Compatibility:

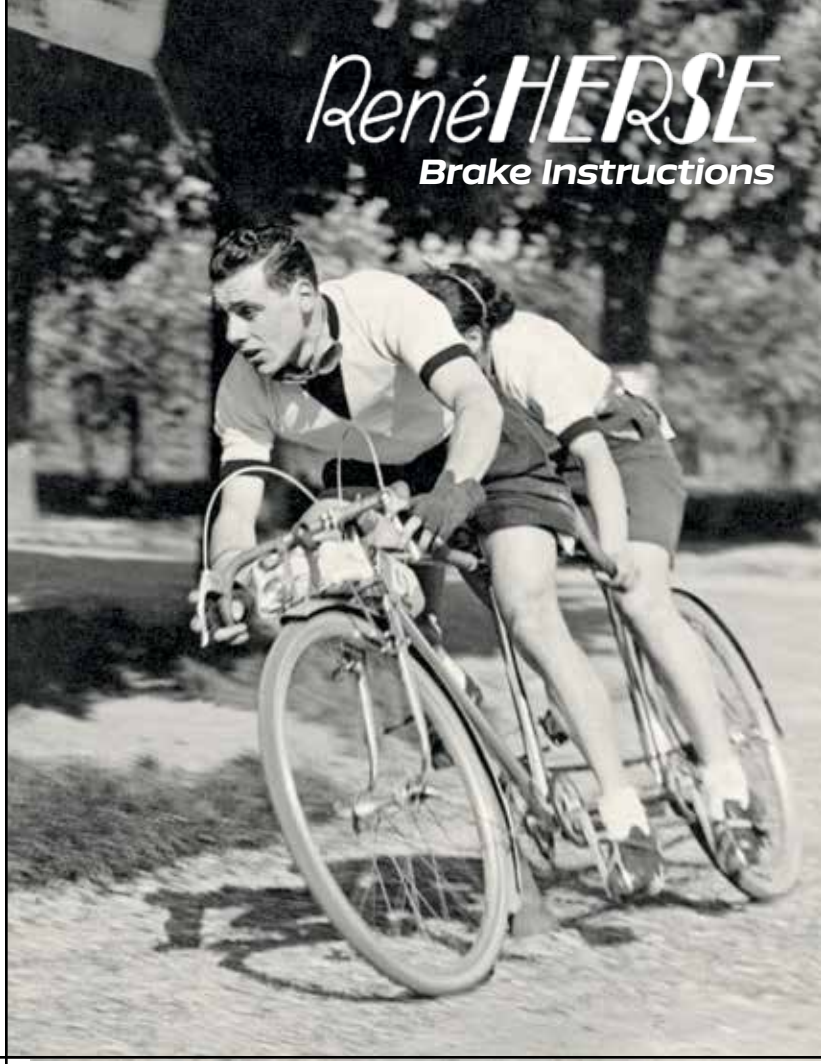
- For tires up to 42 mm wide with fenders, or up to 55 mm wide without fenders.
- Compatible with most brake levers:
  - modern road bike levers
  - cantilever brake levers
  - classic road bike levers
  - **not compatible** with V-brake levers

Warranty

We warrant Compass René Herse brakes against defects in materials and workmanship for **ten years** after the original purchase, for the orginal purchaser. If the product is found defective by Compass Bicycles, we will replace or repair it. If you feel that a product is defective, please send it to us for evaluation. Please allow up to four weeks for the evaluation. This warranty does not cover:

- Damage due to improper assembly.
- Crash or impact damage.
- Wear of pivot bushings or brake pads.
- Changes in color due to normal oxidation.
- Indirect damage to the bicycle.

