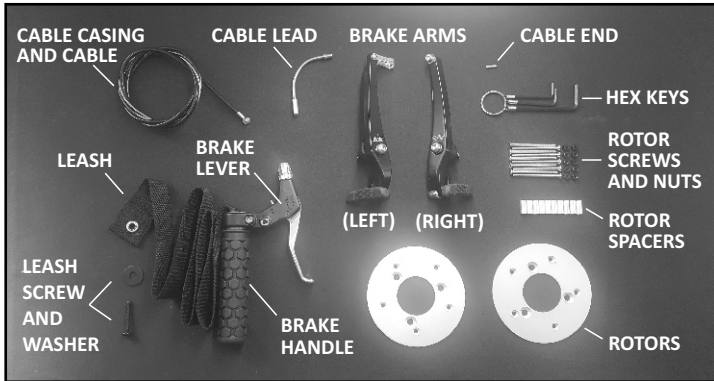




# BRAKE ASSEMBLY INSTRUCTIONS

MBS V5 Brake Manual v.18.01

## PARTS

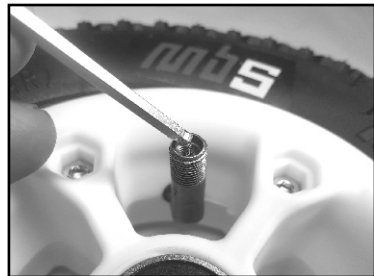


## TOOLS



## INSTALL ROTORS ONTO REAR WHEELS

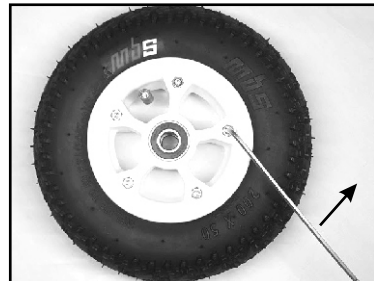
Note: This brake kit is compatible with all MBS five-screw hubs (RockStar, RockStar II, RockStar Pro, and Fivestar). Tri-spoke hubs and Twistar hubs require additional rotor screws and/or spacers. Contact MBS for these parts - [www.mbs.com](http://www.mbs.com).



1. Remove wheels from rear truck then deflate tires.

### !WARNING!

Failure to fully deflate tires will cause hub to explode when hub screws are loosened in the next step.



2. Lay wheels on table with valve stems facing upward.

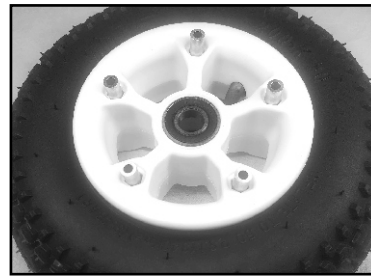


3. Loosen hub screws using 3mm hex key.



4. Remove top half of hub then flip tire and tube over so valve stem points down.

Note: Valve stem will now be on the same side of wheel as the hub nuts. This step prevents the valve stem from being blocked by the rotor.



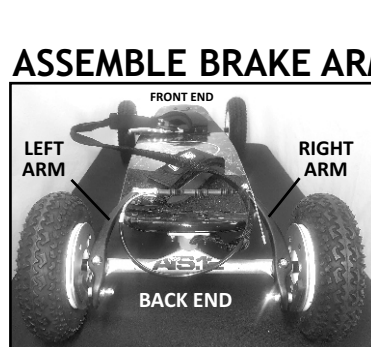
5. Replace top half of hub back onto bottom half.



6. Insert rotor spacers into screw holes.

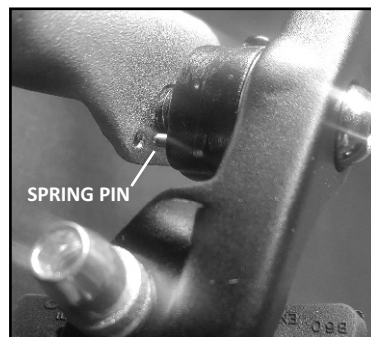


7. Place rotor on top of rotor spacers and align holes.



8. Insert rotor screws into rotor holes then tighten.

Tip: You may need to hold the nuts in place on the opposite side of the hub.

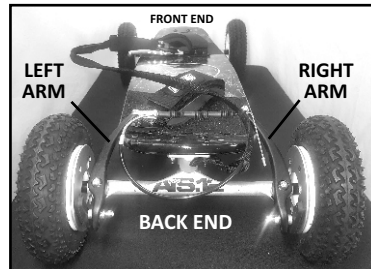


9. Check that all screws are tight. Inflate tire to 30 psi.

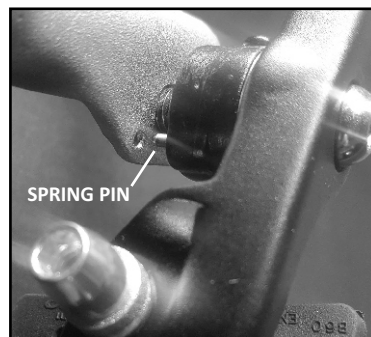


10. Repeat process for other wheel.

## ASSEMBLE BRAKE ARMS ONTO TRUCK



First, look at the image to the left to see how the brake assembly should look when finished.



