

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 sunken nut type brakes, use sunken 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 may 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.
- Obtain and read the service instructions carefully prior to installing the parts. Loose, worn, or damaged parts may cause serious injury to the rider. We strongly recommend only using genuine Tektro replacement parts.
- Be careful not to allow any oil or grease to get onto the brake shoes. If any oil or grease do get on the shoes, you should replace the shoes, otherwise the brakes may not work correctly.
- Check the brake cable for rust and fraying, and replace the cable immediately if any such problems are found. If this is not done, the brakes may not work correctly.
- 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 fall off 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 Tektro's road brake shoes in combination with ceramic or carbon fiber rims, the brake shoes will wear more quickly than normal.
- If the brake shoes 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.
- For any questions regarding methods of handling or maintenance, please contact the place of purchase.

Technical Service Instructions

Before Installation

The Tektro R725 front caliper is designed to be mounted behind the front fork, do not attempt to mount the brake in the traditional position on the front of the fork.

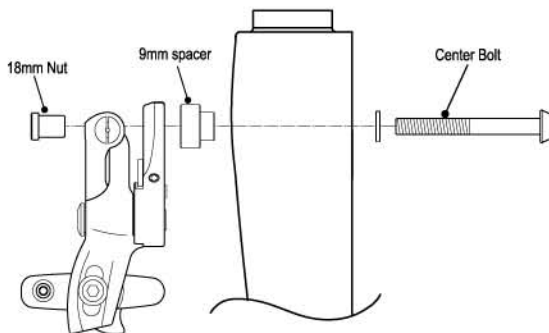
Installation of the front brake

1. Installing the brake

Fit the center bolt through the brake mounting hole in the fork from front to back. Slide the 9mm spacer over the bolt and fit the small end into the recessed hole in the back of the fork.

Next, fit the brake caliper over the mounting bolt with the back of the brake against the 9 mm spacer. Thread the mounting nut onto center bolt making sure that the head of the mounting nut fits into the recessed area on the caliper. Squeeze the arms of the caliper together to center the brake while tightening the center bolt and nut.

Tighten to a torque setting of Bolt: 6-8N-m / Nut: 8-10N-m



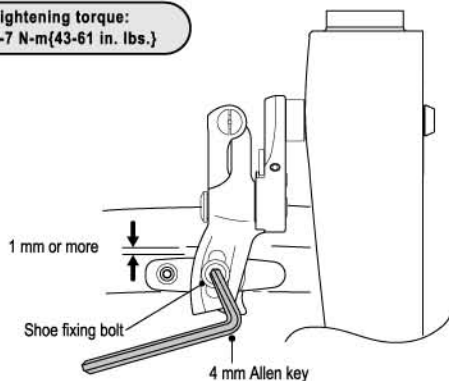
2. Brake pad adjustment

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:

Tektro's road brake allows 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.

Tightening torque:
5-7 N-m(43-61 in. lbs.)



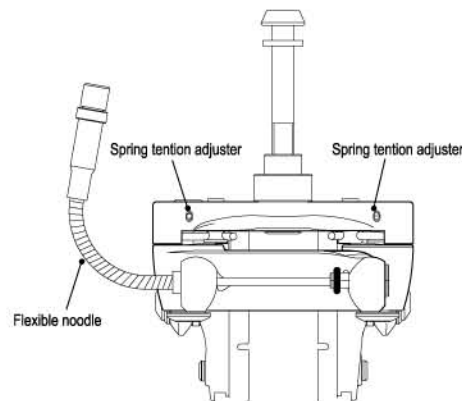
3. Cable Connection

Note:

The R725 allows the cable to be run through either side of the brake. The cable is pinched by a 2 piece clamp secured by a 2.5mm allen screw. The two piece clamp and the 2.5mm can be installed on either brake arm. It is not necessary to have a 2.5mm allen screw secure the flexible noodle side.

Thread the cable through the flexible noodle and then through the brake arm seating the tapered end of the cable into the arm. Thread the cable end through the 2 piece Clamp making sure the two surfaces of the Clamp are aligned vertically so that the 2.5 mm Allen screw contacts the flat area of the Clamp as it sits inside the brake arm.

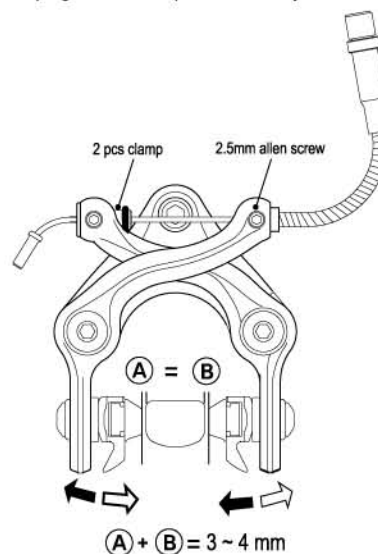
Tighten the 2.5mm allen screw to a torque of 2.5-3.0 N-m.



4. Centering the Brake

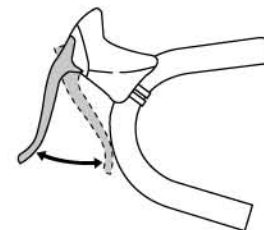
The return spring tension of each brake arm can be adjusted independently with the 2mm allen screws on the brake arms. Turning the screws clockwise increases the tension of the spring and turning counter clockwise will decrease the tension.

Adjust each spring until the brake pads return evenly on each side.



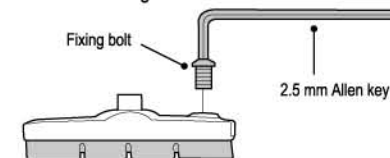
5. Check the Installation

Depress the brake lever firmly to check the adjustment of the cable and brake pads. Make sure the brake is operating properly before riding.

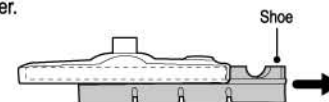


Replacement of the cartridge pad

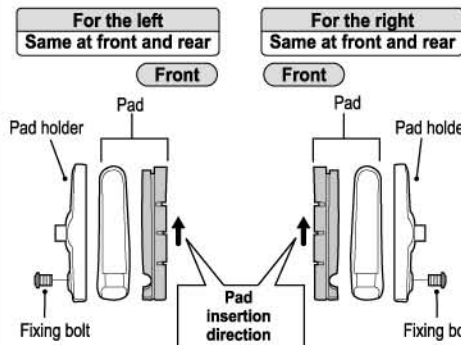
1. Remove the fixing bolt.



2. Remove the pad by sliding it along the groove of the pad holder.



3. 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.



4. Tighten the fixing bolt.

Tightening torque: 1-1.5 N-m(9-13 in. lbs.)

Please note : Specifications are subject to change for improvement without notice. (English)

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