an 1/8"+ of space between the brake pad and the rim- and the space should be approx. even on both sides- if not then try acting on the small black screw at the base of the caliper- it contols the return spring on each side of the caliper levers (screwing it in increases the spring tension and pulls that lever out, then screw the other side in the opposite direction so the springs aren't fighting eachother too much) this should help center the caliper/pads on the wheel rim.

-also when removing the wheel for flat repair, etc. and allowing the brake pads to open enough to let the wheel drop out- the elbow end fitting will need to be removed from the hinged flange- so there must be just enough slack in the cable to allow this.

-finally fine tune the handlebar ht. and alignment- adjust the perch/lever/handlebar angle for a comfortable hand angle- and turn the adjuster bolt and lock nut, at the perch, out a bit to fine tune/shorten the brake cable length/pad clearance from rim so that your brakes are responsive.

-fill up tires to the max. - they should feel nice and hard.

-bolt my new footplate on- then bolt the rest of the dog system onto the footplate. see my graphic page for dog system assembly.

-if your getting a head ache take this whole assembly to the bicycle shop- it will only take them a 1/2 hr. to do it all !