

INSTALLATION INSTRUCTION T726 DIRECT MOUNT BRAKE

GENERAL SAFETY INFORMATION

⚠ WARNING - To avoid serious injuries

- Improper use of your bicycle's brake system may result in a loss of control or an accident, which could lead to a severe injury. Because each bicycle may handle differently, be sure to learn the proper braking technique (including brake lever pressure and bicycle control characteristics) for your bicycle. Consult your bicycle dealer and the bicycle's owners manual, and practice your riding and braking technique.

- Securely tighten the caliper brake mounting nuts to the specified tightening torque.

For recessed nut type brakes: Use recessed nuts of the appropriate length which can be turned six times or more; when re-installing, apply sealant (locking adhesive) to the nut threads.

- If the nuts become loose and the brakes fall off, they could get caught up in the bicycle and the bicycle may fall over. Particularly if this happens with the front wheel the bicycle may be thrown forward and serious injury could result.

- Brakes designed for use as rear brakes should not be used as front brakes and vice versa.

- Obtain and read the service instructions carefully prior to installing the brakes. Loose, worn, or damaged parts may cause serious injury.

- Be careful not to allow any oil or grease to get onto the brake shoes, if oil or grease gets on the pads, the pads should be replaced, and the braking surface of the rims should be cleaned carefully, otherwise the brakes may not work properly.

- Always make sure that the front and rear brakes are working correctly before you ride the bicycle.

- The required braking distance will be longer during wet weather. Reduce your speed and apply the brakes early and gently.

- If the road surface is wet, the tires will skid more easily. If the tires skid, you may lose control of the bicycle. To avoid this, reduce your speed and apply the brakes early and gently.

- Read these Technical Service Instructions carefully, and keep them in a safe place for later reference.

NOTE :

- If using standard Tektro brake pads in combination with ceramic or carbon fiber rims, the brakes shoes will wear more quickly than normal. Pads specifically designed for carbon fiber rim surfaces are available from Tektro.
- If the brake pads have worn down until the grooves are no longer visible, they should be replaced.
- Parts are not guaranteed against natural wear or deterioration resulting from normal use or crash damage.
- For any questions regarding methods of handling or maintenance, please contact the original place of purchase.

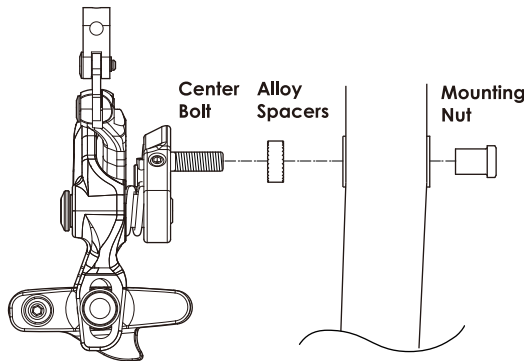
A - INSTALLATION OF THE REAR BRAKE

- 5mm Allen wrench - For mounting bolts
- 4mm Allen wrench - For brake pad adjusting bolts
- 2.5mm Allen wrench - For noodle & clamping bolt adjustment
- 2mm Allen screws - For spring tension
- 2.5mm Allen wrench - For brake pad retainer screws

B - BRAKE INSTALLATION

Insert the caliper center bolt into the brake mounting hole for the rear wheel. Use the included alloy spacers to keep the caliper arms from contacting the seat stays. Thread on the mounting nut and squeeze the arms of the caliper together to center the brake while tightening the nut.

5mm Allen wrench
Final tightening torque: 6-8 Nm

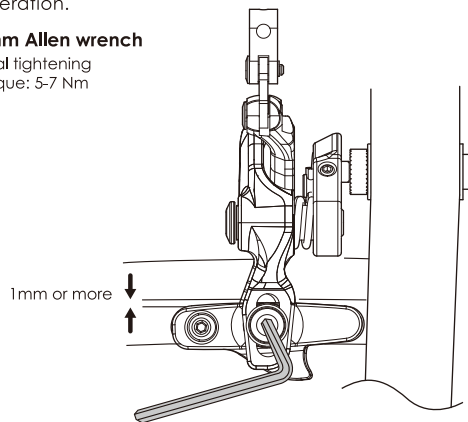


C - BRAKE PAD ADJUSTMENT

Adjust the brake pad position so that the shoe surface aligns with the rim surface as shown in the illustration, tighten the shoe fixing bolt.

