

# QR2

## Lambretta Rear Brake Cable Assembly Instructions

**NB: Instructions provided for ease of Assembly - as with all operations on Brake Systems only fit this cable if you are a competent mechanic and have experience of working on Lambretta braking systems.**

### **PLEASE READ ALL THE INSTRUCTIONS BEFORE COMMENCING – IF YOU ARE NOT SURE - GET IT FITTED BY SOMEONE THAT IS!**

1. We assume you need no instructions on which bits of bodywork you will need to remove - so you can get access to the Brake Cable. If you're not sure about this bit - refer to the Statement above!
2. First job is to remove your old brake cable completely – undo the nut and bolt that clamps the cable at the pedal end and remove the adjuster and clamp at the engine end. Simplest way should be to pull the inner cable out from the engine end, then remove the Outer cable and finally the old (rusty) top-hats from both frame and engine block. Now remove the small split pin and clevis pin that holds the clamp-plates to the pedal itself. The only parts you will need to retain are the Clamp Plates and the barrel and adjuster nut/wheel at the engine end – unless you have purchased our Optional Stainless Adjuster set.
3. Firstly - you will need to **reverse the clamp plates** around - 180 degree's - so that the "gap" between the two larger holes effectively becomes wider – this is to accommodate the "Eye" on the new cable. **See the pic over-leaf.**
4. **You can either** fix the reversed plates to either side of the pedal as normal using the smaller of the supplied pins/clips, then route the cable as normal and finally fit the cable eye between the two plates using the larger pin and clip.
5. **OR ALTERNATIVELY:** Start by fitting the cable eye between the reversed plates, using the larger pin/clip, then route the cable and then fit the plates to the pedal with the smaller pin/clip.
6. Once you have routed the cable ensure that both ends of the Outer cable are seated fully within the Top-Hats. Also check that the Top-Hats are also correctly seated in both the Frame and Engine. The Outer Cable is slightly longer than a standard one, so it can be used on normal set-ups and on alternative set-ups such as TS and RB motors – without the need to use the extended top-hats that some set-ups have to use.
7. At this point – if you wish - you can fit the supplied rebound buffer to the pedal assembly – see pic over.
8. Now simply refit either your original Adjuster Nut/Wheel and Barrel at the Engine end **OR** fit our lovely shiny Stainless-Steel kit - and adjust your cable to suit your own preference, once again checking that the outer cable is located in the engine and frame brackets correctly.
9. Finally - Check the whole cable assembly is firmly seated and the brakes work properly. And then check again before taking to the road.

# QR2 fitting instruction – continued.....

## OILING

The cable outer is lined but we recommend using a squirt of DRY PTFE lubricant down the Outer prior to fitting – and as it's so easy to remove you can do this as part of your regular service and maintenance.

## REAR HUB REMOVAL

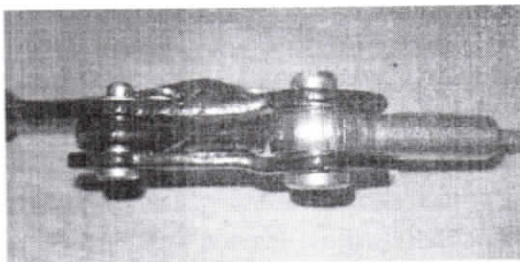
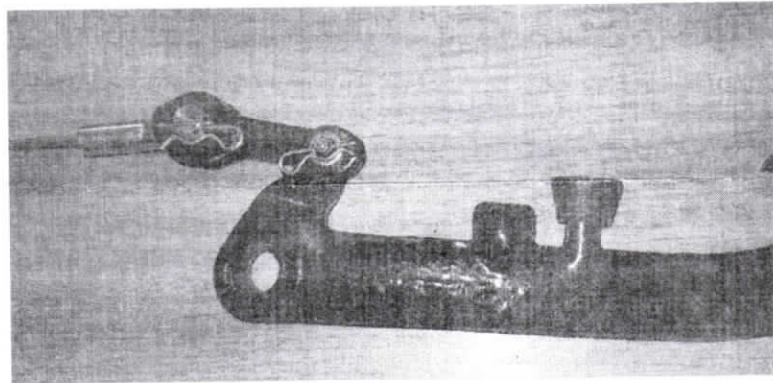
With any type of Cable - it is NOT recommended that you "stamp" on the rear brake pedal to lock the hub so you can remove the rear hub nut. You will simply stretch the rear cable. Buy a rear hub locking tool and do the job correctly.

We use a home-made version with a metal bar welded to one side of a wheel rim – easy!

*Better still - JB Fabrication do a fantastic fold up version.*

## ADJUSTING

After fitting do check that the rear brake actuator arm has enough movement to fully engage the brake shoes – if the end of the M6 adjuster on the cable gets too close to the top-hat within the engine block it will prevent the arm from moving sufficiently to work the brake cam. If the brake arm gets too close – simply remove the circlip on the brake arm and move the arm back a spline or two so that you have more movement.



Note how the clamp – plates have been reversed from the normal way to allow the Eye of the cable to fit between them

Supplied Pins fitted with R-clips – we suggest fitting these so that the R-clips are facing the RHS of the Scooter – as per this picture

