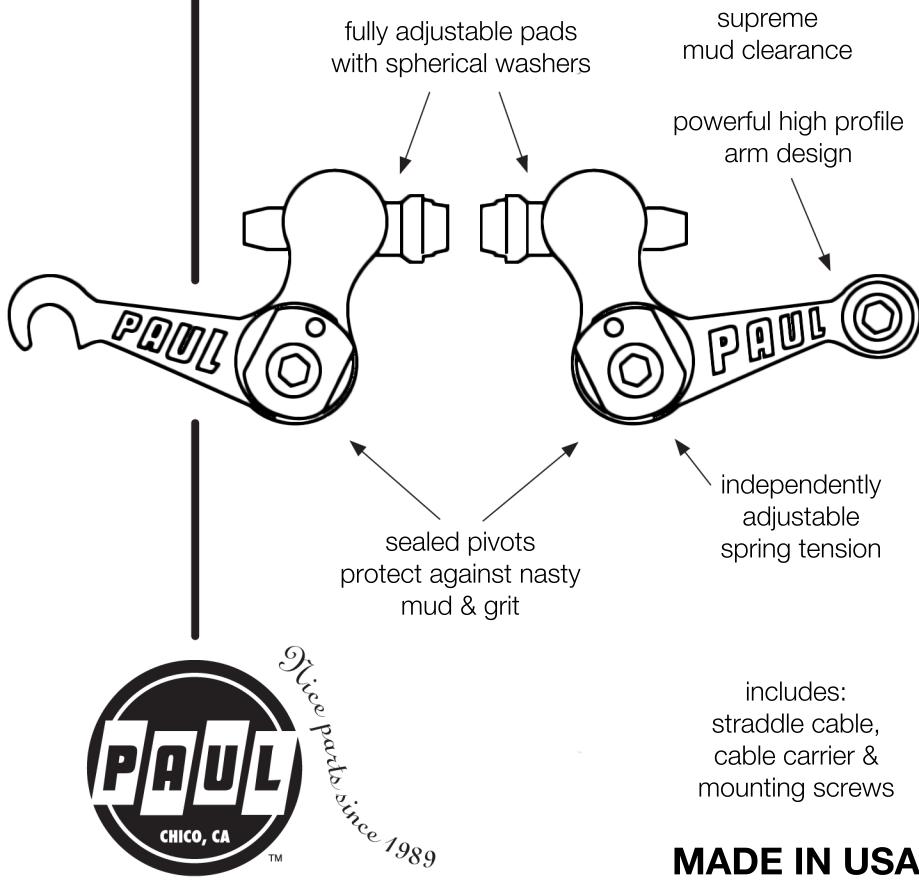


NEO RETRO

MAFAC INSPIRED CANTILEVER BRAKE

classic cantilever function & style
meets modern materials & adjustability



MADE IN USA

INSTALLING THE NEO RETRO

Congratulations on your purchase of our NEO RETRO cantilever brake system. Set up is very easy and the combination of our sealed pivot design and the extreme mud clearance of the high profile canti design will provide years of trouble free service.

PLEASE READ CAREFULLY

1. Place the brake arms on the bosses with the 'PAUL' engraving facing away from the frame. This puts the springs on the outside of the arms, the springs are not located between the brake arms and frame. The silver spring should be on the right, and the gold spring on the left.
2. Insert the M6x20 brake bolts into the brake pivots. Tighten hand tight with a 5mm hex wrench.
3. Remove the nut and outer spherical washers from the brake pads, insert the brake pads into the brake arms, and replace the washers and nuts. The short ends of the pads should face the front of the bike.
4. Using a 5mm hex wrench, adjust the pads flat against the rim and tighten. The pads should strike the rim at a right angle and should not touch above or below the rim's braking surface. Spacers on the pads can be switched around to vary the distance between the arms and the rim.
5. Using a 15mm wrench, hold the spring nuts (oval shaped piece mount bolt head fits into) straight up and down and tighten the M6x20 brake bolt with a 5mm hex wrench.
6. Install the straddle wire and straddle wire carrier. Make the straddle cable as long as possible to maximize braking power, but make sure it does not interfere with the frame when actuated. Tighten the cable clamp screw with a 4mm hex wrench.
7. Double check to make sure everything is tight by vigorously pulling on the lever several times.
8. Enjoy.



Paul Component Engineering

www.paulcomp.com