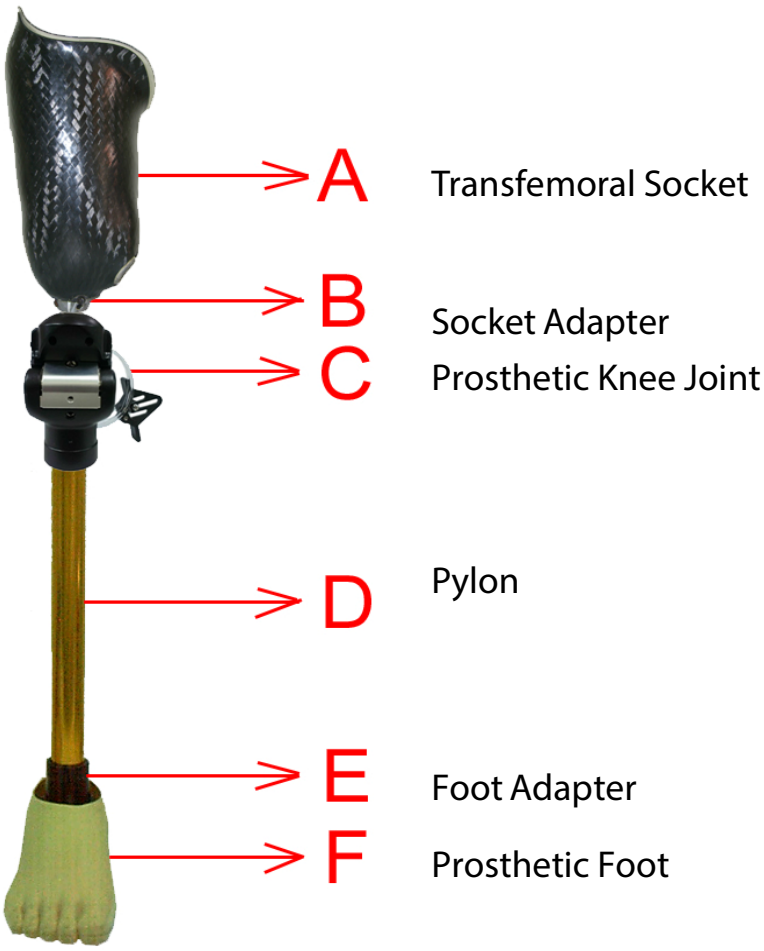
Instructions

Paseo Knee CA602-ML

Monocentric Brake Knee Joint

With Stance Flexion and Manual Lock



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Installation

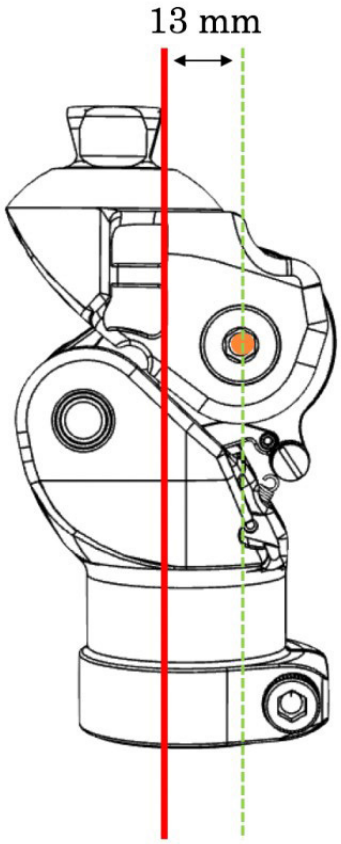
1) Assembly:

Please assemble the prosthetic components (B, C, D, E and F) to the transfemoral socket (A) according to the illustrated picture shown in the front page.

Make sure the pylon clamp screw is tightened at 16 Nm and loctited properly.

2) Alignment:

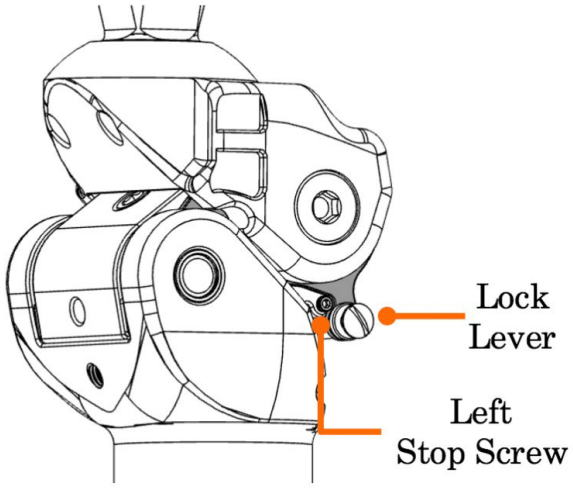
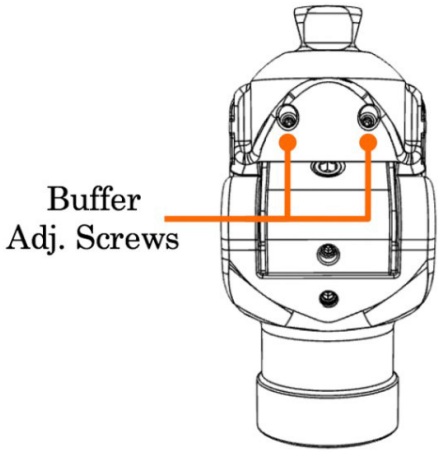
- The weight line of the socket is intended to be 13 mm anterior to the knee axis as shown as a vertical line in below figure.
- In order to increase the stability, prosthetists may shift the weight line more anteriorly to the knee axis.



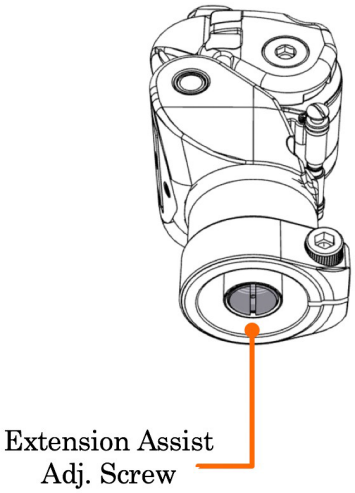
Technical Data	
Product Height	115 mm
Product Weight	555 g
Maximum Flexion Angle	145 °
Stance Flexion Angle	4 °~5 °
Weight Limit	125 kg

3) Adjustments: (Please removing cosmetic cover before adjustment)

Manual Lock:

Prosthetists can disengage the manual lock permanently by the following steps: 1. Fully extend the knee 2. Pull up the lock lever to unlock the knee and hold the unlocked position 3. Screw out the right and left stop screws in order to let the screws to stop the lock lever from returning to the locked position	When a certain amount of joint play is noticed in locked position, prosthetists may screw-in the two buffer adjustment screws at equal amount to eliminate the joint play
	

Extension Assist Adjustment:

Extension assist adjustment screw is inside the distal tube clamp. Adjust the extension assist of the knee by: - screw-in: increase assist - screw-out: decrease assist Default Spring: (Red Spring) Don't adjust the extension spring over than 2 full-turns in from the top edge of the screw leveling to the flat surface. When tuning extension assist is insufficient to provide proper assisting force: Changing the default spring (Red) to a firmer spring (Green) and longer adj. screw (white) at the same time is recommended.	

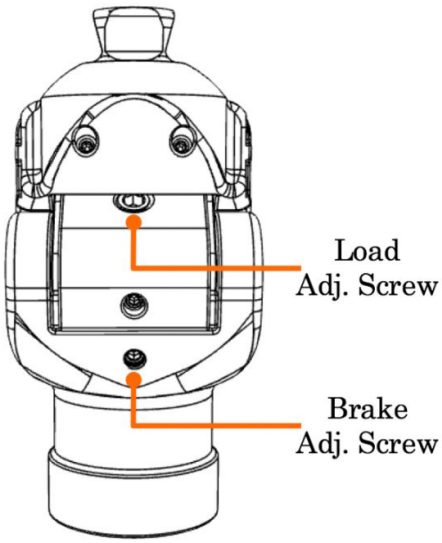
Brake Adjustment:

Load adjustment screw is to tune the load required to activate the brake by:
- screw-in: increase the required load
- screw-out: decrease the required load

The default setting of the load adjustment screw is that the top edge of the screw is level to the flat surface. After adjustments, BE SURE to check the top edge of the screw is level to or lower than the flat surface.

Brake adjustment screw is to fine-tune the brake behavior by:
- screw-in: easier to engage the brake
- screw-out: harder to engage the brake

The default setting of the brake adjustment screw is 3 full-turns in from the top edge of the screw leveling to the flat surface.



For heavier patients, please screw-in the load adj. screw first to grossly increase the load required to activate the brake and then fine-tune the brake behavior by brake adj. screw.

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