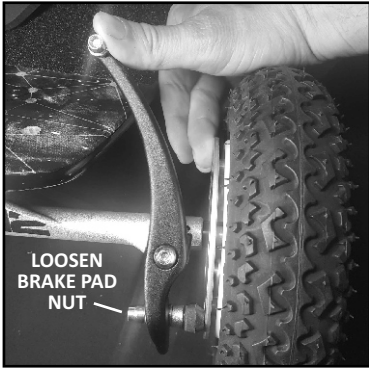
1. Use 5mm hex key to screw right brake arm into the hole provided in truck.

Note: Align the SPRING PIN with associated SPRING PIN hole during this step. The SPRING PIN must go in the hole.



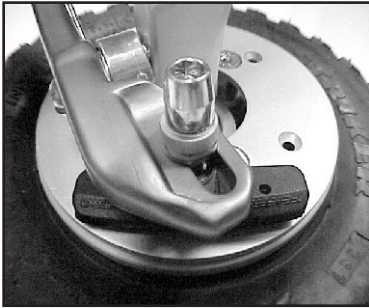
2. Repeat for left brake arm then assemble wheels back onto truck.

## ADJUST BRAKE PAD ALIGNMENT

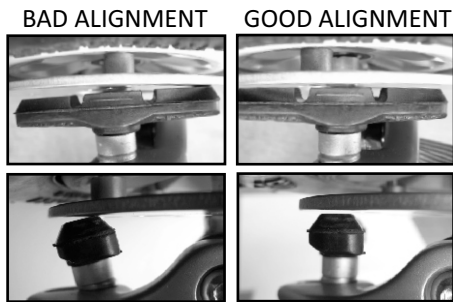


1. Push the top of the brake arm inward to press the brake pad against the rotor. This will allow you to check the position and alignment of the brake pad with respect to the rotor.

2. Use 5mm hex key to loosen the brake pad nut to allow for adjustment.

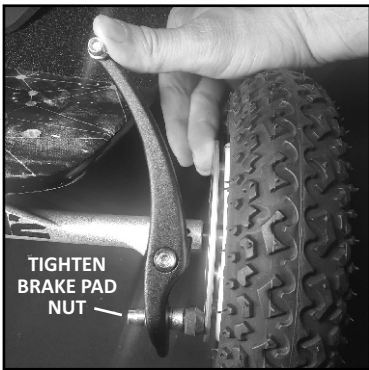


3. Check the position of the brake pad with respect to the edge of the rotor. The ends of the pad should be close to the edge of the rotor but not overhanging.



4. Check the alignment of the brake pad surface with the surface of the rotor.

Examples of good and bad alignment shown at left for reference.



5. When alignment is good tighten the brake pad nut with 5mm hex key.

Tip: To prevent brake pad from moving press hard against the top of the brake arm to hold the brake pad in place while tightening the brake pad nut.

## ATTACH BRAKE CABLE TO HANDLE



1. Align slot in adjustment screw/nut with slot in brake handle. The brake cable will go into this slot.

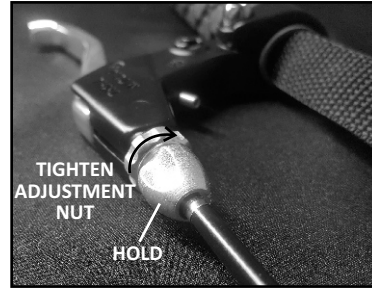


2. Insert brake cable anchor into the spot provided in the brake lever.



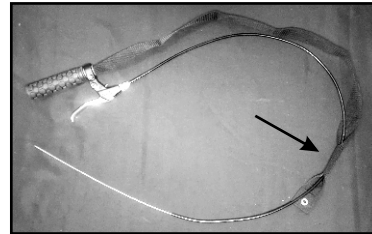
3. Lay brake cable into slot.

4. Turn cable adjustment screw 1/2 turn so its slot is on opposite side of brake lever slot.

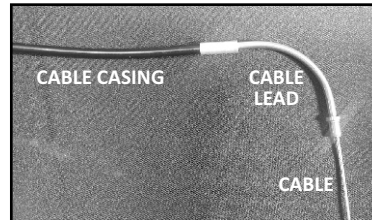


5. Tighten cable adjustment nut.

Tip: Hold adjustment screw while tightening adjustment nut to make sure adjustment screw slot remains on opposite side of slot in the brake arm.



6. Thread brake cable through leash.



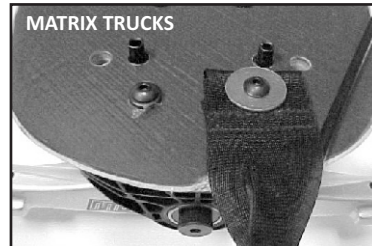
7. Slide CABLE LEAD over brake cable. CABLE CASING should fit securely into the sleeve of the CABLE LEAD.