Note - Road brakes allow the angle of contact between the shoe and the rim (toe-in) to be adjusted. Adjusting the toe-in makes it possible to obtain smoother braking operation.

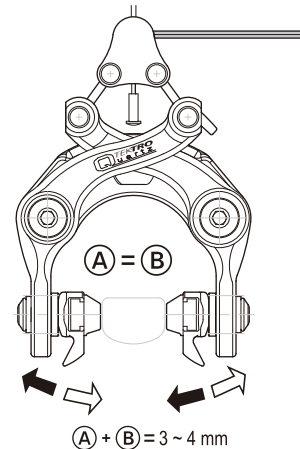
4mm Allen wrench
Final tightening torque: 5-7 Nm



D - ADJUSTMENT SCREW TROUBLESHOOTING

- Thread the brake cable into the straddle carrier link.
- The straddle carrier link is fixed to the end of the right brake arm. Clip the open end of the carrier link onto the pin in the left arm. (This open end will be your release when you need to disconnect the brake to remove the wheel from the frame.)
- Squeeze the brake arms together while pulling the cable tight. Tighten the cable with 2.5 mm Allen bolt on the side of the straddle carrier to 2.3-3 Nm.

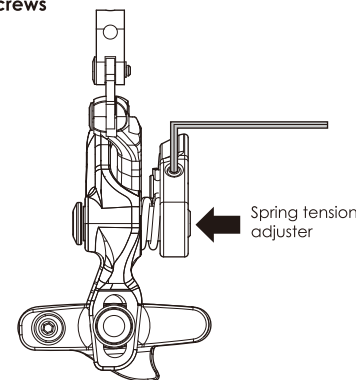
2.5mm Allen wrench
Final tightening torque: 2.5-3 Nm



E - CENTERING THE BRAKE

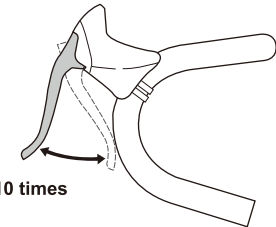
The return spring tension of each brake arm can be adjusted independently with the 2mm Allen screws on the brake arms. Turning the screws clockwise increases the tension of the spring and turning counter clockwise will decrease the tension. Adjust each spring until the brake pads return evenly on each side.

2mm Allen screws



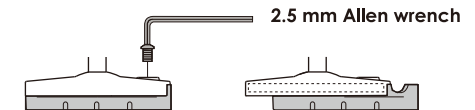
F - CHECK

Depress the brake lever about 10 times as far as the handlebar and check that everything is operating correctly and that the shoe clearance is correct before using the brakes.

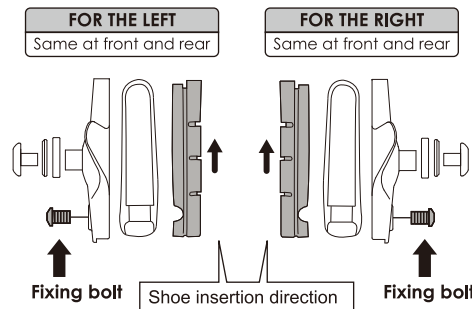


G - BRAKE PAD REPLACEMENT

Remove the fixing bolt. Remove the pad by sliding it along the groove of the pad holder.



There are two different types of pad and pad holder to be used in the left and right positions respectively. Slide the new pad into the grooves on the pad holders while taking note of the correct directions and bolt hole positions.



Tighten the fixing bolt. **Tightening torque: 1-1.5 Nm.**