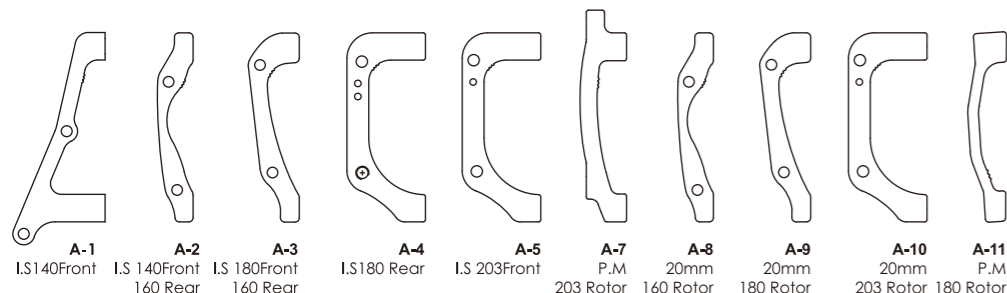


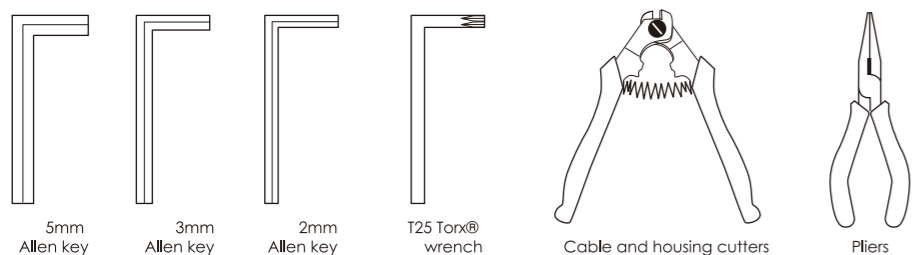
INSTALLATION INSTRUCTION

Mechanical Disc Brake System

ADAPTER INSTRUCTION CHART



TOOLS AND EQUIPMENT REQUIRED



INSTALLATION & ADJUSTMENT

2a

Fig.2a Rotor must rotate same direction as wheel set

Tight rotor screw by 25 Torx® wrench

2b

Fig.2b Adapter assembly

2c

Fig.2c Cable end can not be over then 20mm

3a

0.3mm A B 0.3mm

Pad adjust

Fig.3a 0.3mm clearance between pad & rotor

3b

4mm 2.5mm

New Pad Time to change w/New Pad

Pad wear Indicator

3c

O-ring

Fig.3c For Aquila / Lyra / Aries

3d

Fig.3d For Novela / lo

SECTION 1 GENERAL WARNING & CAUTIONS

Congratulations and thank you for your purchase of a Tektro mechanical disc brake. Mechanical disc brakes offer several advantages over traditional rim brakes better braking in wet, muddy or other adverse conditions, less braking power fade over extended downhill braking and the ability to continue braking even if your rim becomes bent or distorted.

Tektro mechanical disc brakes offer the following design features:

→ Quick and easy installation and adjustment of the caliper via Tektro's Automatic Caliper Centering.

→ Floating plates that ensure the pads automatically and consistently adjust to the rotor angle.

→ Pads with wear indicators.

→ Friction reducing ball & ramp actuation system.

→ Operated by standard linear pull (V-type) brakes: Model name Aquila / Novela / Aries.

→ Operated by caliper or canti brakes lever pull : Model name Lyra / Mira.

→ Rotor designed to maximize both strength and heat dissipation.

To gain full advantage of all the features of your Tektro disc brake, and to ensure safe, trouble-free riding, please read this manual thoroughly before use.

GENERAL WARNING & CAUTIONS

- Tektro MTB mechanical disc brakes are designed for use with linear pull (V-type) brake levers. Brake levers pulling less than 24 mm of cable, should not be used with Tektro mechanical disc brakes.
- Tektro Cyclocross mechanical disc brakes are designed for use with caliper or canti brake lever pull.

WARNING -

- Disc brake pads, caliper and rotor get extremely hot when used. Serious injury could result from contact with a hot brake. Care should be taken not to touch the caliper, rotor or pads while the disc brake is hot. Be sure to allow the brake to cool before trying to service it in any way.
- Read instructions thoroughly before attempting any work on a Tektro mechanical disc brake. If you have any doubts about any part of the service / operation / maintenance of a Tektro mechanical disc brake, you should seek the advice of a Tektro Service center or other qualified mechanic.
- Tektro mechanical disc brakes offer a significant increase in braking performance. Test your 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 that they are also properly accustomed to the braking power before riding.

CAUTION -

Pads and rotor must be kept clean and free from oil/grease based contamination. If the pads become contaminated they must be discarded and replaced with new ones. A contaminated rotor should be cleaned with a detergent solution, rinsed thoroughly and dried.

NOTE - Tektro recommends the use of compression less or Kevlar® cable housing to obtain optimum performance from mechanical disc brakes.