## ATTACH LEASH TO DECK



1. Use screw and washer provided to attach leash as shown.

For ATS trucks, attach leash to underside of deck.



For Matrix trucks attach leash to top of deck.

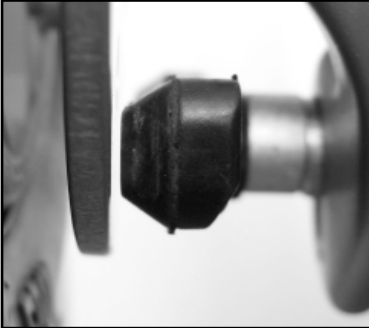
## ATTACH BRAKE CABLE TO BRAKE ARMS



1. Insert CABLE LEAD into LEAD HOOK UNIT at the top of the left brake arm.



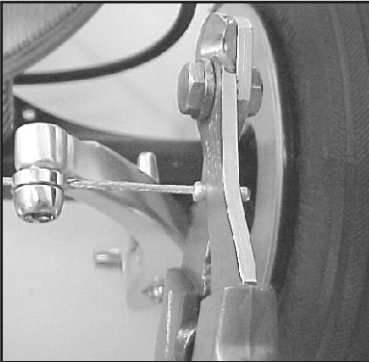
2. Lay brake cable into the groove in the top of the right brake arm and tighten brake CABLE SCREW a little. Do not fully tighten until the distance between the brake pads and the rotor has been adjusted.



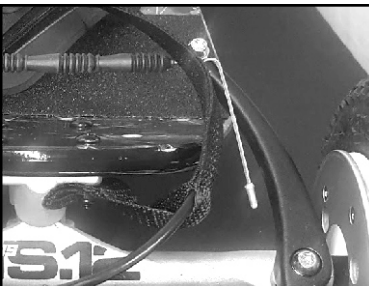
2. Loosen CABLE SCREW so the cable can be pulled to adjust the gap between brake pads and the rotor. The gap should be the same on both sides and as small as possible without the brake pad rubbing on the rotor when the wheels spin (ideally the thickness of credit card).



3. When the gap is good securely tighten the CABLE SCREW to ensure it does not come loose when the brake lever is tightly squeezed.

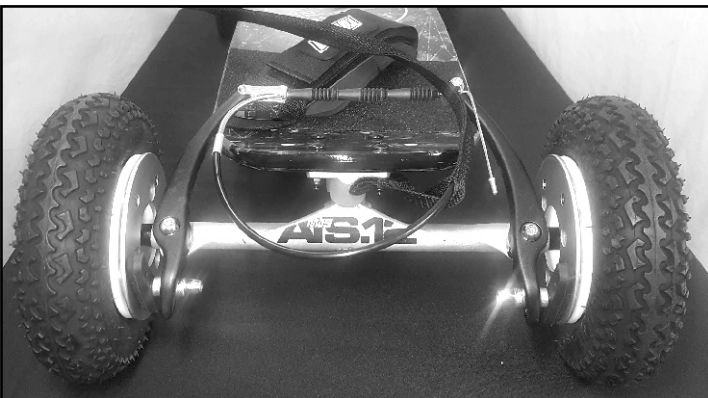


4. Crimp CABLE END onto the end of the cable to prevent cable strands from fraying.

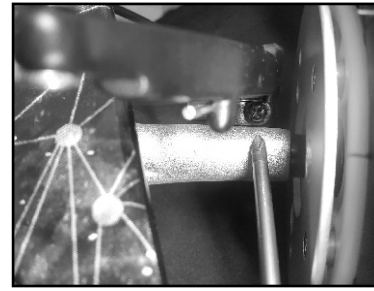


5. If cable is too long bend it downward to prevent it from hitting the wheels.

6. Depending on your model, your assembled brake should look something like the picture below.



## BRAKE ARM ADJUSTMENT



If you find one brake arm rebounds stronger than the other (i.e bigger gap between pad and rotor on one side than the other) tighten the adjustment screw located behind the brake arm with the weaker rebound.

## BRAKE MAINTENANCE

Maintain your brake system by checking that all parts are secure, and properly adjusted before and after each ride. This includes:

- To prevent the cable from accidentally coming out of the brake lever, check that the slot in the adjustment screw is NOT aligned with the slot in the brake lever to. Also check that the adjustment nut is securely tightened.
- Check condition of brake pads. Tighten brake pads that are loose. Replace brake pads that show excessive wear.
- Check that pads are rebounding from rotor correctly. Adjust pad rebound if necessary as described in the BRAKE ADJUSTMENT section.
- Check that the Brake Cable and Cable Casing are in good condition. Replace frayed or damaged parts.
- Important! Always check that brake is working correctly and to your satisfaction prior to riding
- Warning! Never rely on the brake as your sole means of stopping. Learn to powerslide and foot brake as a back-up.

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