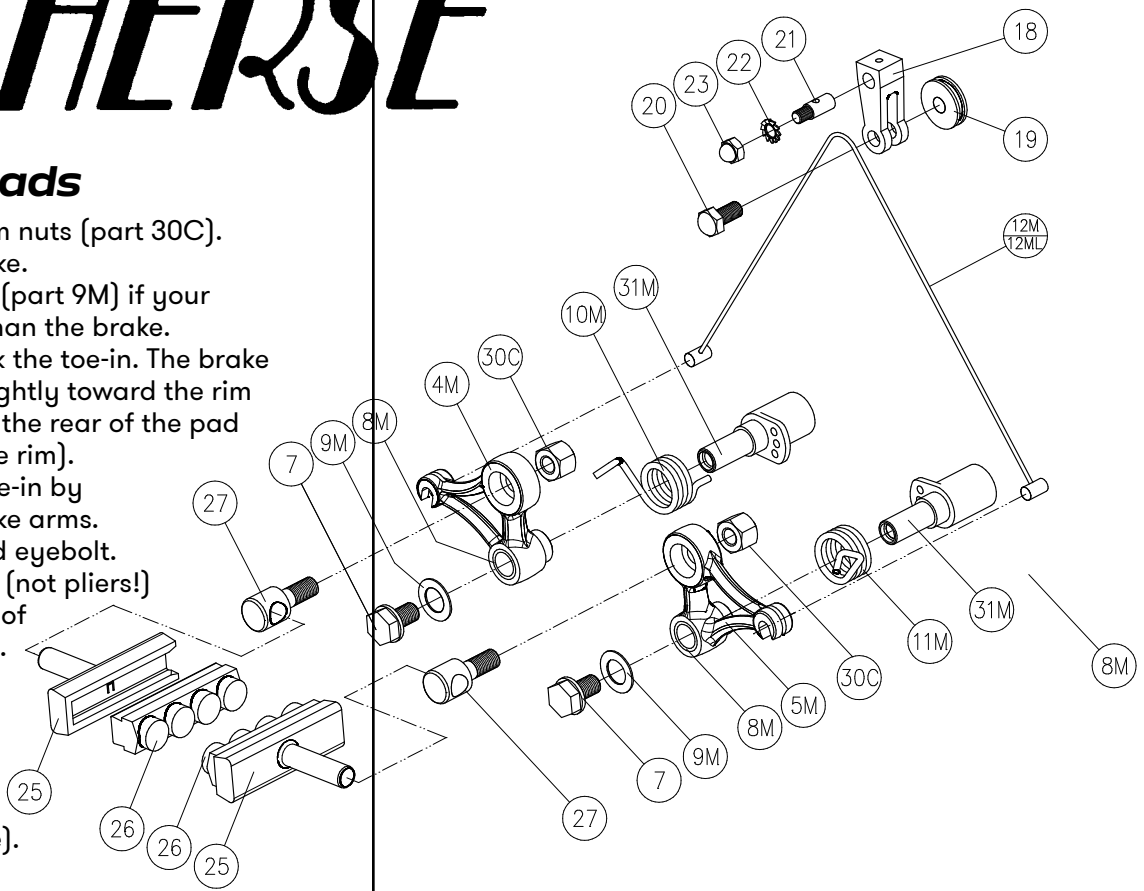
Compass Cycles
2442 NW Market St. #426
Seattle, WA 98107, USA
www.compasscycle.com