SECTION 2 INSTALLATION & ADJUSTMENT

The caliper and rotor for the front and rear of the bike are the same. The only difference between front and rear disc brakes is which adapter should be used to mount the caliper to the bike. The adapter for the front fork is marked with an "F" and is designed to fit forks with international standard disc brake mounts. The rear adapter is marked with an "R" and is designed to fit international standard mounts. These adapters are an integral part of Tektro disc brakes. They allow the setup of the disc brake caliper to be relatively simple.

Mounting the rotor to the hub (See 2a)

- (1) Remove the wheel from the bike. Attach the rotor to the hub with the supplied Torx® bolts and tighten with a T25 Torx® wrench. Final tightening torque: 2-4 Nm.
- (2) Replace the wheel onto the bike, according to manufacturers' instructions.

Note: The rotor must be installed with the 'rotation' arrows pointing in the same direction as the forward rotation of the wheel.

Mounting the adapter and caliper (See 2b)

Note: Although front and rear caliper bodies are the same design, the adapter for the front is marked with an "F" and the adapter for the rear with an "R".

- (1) Mount the relevant adapter to the caliper body. Insert 5 mm bolts through the two adapter slots on the body and screw into the holes on the adapter. Do not tighten yet.
- (2) Mount the caliper body and adapter to the frame / fork by placing the slot in the caliper body over the rotor. The mounting holes on the adapter should be behind the frame / fork mounting holes (the hub side). Screw and tighten two 5mm Allen bolts into the upper and lower holes in the frame / fork mount. Final tightening torque 6-8 Nm.
- (3) Check that the rotor is centered between the disc brake pads, and tighten the two bolts holding the caliper to the adapter. To re-adjust the caliper positioning, loosen these two bolts and slide the caliper over until it is centered on the rotor, then re-tighten the bolts. Final tightening torque 6-8 Nm.
- (4) Attach the cable and housing to the brake lever according to the lever manufacturers' instructions. Route the cable along the frame / fork of the bike according to the frame / fork manufacturers' instructions. Insert the cable through the cable adjuster barrel on the caliper.
- (5) Making sure that the cable housing is firmly sealed within the cable adjuster barrel, insert the end of the cable through the anchor bolt on the caliper. Take up slack in the cable, then tighten the cable anchor bolt. Final tightening torque 6-8 Nm.
- (6) Be sure no more 20mm excess cable beyond anchor bolt. (See 2c)

CAUTION -

Compression less or Kevlar® cable housing MUST be used if optimum braking performance is desired.

SECTION 3 Removing the pads

Adjusting the pads and caliper (See3a)

When pads are worn , make sure to adjust both clearances between rotor and pad to be equal in 0.3mm. If adjust only one side will cause braking fail.

- (1) Use 5mm Allen wrench to adjust the stationary caliper adjusting bolt at the back (hub) side of caliper. (A side)
- (2) Adjust cable barrel adjustment for B side.

WARNING -

- Do not only adjust cable tension for compensate pad wear.
- After replace with new pads, check if rotor and pad contact with each other, if so, need to adjust step 1 & 2 again .

■ Pad should be replaced when total thickness is less then 2.5mm (friction material & metal plate (See3b)

For Aquila / Lyra / Aries Disc Brake system (See 3c)

- (1) Pads and pad holders are held in place by a 3 mm pad retainer bolt on the caliper. To remove the pads and pad holder, 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 holder.

For Novela / lo Disc Brake system (See 3d)

- (1) Pads are held in the caliper magnetically. No tools are required to install or remove them. As the left and right pads are the same they may be inserted on either the left or right of the caliper.
- (2) Holding the pad end-tab, insert it into the caliper slot with its metal backing towards the piston. Make sure the hole in the metal backing goes over the piston pins. When correctly inserted, the pad will be held in place magnetically. Repeat the procedure for the other pad.
- (3) Pads can be removed by grasping the pad end-tab, lifting the pad clear of the piston pin, and then maneuvering it out of the rotor slot in the caliper body.

CAUTION -

The pads and rotor must be kept clean and free from oil or grease-based contamination. If the pads become contaminated you must discard them and replace them with a new set. A contaminated rotor should be cleaned with a detergent solution, rinsed thoroughly and dried. Holding the pad end-tab, insert it into the caliper slot with its metal backing towards the piston.

Warranty

Tektro mechanical disc brakes are warranty against manufacturing defects in materials and /or workmanship for a period of two years period from the date of original retail purchase.

- . This warranty does not apply product is damage resulting from improper installation, adjustment or maintenance, lack of maintenance, alterations, crashes or use judged by Tektro to be excessive or abusive.
- . This warranty does not apply normal wear and tear.
- . This warranty does not cover when product has been modified.
- . This warranty does not cover any damages caused by using parts from other manufacturer.

For warranty related questions or more information on the Tektro disc brake, please contact a Tektro Service Center or contact us directly at :

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