

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 clearance 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, please 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 best. Only use a *petroleum* based lubricant, not a synthetic lubricant. 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. This 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 can 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 special 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 who ride in extremely muddy conditions. This arch will significantly increase mud clearance. (However, we discourage riding in such conditions to prevent trail damage.)

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Avid, Inc. 2875 W Oxford Ave #7 Englewood, CO 80110 tel 303.762.9353 fax 303.762.1133