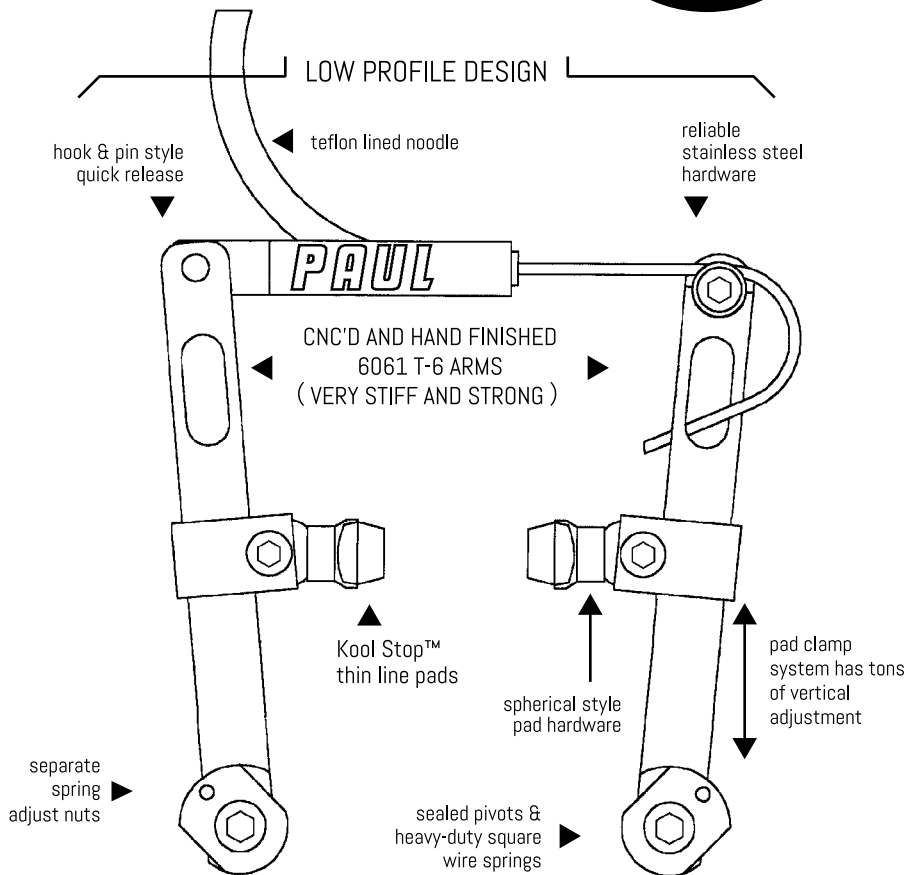


# THE MOTOLITE

## HIGH POWER, LINEAR PULL

paulcomp.com

COMPATIBLE WITH LOVE LEVERS AND  
OTHER LONG-PULL BRAKE LEVERS



NICE PARTS SINCE '89

MADE IN USA

# INSTALLING THE MOTOLITE

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- \* PLEASE
- \* READ
- \* CAREFULLY

We highly recommend using Motolite brakes with our Love Lever brake levers for optimal performance. Professional installation is recommended.

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1. Remove twist tie.

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2. Place brake arms on brake studs. Pivots are pre-greased. Install mount screws. Brakes can be set up with cable coming from left or right side. They come set up for left side cable entry. For right side cable entry, switch arms to opposite sides, leaving springs in original position, and turn pad clamps over.

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3. Orient pads on pad clamps. Short end of pads go towards front of bike. Spacers on pads can be switched around to vary distance between arms and tire.

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4. Set pad clamps parallel to rim at rim height first. Then set pads flush with rim, using conical washers on pad assemblies. If pads are interfering with frame or forks, clamps can be turned over so that the pads are on the other side of the brake arm, moving them away from the frame or fork.

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5. Use 15mm wrench to rotate each spring adjust nut outward 45 degrees, tighten mount screws.

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6. Install new cable and housing into noodle. Make sure housing forms smooth curves.

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7. Tighten cable on opposite arm leaving 2 to 3 mm clearance between pads and rim. THERE MUST BE ONE INCH OF CABLE BETWEEN NOODLE AND BRAKE ARM.

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8. Make sure pads are centering on rim, fine tune by turning spring adjust nuts. Check to make sure all bolts are tight. Take for short test ride to check your set up and feel of brakes.

MADE IN USA

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# HUB INSTRUCTIONS

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## INSTALLATION - Please read carefully:

### 1. LACE THE HUB

We do not recommend radial lacing, as it places a very high stress on the flange. HUBS LACED WITH A RADIAL SPOKE PATTERN ARE NOT COVERED BY OUR WARRANTY.

### 2. ADJUST THE HUB

We try to ship every hub we make in perfect adjustment. However, it is always best to check them once they are built into a wheel. To do this, follow these instructions:

- With the wheel in a truing stand or a frame, grasp the rim and check it for side to side play.
- If you find the wheel has some play, loosen the cinch screw on the adjustment ring.
- Turn the adjustment ring until a slight amount of play can be detected.
- The quickest way to ruin your new hub is to over-tighten the bearings. Tighten only until there is just a slight amount of play.
- Remove wheel and make sure axle spins freely by hand
- Readjust if necessary

#### **FHUB SPECS**

FLANGE DIAMETER	43mm
FLANGE WIDTH	73mm
BEARINGS	15mm x 28mm, #6902
WEIGHT	125 grams
SPACING	100 mm

#### **DISK FHUB SPECS**

FLANGE DIAMETER	56mm
FLANGE WIDTH	center to disk: 24mm center to open flange: 32mm
BEARINGS	15mm x 28mm, #6902
WEIGHT	175 grams
SPACING	100 mm

#### **WORD SPECS**

FLANGE DIAMETER	43mm
CENTER TO FLANGE WIDTH	39.5mm
BEARINGS	15mm x 28mm, #6902
WEIGHT	225 grams (including bolts and washers)
SPACING	135 mm
CHAINLINE	51.5mm

#### **DISK WORD SPECS**

FLANGE DIAMETER	56mm
CENTER TO FLANGE WIDTH	34mm
BEARINGS	15mm x 28mm, #6902
WEIGHT	290 grams (including bolts and washers)
SPACING	135 mm
CHAINLINE	51.5mm

#### **HIGH FLANGE FRONT HUB SPECS**

FLANGE DIAMETER	65mm
FLANGE WIDTH	65mm
BEARINGS	15mm x 28mm, #6902 2RS
WEIGHT	225 grams (including bolts and washers)
SPACING	100 mm

#### **HIGH FLANGE REAR HUB SPECS**

FLANGE DIAMETER	65mm
FLANGE WIDTH	65mm
BEARINGS	15mm x 28mm, #6902 2RS
WEIGHT	247 grams (including bolts and washers)
SPACING	120 mm, 130mm & 135mm
CHAINLINE	fixed: 44mm, freewheel: 47mm

#### **WHUB SPECS**

FLANGE DIAMETER	56mm
CENTER TO FLANGE WIDTH	41.5mm, dishless
BEARINGS	15mm x 28mm, #6902 2RS
WEIGHT	200 grams (including bolts and washers)
SPACING	135 mm

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