RenéHERSE CYCLES

Cantilever Brake Instructions

- Version 2020_06_25

Warranty

We warrant Rene Herse brakes against defects in materials and workmanship for **ten years** after the original purchase, for the orginal purchaser. If the product is found defective by Rene Herse Cycles, we will replace or repair it. If you feel that a product is defective, please contact us for a Return Authorization. This warranty does not cover:

- Damage due to improper assembly.
- Crash or impact damage.
- Wear of pivot bushings or brake pads.
- Changes in color due to normal oxidation.
- Indirect damage to the bicycle.

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IMPORTANT SAFETY CHECKS

Failure to perform these important safety checks can result in accidents and injuries.

Safety Check 1

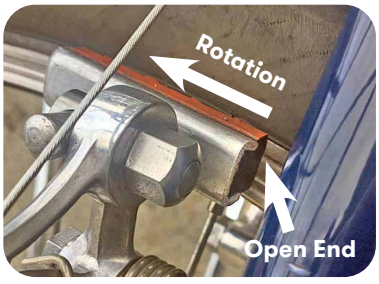
- Before every ride, pull hard on both brake levers to make sure your brakes work properly.
- Don't forget to hook up the straddle cable after removing a wheel. Injury risk!

Safety Check 2

- As your brake pads wear, they will touch the rim in a lower spot. Eventually, they can 'dive' under the rim, resulting in a complete loss of braking. Injury risk!
- Every 500 km (300 miles), check that the brake pads are hitting the rim squarely. Adjust if necessary.

Safety Check 3

- After installing the brake pads, check that the open ends of the pad holders face toward the rear of the bike.
- If the open end faces the wrong way, the pad can eject during hard braking, resulting in a complete loss of braking. Injury risk!



PAD REPLACEMENT

- Remove the pad holder from the brake.
- Insert a screwdriver at the open end of the holder. Leverage the pad out of the holder.
- Use a vise to push the new pad into the holder. If you don't have a vise, use a rubber mallet. Place a piece of wood or rubber on the pad holder to protect the polished surface. Carefully guide the pad into the holder.
- Adjust the pads (see overleaf).

MAINTENANCE

- Use a car wax to protect the polished finish of your brakes and bolts.
- Periodically check that the bolts of your brakes remain tight.

COMPATIBILITY

- **Brake levers:**
  - modern road bike levers
  - cantilever brake levers
  - classic road bike levers
  - **not compatible** with V-brake levers
- **Brake Pads:**
  - Kool Stop Mafac-style or Campagnolo (1999 model)
  - all post-style cantilever brake pads

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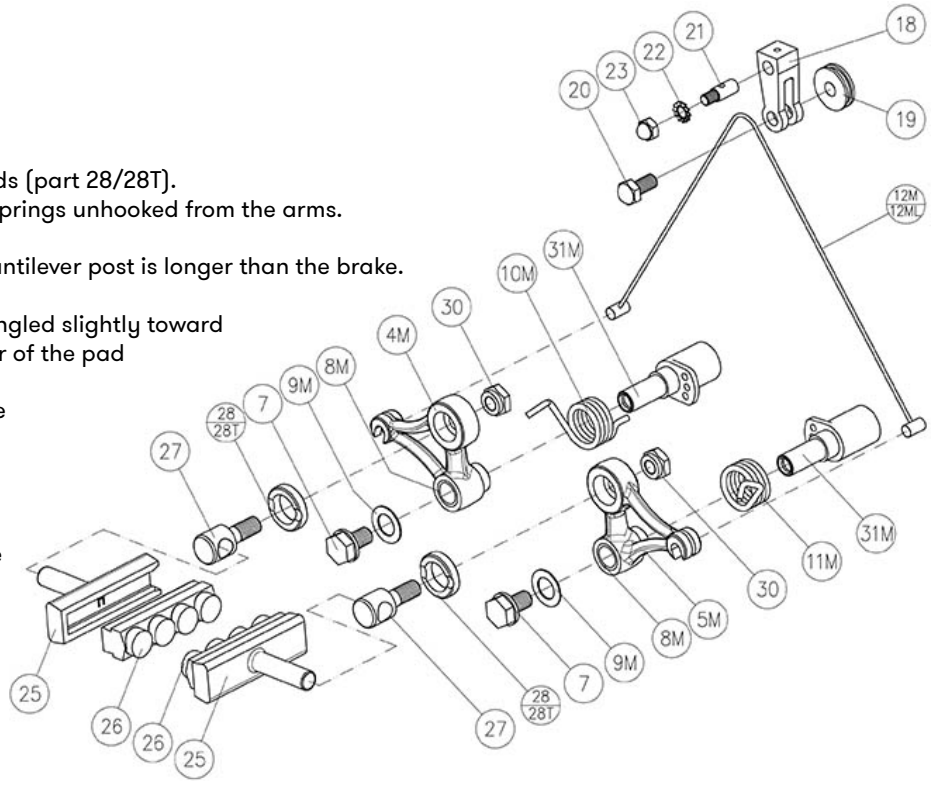
Installation with

Washers for Toe-In

- This version uses washers under the brake pads (part 28/28T).
- Mount the brake on the bike. Keep the brake springs unhooked from the arms. This makes it easier to adjust the pads.
- Use the thin brass washer (part 9M) if your cantilever post is longer than the brake.
- Tighten the brake bolts (7) to 8 Nm.
- Check the toe-in. The brake pads should be angled slightly toward the rim, with about 1 mm clearance at the rear of the pad when the front touches the rim.
- If necessary, adjust the toe-in by installing the supplied angled washer (marked with a dot).
- One side of the washer has a deeper groove than the other, which angles the brake pad to adjust the toe-in.
- Push the pad holders most of the way into the eyebolt (part 27). In the future, you'll move them closer to the rim as the pads wear.
- Hook the springs over the brake arms.
- Tighten all bolts and nuts.
- When the pads wear, loosen the eyebolt nuts (part 30) and pull the pad holders closer to the rim.
- Perform all safety checks (overleaf) every time you work on your brakes.



Installation with

Direct-Mount Pads

- This version uses aluminum nuts (part 30C).
- Mount the brake on the bike. Keep the brake springs unhooked from the arms. This makes it easier to adjust the pads.
- Use the thin brass washer (part 9M) if your cantilever post is longer than the brake.
- Tighten the brake bolts (7) to 8 Nm.
- Check the toe-in. The brake pads should be angled slightly toward the rim, with about 1 mm clearance at the rear of the pad when the front touches the rim.
- If necessary, adjust the toe-in by carefully bending the brake arms.
- Remove the brake pad and eyebolt. Use an adjustable wrench (not pliers!) and set it to the thickness of the brake arm's upper eye. Slide the wrench over the eye and carefully bend the arm.
- Push the pad holders most of the way into the eyebolt (part 27). In the future, you'll move them closer to the rim as the pads wear.
- Hook the springs over the brake arms.
- Tighten all bolts and nuts. (8 Nm)
- When the pads wear, loosen the eyebolt nuts (part 30) and pull the pad holders closer to the rim.
- Perform all safety checks (overleaf) every time you work on your brakes.