



## Brake lever setup

### Important information

- If you are unsure of the correct fitting process please consult your Brompton dealer. Brompton cannot accept responsibility for any failures due to incorrect fitting or maintenance.

Should you require more information, please see [www.brompton.co.uk](http://www.brompton.co.uk)

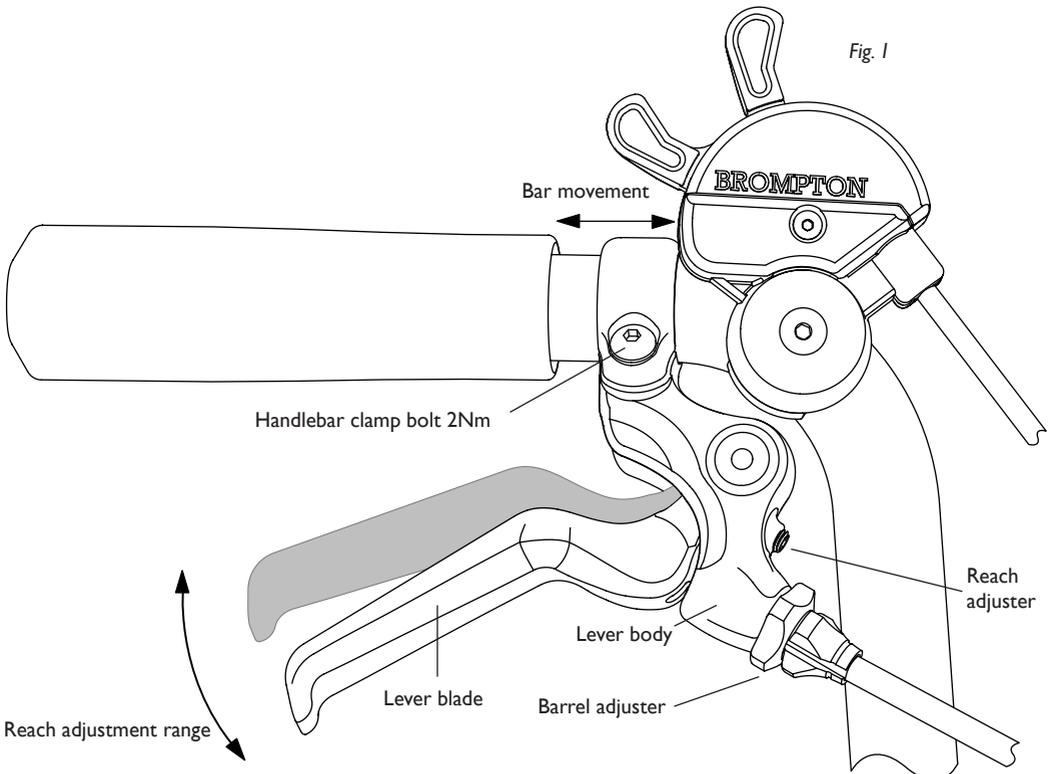
### Setup procedure

1. Lever angle
2. Lever position
3. Reach adjustment
4. Bite-point adjustment
5. Securing the lever
6. Cable routing

### Installing the lever

In order to achieve a comfortable and safe brake lever position, it is important to spend some time ensuring the lever is correctly installed and adjusted. Depending on your hand size, you can adjust the distance of the lever from the bar; the lever can be set to be operated by one, two or three fingers.

The left and right hand levers are specifically designed for their respective positions; the lever should be fitted with the clamp bolt facing upwards.



## 1. Lever angle

The range of lever angle adjustment is restricted by the cable exit path, if the lever is angled too high it will cause problems for the operation of the brakes and in folding the bike.

When the bike is folded, the right hand brake cable housing will contact the fork leg. The lever angle should be set so that the cable housing lightly contacts the fork leg; too much contact will bend and damage the housing. For this reason, the lever blade features a kink allowing the lever blade to sit higher than the lever body this offers a more comfortable position without affecting the cable housing path.

## 2. Lever position

The position of the lever on the bar can be adjusted to move the lever closer or further from the end of the handlebar grip. This adjustment will allow the lever to be positioned for one, two or three finger braking.

Positioning the lever for one finger braking will give a more secure grip on the bar but allow you to apply less braking force. Three finger braking will allow you to apply maximum braking force but reduce bar grip.

## 3. Reach adjuster

Lever reach adjustment is controlled by the grub screw on the side of the lever body.

Screwing the reach adjuster into the lever body (using a 2.5mm hex key) will bring the lever closer to the handlebar.

When the lever reach is adjusted closer to the handlebar it will cause the brake pads to move closer to the wheel rim. It may be necessary to adjust the lever bite point (engagement position) in order to give sufficient pad clearance; this can be achieved by screwing the barrel adjuster into the lever body.

If there is not enough adjustment at the barrel adjuster to give sufficient pad clearance and a satisfactory lever bite point, you may need to loosen the cable clamp bolt (10mm spanner) at the brake caliper to allow some cable to be pulled through. Be sure to re tighten this bolt to 8Nm and ensure the cable is properly secured before using the bike.

## 4. Bite-point adjustment

Lever bite-point (engagement position) adjustment is controlled by the barrel adjuster. Screwing the barrel adjuster into the lever body will bring the lever bite-point closer to the handlebar. Screwing the barrel adjuster outward from the lever body will move the bite point further from the handlebar.

The barrel adjuster uses a lock ring to secure it in position; this should be loosened before adjustment and tightened once the barrel adjuster is correctly positioned.

## 5. Securing the lever

Once the lever has been correctly positioned on the bar, the clamp bolt should be tightened to a torque of 2Nm using a suitable torque wrench and 3mm hex key fitting.

## 6. Cable routing

Correct cable routing and cable housing length is essential; cables must pass in front of the handlebar, to the left of the handlebar support and to the right of the main frame tube.