

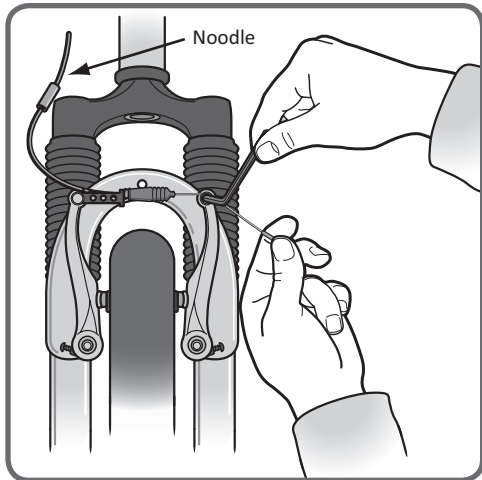
## Linear Pull Brakes

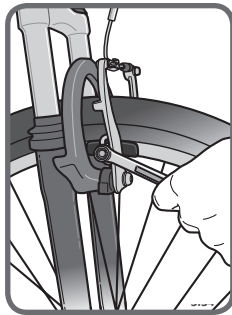
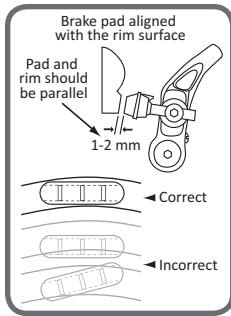
If the brake cable is not connected at the brake lever, slide the head of the brake cable into the brake lever per the diagram, and thread the cable through the slot in the brake lever so the cable end rests squarely in the adjustment barrel or cable end rests in the recess of the brake lever.

If the brake cable is disconnected at the brake arm, with left hand, squeeze the 2 brake halves together until the brake pads touch the rims. With your right hand pull the brake cable so that the stepped end of the “noodle” can be inserted into the brake carrier.

### Brake adjustment

Check to be sure the cable is seated in the brake lever. Loosen the cable anchor bolt just enough to allow the cable wire to move freely. With your left hand squeeze the caliper brake until both brake pads contact the rim. While holding the brake closed with your left hand, use your right hand to pull the brake cable tight (through the cable anchor). Again inspecting that the cable end is seated in the brake lever, and the barrel adjuster of the brake. Tighten the cable anchor as much as you can by hand, and then while still squeezing the brake, tighten the cable anchor fully with a wrench.

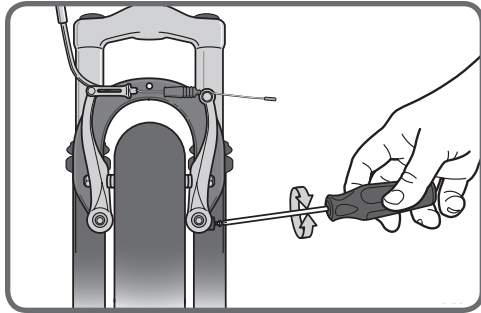




Check the brake pads to be sure they are aligned with the rim, and that they do not contact the tire when the brake is applied. Adjust brake pads if needed. Then squeeze and release the brake several times squeezing as hard as you can. After this the cable may “stretch” and need to be tightened further. If so, repeat cable tightening steps.

### Centering brake

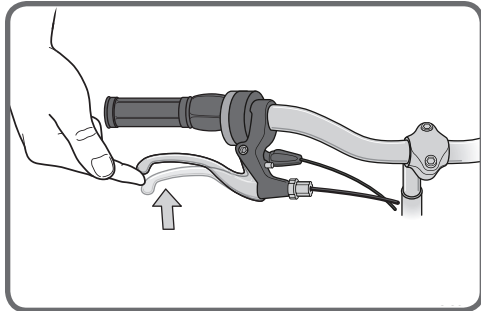
If you squeeze the brake and one side moves more than the other, or one side does not move at all, then the brake is not centered, or the wheel is not centered. First determine if the wheel is centered. Look at the gap between the tire and the fork or frame on either side. If it is not even, loosen wheel axle nuts and center the wheel, then proceed to centering the brake.



