

# GENEUC

## Metazoa Brake Calliper.

User instructions April 2012.

We strongly recommend that all parts are fitted, serviced and regularly inspected by a qualified specialist bicycle mechanic.

These user instructions were prepared in good faith by Ison Distribution Ltd. UK.

All specifications are subject to alteration without notice.

## General Safety Information

• Improper use of your bicycle's brake system may result in a loss of control or an accident, which could lead to a severe injury. Because each bicycle may handle differently, be sure to carefully test and learn the ideal braking technique (including brake lever pressure and bicycle control characteristics) for your bicycle. Consult your bicycle dealer and the bicycle's owners manual, and practice your riding and braking technique.

• **Caution:** If the front brake is applied too hard, the rear of the bicycle will lift, and you may be thrown over the handlebars of your bicycle. If the rear brake is applied too hard, the rear wheel may lock; causing the tyre to skid, and you might lose control of the bicycle.

• **Caution:** Braking performance will change with weather conditions and road conditions. Always test your brakes and adjust your use of the brakes to suit the conditions. E.g. In wet weather, the initial braking performance from the pads to the rims will be slower and weaker, so you should allow additional braking distances in wet conditions. Also, tyre traction to the road surface will alter with the weather, and indeed the surface itself. E.g. Use extreme care when travelling over metal road furniture, such as manhole covers, especially when wet. Avoid using your bicycle in snow & ice.

• Use caution when selecting which levers to use with your brakes. Genetic Metazoa callipers are designed to function with regular calliper type drop bar levers, and should NOT be normally used with "V" and other types of brake levers.

• Metazoa callipers are designed for use with "sunken nut" type frame & fork fittings. When re-installing, apply sealant (locking adhesive) to the nut threads. Note: Regularly check that all brake fixings are correctly tight, as vibrations from use may cause fittings to become loose.

• Brakes designed for use as rear brakes should not be used as front brakes.

• Before riding the bicycle, check that there are no visible signs of damage to your brake system.

• Be careful not to allow any oil or grease to get onto the brake shoes. If any oil or grease do get on the shoes, you should replace the shoes, otherwise the brakes may not work correctly.

• Check the brake cable for rust and fraying, and replace the cable immediately if any such problems are found.

• Read these Technical Service Instructions carefully, and keep them in a safe place for later reference.

• If used with ceramic rims, the brake shoes will wear more quickly than normal.

• If the brake shoes have worn down until the grooves are no longer visible, they should be replaced. Different brake shoes have their own characteristics. Ask the place of purchase for details when purchasing the brake shoes.

Note: Check with your dealer about the suitability of the brake pads for your rims. Metazoa brakes are supplied with pads to suit normal aluminium rims. You should change the pads to suit your rims as required.

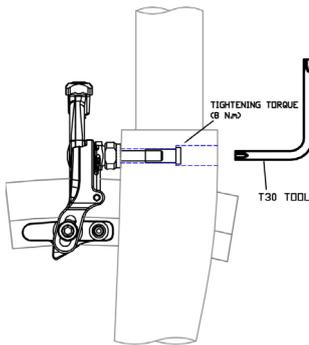
**Important Note:** Pay particular attention to Carbon Fibre rims, as using the incorrect pads may impair braking performance and irreparably damage the rims.

• Parts are not guaranteed against natural wear or deterioration resulting from normal use.

• Always ensure that all moving pivots on your brake calliper have adequate lubricant applied to allow free movement and to avoid corrosion. Light precision application lubricants are preferred to spray lubricants. As spray lubes may easily contaminate the brake pads and rims.

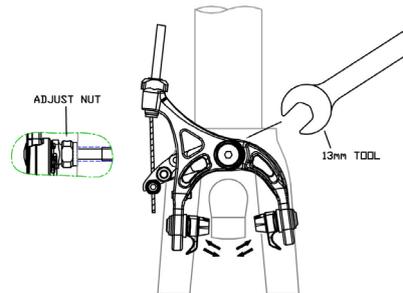
• For any questions regarding methods of handling or maintenance, please contact the place of purchase.