René HERSE

Direct-Mount Pads

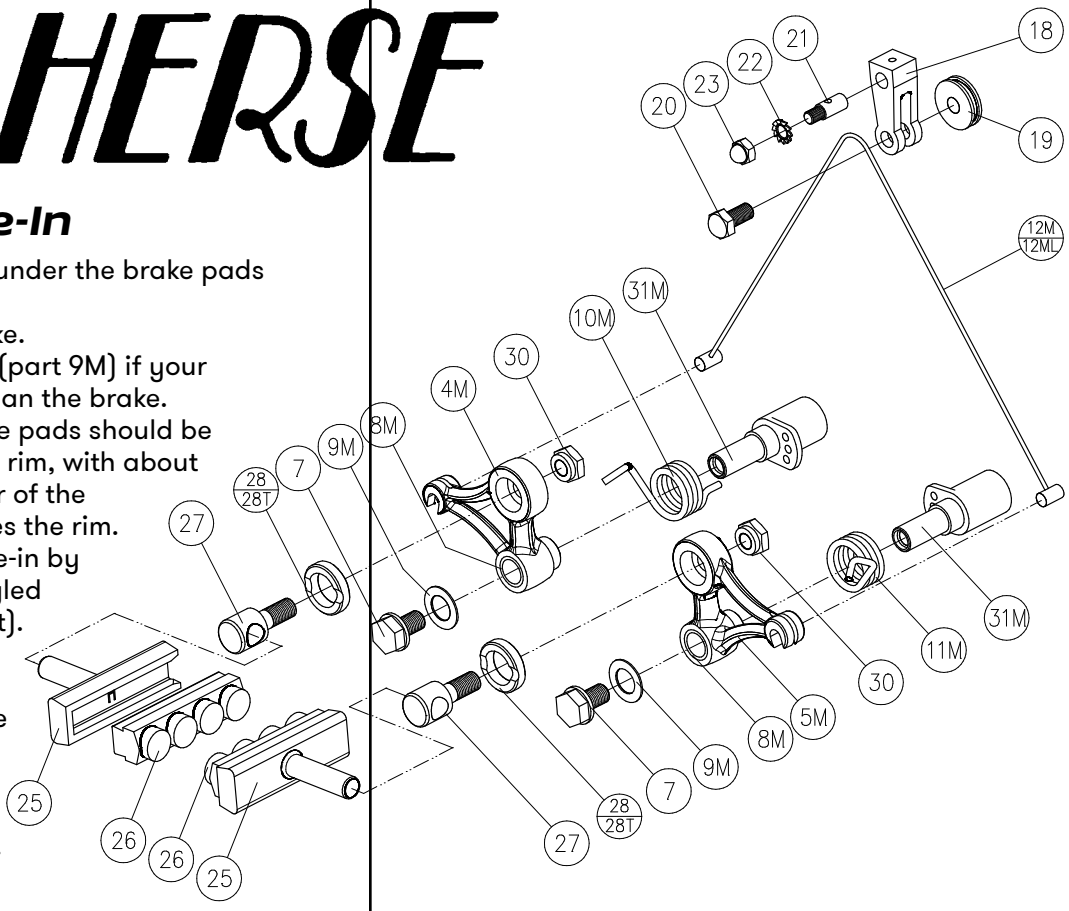
- This version uses aluminum nuts (part 30C).
- Mount the brake on the bike.
- Use the thin brass washer (part 9M) if your cantilever post is longer than the brake.
- If the brake squeals, check the toe-in. The brake pads should be angled slightly toward the rim (about 1 mm clearance at the rear of the pad when the front touches the rim).
- If necessary, adjust the toe-in by carefully bending the brake arms.
- Remove the brake pad and eyebolt. Use an adjustable wrench (not pliers!) and set it to the thickness of the brake arm's upper eye. Slide the wrench over the eye and carefully bend the arm.
- Reinstall the brake pad.
- Regularly perform the safety checks (see reverse).



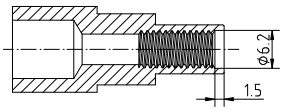
René HERSE

Washers for Toe-In

- This version uses washers under the brake pads (part 28/28T).
- Mount the brake on the bike.
- Use the thin brass washer (part 9M) if your cantilever post is longer than the brake.
- Check the toe-in. The brake pads should be angled slightly toward the rim, with about 1 mm clearance at the rear of the pad when the front touches the rim.
- If necessary, adjust the toe-in by installing the supplied angled washer (marked with a dot).
- One side of the washer has a deeper groove than the other, which angles the brake pad to adjust the toe-in.
- Regularly perform the safety checks (see below).



Brake Posts:



- For optimum strength, René Herse brake bolts (part 7) have a rounded transition from head to shaft.
- For use with these bolts, your frame's cantilever pivots (posts) must be countersunk: The first 1.5 mm of the hole in the pivot must be without threads (above).
- If the threads on your frame extend all the way to the end, the post can flare when the brake bolt is tightened, causing the brake to bind.
- If your posts have threads all the way to the end, have a bike shop countersink the posts. This is best done with a drill press, or by sliding a tube over the drill to act as a stop and prevent it from removing too many threads.
- If you cannot countersink the posts, use a 1.5 mm-thick washer (6 mm inner diameter) under the bolt head, or use the brake bolts that were installed previously.

Important Safety Checks

We want you to enjoy your brakes, rather than visit a hospital! Please perform these important safety checks.

Safety Check 1:

- Before every ride, pull hard on both brake levers to make sure your brakes work properly.
- Don't forget to hook up the straddle cable after removing a wheel. Injury risk!

Safety Check 2:

- As your brake pads wear, they will touch the rim in a lower spot. Eventually, they can 'dive' under the rim, resulting in a complete loss of braking. Injury risk!
- Every 500 km (300 miles), check that the brake pads are hitting the rim squarely. Adjust if necessary.

Safety Check 3:

- After replacing the brake pads, check that the open ends of the pad holders face toward the rear of the bike.
- If the open end faces the wrong way, the pad can eject during hard braking, resulting in a complete loss of braking. Injury risk!