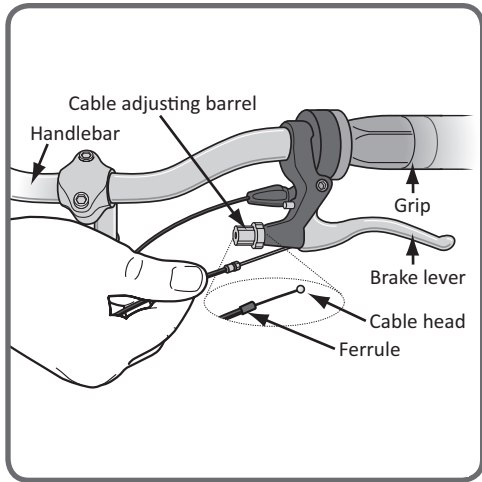
If the brake is not centered; use a Phillips screwdriver to tighten or loosen the screws on either side of the linear pull brake where they mount to the frame or fork. If you turn the screw clockwise it will increase spring tension on that side, counter clockwise to decrease spring tension. Start by increasing tension on the side that is not moving or not moving enough. Turn only about  $\frac{1}{2}$  turn at a time, and try squeezing and releasing the brake lever a few times to see the difference. Repeat until the brake is centered. If you run out of adjustment, you can go to the other side and loosen the screw slightly to continue adjusting the brake. When the brake is correctly adjusted, both sides should move evenly when the brake lever is squeezed, and when released, the wheel should rotate with no brake shoe contact.

Brake is correctly adjusted when:

- Both brake pads move away from the rim equally when the brake is released.
- The brake pads do not drag on the rim when the brake is open.
- When the brake is applied, the brake pads contact the rim before the brake lever reaches about  $\frac{1}{3}$  of the way to the handlebar



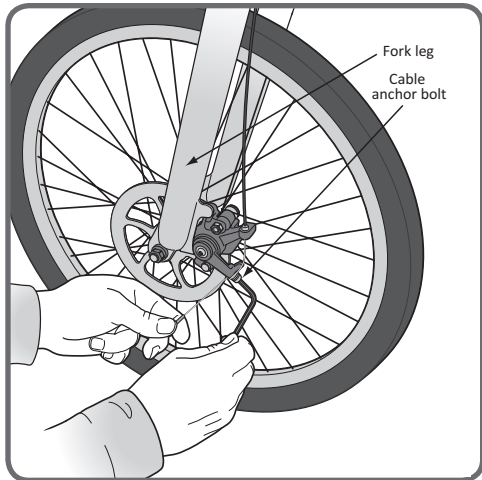
After adjusting brake, squeeze the brake lever as hard as you can several times and re-inspect the brake pads, centering, and brake lever travel. If the brake pads are no longer square to the rim, repeat brake pad adjustments. Be sure that brake pads return to a centered position by spinning the wheel and listening for the brake pad rubbing the rim on either side. Readjust as needed. Check that the brake cable tension allows the brake lever about  $\frac{1}{3}$  of the travel before the brake pads contact the rim. If the cable has stretched or slipped, readjust brake cable tension by loosening cable anchor bolt and pulling more cable through the anchor or use brake adjustment barrels for fine tuning brake cable tension.

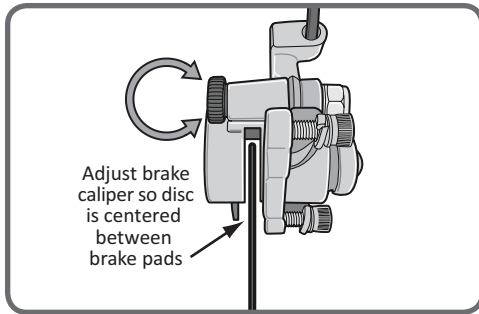


## Disc Brake

If the brake cable is not connected at the brake lever, line up brake barrel slots with brake lever slot before installing the cable. Then slide the head of the brake cable into the brake lever per the diagram, and thread the cable through the slot in the brake lever so the cable end rests squarely in the adjustment barrel or cable end rests in the recess of the brake lever.

