**Installation**

### A. Tools And Equipment Required

- 2mm Allen wrench
- 4mm Allen wrench
- 3mm Allen wrench
- T25 Torx wrench

### B. Mounting The Rotor

1. Remove the wheel from the bike. Attach the rotor to the hub with the supplied Torx® bolts and tighten it with a T25 Torx® wrench. Final tightening torque: 4-6Nm. [See photo a-1]
2. Replace the wheel on the bike according to the manufacturer’s instructions.

**NOTE - The rotor must be installed with the "rotation arrows pointing in the same direction as the forward rotation of the wheel.”

### C. Mounting The Brake Levers

1. Place the brake lever with the half clamp on the handlebars and the brake hose pointing towards the center of the handlebar.
2. Tighten the brake lever clamp in the desired position by tightening it with the 4mm Allen bolt. Final tightening torque should be 5-7Nm. [See photo a-1]
3. The reach of the brake lever may be adjusted closer to the handlebar by tightening the 2mm reach-adjuster bolt on the lever. [See photo a-2-3]

**CAUTION - Do not completely remove any of the bolts on the lever.**

### D. Mounting The Adapter

1. Before installing the calipers, ensure each wheel axis is correctly seated in the dropouts (the brake rotor should be on the caliper mounting side.)
2. Select the correct adapter (front or rear) for the disc brake position on the bike.
3. Hold the correct adapter, with the engraved “F” or “R” facing toward you (away from the rotor and wheel), position it behind the frame/mounting holes. Bolt the adapter in this position to the frame/mount. Now the engraved “F” or “R” should be visible behind the wheel. Tighten the bolts to a final tightening torque of 6-8Nm. [See photo a-4]
4. Make sure the pads are correctly positioned in the caliper (see section on installing & removing pads), then place the caliper over the rotor with the bleed screw facing away from the wheel. Attach the caliper to the adapter using the supplied Allen bolts. Do not tighten the bolts at this stage. [See photo a-4-5]
5. With the caliper mounting bolts still loose, depress the brake lever. The caliper will correctly center itself to the rotor. Keeping the brake lever depressed, tighten the caliper mounting bolts. Final tightening torque should be 5-7Nm.

### Service

**A. When To Bleed The System**

You should always bleed the system after you have shortened or replaced the hose or have opened the system to the air at any time. Additionally, if the brake action feels spongy, you may improve performance by bleeding the system.

**B. Tools And Equipment Required**

- 2mm Allen wrench
- 4mm Allen wrench
- 3mm wrench
- T25 Torx® wrench
- 2mm allen wrench
- 3mm wrench
- T25 Torx® wrench
- 4mm Allen wrench
- 3mm Allen wrench
- 2mm Allen wrench
- T25 Torx® wrench
- 2mm Allen wrench
- 3mm Allen wrench
- T25 Torx® wrench

**C. Step by step guide**

1. With the brake correctly installed, place the brake in a stand or similar device to hold it securely parallel to the ground.
2. Firmly attach a long plastic tube (supplied in the service kit) over the outlet valve, placing the other end into the syringe with oil of suitable volume.
3. Using a T25 Torx® wrench remove the bolt that is on top of the reservoir tank.
4. Place the outlet valve on the hole and firmly attach a long plastic tube over the outlet valve, placing the other end into a drain, dry empty bottle, or plastic bag. [See photo a-7-8]
5. Open the outlet valve on the caliper slightly (1/8 turn to 1/4 turn). Brake fluid should now appear in the plastic tube connected to it. You may also notice air bubbles in the tube. [See photo a-9]
6. Start filling the reservoir with new mineral oil by pushing the syringe. Air bubbles may come out of the tube from the outlet valve on the reservoir tank of the brake lever’s bracket. Be sure to fill oil by pushing the syringes until the oil is out of the outlet valve on the reservoir tank of the brake lever’s bracket, then, so that air can come in. [See photo a-10-11]
7. Tighten the bleed valve. Final tightening torque should be 4-6Nm. Replace the nuts and washers. [See photo a-12-13]
8. Depress the brake lever a few times. The action should feel stiff and not soft. [See photo a-14-15]
9. When no more air bubbles appear to come out of the outlet valve, remove the outlet valve from the bracket. Using a T25 Torx® wrench tighten the bolt on that side reservoir tank. Final tightening torque 2-4Nm.
10. Wipe the lever, caliper, and hose with a lint-free towel.
11. A locking device mechanism is secondary braking system that use for keep the parked bike in position.
12. Stuff – it’s part which oil shunt from the two calipers from one lever. Do not take off the oil hose from the stuffing change oil hose, but for oil bleeding from the caliper just look at bleeding instruction.

### Installing And Removing Brake Pads

**CAUTION - The pads and rotor must be kept clean and dry.**

- Do not wash with water or spray Liquids that will be contaminated you must discard them and replace them with a new set.

The brake pads are specifically formulated to achieve optimum use with the Tektro hydraulic disc brake system.

**Removing the Brake Pads**

1. The Tektro hydraulic disc brake pads and pad connecting spring are held in place by a 3mm pad retainer bolt on the caliper. To remove the pads and pad connecting spring, unscrew the retainer bolt. Then gently push out the pads and holder - this may be easiest to achieve by using the Allen wrench.
2. Once free of the caliper, the pads may be easily removed from the pad connecting spring.

**Installing the brake pads**

1. Position each pad on an opposite side of the holder so that the two braking surfaces are facing each other.
2. Take care not to touch the braking surfaces, push the pads in the holder together and insert into the caliper so that the protruding lip with the retainer bolt hole is aligned with the bolt hole on the caliper.
3. Insert the retainer bolt and tighten it with a 2mm Allen wrench. Final tightening torque should be 3-5Nm.

**WARNING - Tektro hydraulic disc brake offers considerable braking power. Test your Tektro hydraulic disc brake gradually on a flat surface until you become accustomed to the braking power. If you lend your bike to another person, make sure they are also properly accustomed to the brake power before riding.**

### General Maintenance

**Pad replacement**

Pads should be replaced if they have been contaminated or have less than 0.8mm thickness. [See “Installing and Removing Brake Pads”]

**Before Riding**

- Check the pads for wear or contamination.
- Check the hose for cracking, wear or deformation. Replace if necessary.
- Check if the brake system is operating correctly.

**After Riding**

- Remove any mud or contamination from the rotor slot on the caliper.
- Clean the caliper body with a cloth.

**At regular intervals**

- Check the oil level in the reservoir.
- Lubricate the brake lever pivot with grease.
- Check to make sure that all the bolts are tightened to the correct torque specifications.