Made in USA

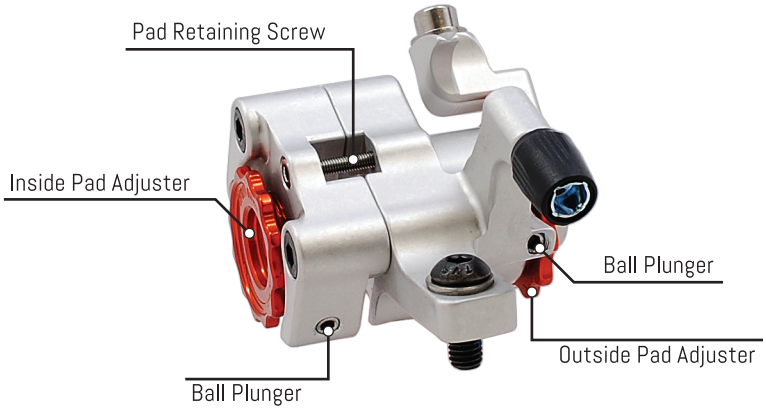
NICE PARTS SINCE 1989

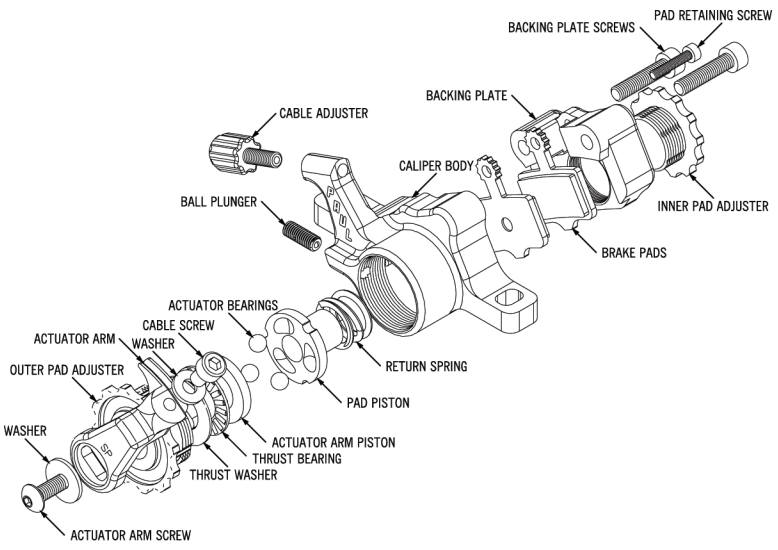
Thank you for purchasing the PAUL Component Engineering Klamper Disc Brake Caliper!

Make sure to follow these instructions for safe effective performance. failure to do so could result in serious injury. We highly recommend installation by a qualified bicycle mechanic.

KLAMPER SETUP INSTRUCTIONS

1. Install your disc rotor on hub. We do not make or sell disc rotors. Tighten rotor mount screws to manufacturer's specifications.
2. Install the pads in the caliper. First remove the pad retention screw. Then place the pad spreader spring between the pads (copper color faces out, grey color in) and insert into the caliper. Reinstall the pad retention screw so the IT GOES THROUGH BOTH PADS and spring pad separator.
3. If using an adaptor, mount it to the frame/fork.
4. Install the caliper to the frame/fork using the provided M6x16 screws and washers leaving them only finger tight. Tighten pad adjusters until both pads are touching the disc, and the disc is centered in the pad slot of caliper body.
5. There are two ball plungers (one for each adjuster knob) located on the side of the Klamper caliper body. The ball plungers hold your adjuster knobs in place and are meant to be tight enough to accomplish this while allowing you to make adjustments (this is how they will arrive when you order them). If you need to loosen the ball plungers to make adjustments that is fine, however, you must retighten them so the adjuster knob is held firmly in place (we don't want you to lose your knobs on your epic ride).
6. Tighten caliper mount screws to 8Nm.
7. Install your cable and hosing. Be sure both are clean. File/sand/grind all housing ends. Pay particular attention to removing burrs inside the housing ends. This is the most important aspect of a good feeling Klamper. Use a high-quality lube or grease on the cable inside the housing. Torque cable clamp screw to 6.5Nm.
8. Use the barrel adjuster to remove any slack from the cable.
9. Back off inside pad adjuster 2 notches.
10. Back off outside pad until there is about 1" (25.4mm) of throw at the end of the brake lever.
11. Check to make sure the mounting screws, adaptor screws (if used), and cable clamp screw are TIGHTENED TO THEIR PROPER TORQUE SPECIFICATIONS.
12. If you feel the pads are touching the rotor after this procedure, it's a good idea to bed the pads in before trying to do much more fine tuning.





WARNING:
Remember: All bicycle disc brakes need a break in period to "bed" in the pads. We've Found the best way to do this is to go on a couple of short, easy rides. Don't do any steep hills or routes that require extensive braking until your pads are bedded.