If the brake cable is disconnected at the disc caliper, thread the brake wire through the adjustment barrel, loosen the cable anchor bolt until you can see a hole through the anchor bolt for the cable wire to attach, thread the cable wire through the cable anchor and snug the cable anchor by hand.

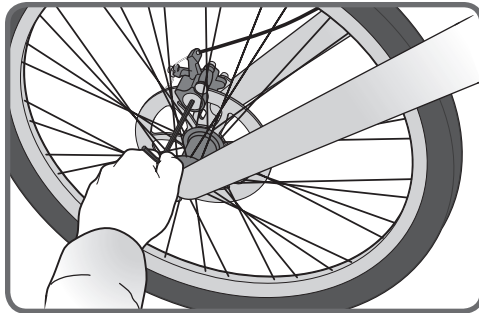




### Centering brake

If you squeeze the brake and one side moves more than the other, or one side does not move at all, then the brake is not centered, or the wheel is not centered. First determine if the wheel is centered. Look at the gap between the tire and the fork or frame on either side. If it is not even, loosen wheel axle nuts and center the wheel, then proceed to centering the brake.

If the brake is not centered, look at the disc brake caliper for centering adjustment screws at the center of the brake pad on either side. Looking down into the brake where the brake pads contact the disc rotor, determine which side needs to move away or towards the disc. Turn the centering adjustment screws so that there is about 1/32 of an inch of clearance on either side of the disc rotor. Spin the front wheel and listen for any rubbing noise or excess friction. Repeat the steps until the brake is centered.



Brake is correctly adjusted when:

- The brake pads do not drag on the rotor when the brake is open.
- Both brake pads move away from the rotor equally when the brake is released.
- When the brake is applied, the brake pads contact the rim before the brake lever reaches about 1/3 of the way to the handlebar.

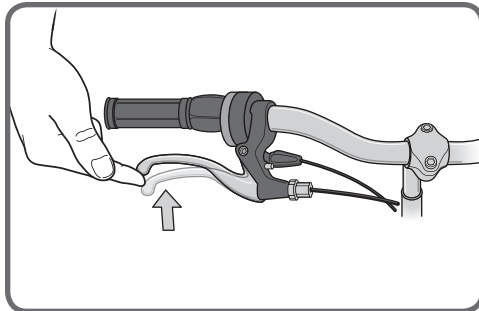


**DISC GETS HOT! Severe injury could result from contact with the hot disc! Mind your legs, as well as your hands.**

These brakes require breaking in! Ride and use the brakes gently for 13 miles before using the brakes in downhill conditions, for sudden stops, or any other serious braking. Please be aware that your brake system will change in performance throughout the wear-in process. The disc brake should be cleaned before the first ride using rubbing alcohol. NEVER use oil or similar products to clean your disc brake system.



**WARNING: Disc brakes are sharp, keep fingers away from brake caliper and rotor. If fingers contact brake while wheel is turning injury can occur.**



After adjusting brake, squeeze the brake lever as hard as you can several times and re-inspect the brake pads, centering, and brake lever travel. If the brake pads are no longer square to the rim, repeat brake pad adjustments. Be sure that brake pads return to a centered position by spinning the wheel and listening for the brake pad rubbing the rotor on either side. Readjust as needed. Check that the brake cable tension allows the brake lever slipped about 1/3 of the travel before the brake pads contact the rotor. If the cable has stretched or slipped, readjust brake cable tension by loosening cable anchor bolt and pulling more cable through the anchor or use brake adjustment barrels for fine tuning brake cable tension.