## Brake Calliper installation

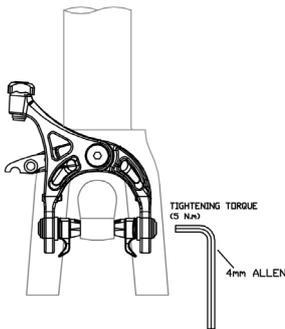


1) Check that the recessed mounting system is suitable for your frame & forks. The minimum secure fitment of the retaining nuts to the brake axle is at least 6 full turns. If the supplied fittings do not allow the correct amount of threads to be tightened, consult your dealer to request alternative fittings.

Securely tighten the calliper brake mounting nuts to the specified tightening torque. Tightening torque: 8 Nm {69 in. lbs.} (Using T-30 Torx type tool)

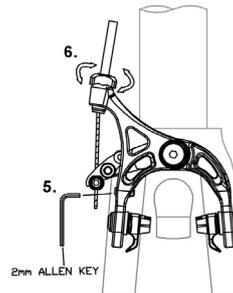


4) If the brake blocks are not equidistant from the rims braking surfaces when you squeeze the control levers, gently turn the adjuster nut using a 13mm spanner to 'centre' the callipers.



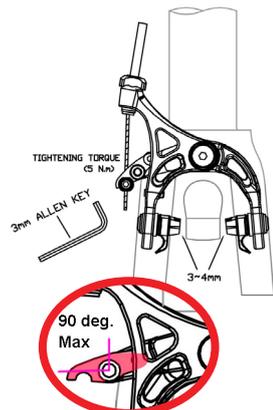
2) Brake shoe setting position. Ensure that the closed end of the brake block carrier is pointing forwards. To avoid brake squeal ensure that the leading edge of the brake block is towed inwards slightly. Important: To avoid tyre sidewall damage ensure that there is at least 1mm clearance between the top of the brake pad and the edge of the tyre.

Brake block/carrier tightening torque: 5 Nm {43 in. lbs.}



5) Any further fine adjustments to centre the calliper can be made by turning the grub screw in the caliper arm using a 2mm allen key.

6) If necessary make small adjustments to the distance between the brake blocks and the rims using the cable adjuster at the top of the calliper.



3) Cable connection. Ensure that your cable is correctly fitted to the lever and all stops/guides on your bicycle. Draw the inner cable through the black solderless nipple and do it up hand tight using a 3mm allen key. While holding the calliper arms together with one hand, use your other hand to place the nipple into the half moon shaped cutout in the brake pivot arm. Now bring the cable into tension by holding the nipple with an 8mm spanner and drawing the cable through while firmly tightening the allen screw. There should be between 3-4mm between the rim and brake block.

Note: When the brake power applied, the solderless nipple (brake cable pinch bolt) should not be set to allow the brake roller pivot arm to be pulled past 90 degree angle to the cable. This is to ensure that the solderless nipple with cable remain securely "trapped" in the 1/2 moon cut out end of the brake roller pivot arm.

### QR Function:

The Solderless nipple can operate as a Calliper Quick Release to allow an inflated tyre to pass the brake blocks easily for fast wheel removal or installation.

**a)**  
i) To operate the QR function: Squeeze the calliper arms tight to the rim (by hand) – to offer "slack" in the cable.  
ii) Slip the Solderless nipple and cable out from the end of the Brake Roller Pivot.  
iii) Release the brake arms, and the calliper will fully open.

**b)**  
i) To re-install the brake function: Squeeze the calliper arms tight to the rim (by hand).  
ii) Slip the Solderless nipple and cable back into the 1/2 moon end of the Brake Roller Pivot.  
iii) Release the brake arms, and the calliper spring will pick up the cable slack and fully engage the Solderless nipple into the Brake Roller Pivot arm.  
iv) Check that the cable and all housings are fully seated.  
v) Test the brake function several times at full power to ensure it is as it was before the QR function was used.