Centerpull Brake Instructions

- Version 2020_07_01

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.

Rene Herse Cycles
2442 NW Market St. #426
Seattle, WA 98107, USA
www.renehersecycles.com

IMPORTANT SAFETY CHECKS

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

Safety Check 1

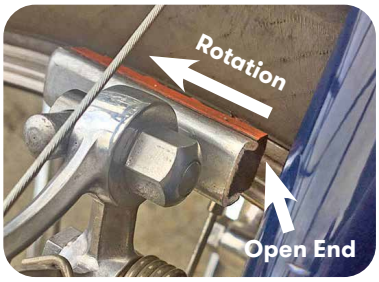
- Before every ride, pull hard on both brake levers to make sure your brakes work properly.
- Don't forget to hook up the straddle cable after removing a wheel. Injury risk!

Safety Check 2

- As your brake pads wear, they will touch the rim in a higher spot. Eventually, they can abrade the tire and cause a blowout. Injury risk!
- Every 500 km (300 miles), check that the brake pads are hitting the rim squarely. Adjust if necessary.
- If a ridge appears at the top of the brake pad, then the pad is adjusted too high.

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!



MAINTENANCE

- Use a car wax to protect the polished finish of your brake arms and bolts.
- Brake arms are made from corrosion-resistant 6066 aluminum and not anodized. They can be re-polished if the finish gets dull.
- Hardware and springs are made from CrMo steel. Chrome-plating protects these parts from corrosion. Wax offers further protection and maintains the shine.
- Periodically check that all bolts remain tight.

COMPATIBILITY

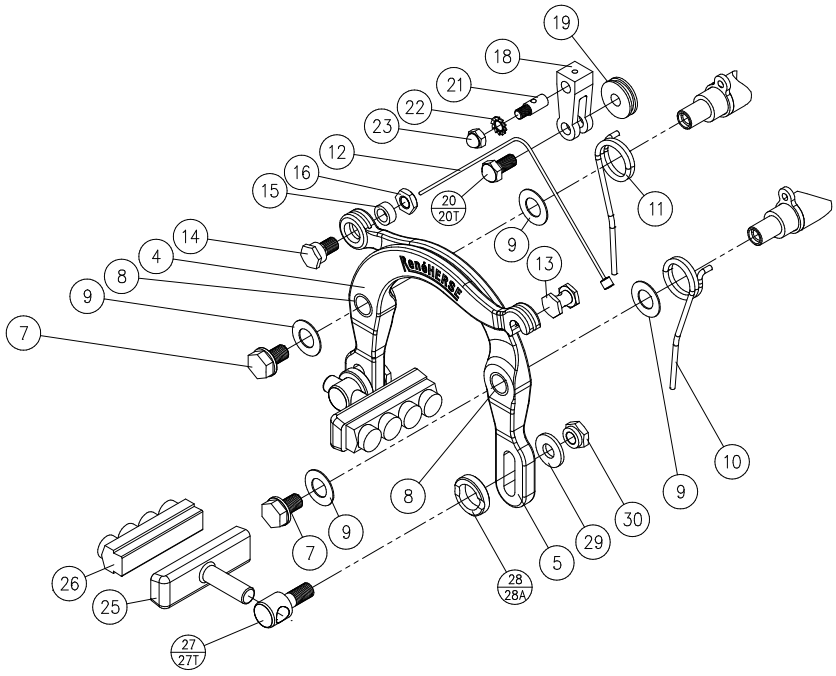
- **Tire clearance:**
  - 58 mm (no fenders)
  - 44 mm (with fenders)
- **Brake levers:**
  - modern road bike levers
  - cantilever brake levers
  - classic road bike levers
  - **not compatible** with V-brake levers
- **Brake Pads**
  - Kool Stop Mafac-style or Campagnolo (1999 model)
  - all post-style cantilever brake pads

FRAMEBUILDING SPECS

- Detailed specifications for braze-on location and fender clearance are available at the Rene Herse web site: https://www.renehersecycles.com/tech-info/brakes/

RenéHERSE CYCLES

Installation



Tools Required
- Two 9 mm wrenches
- 10 mm wrench
- Cable cutter

A. Brake Arms
- Slide the springs (10 and 11) onto the brake pivots.
- Slide one brass washer (9) onto each pivot.
- Slide the brake arms (4 and 5) onto the pivots.
- Slide another brass washer (9) onto each pivot.
- Attach the brake bolt (7). Torque to 8 Nm.

B. Brake Pads
- Loosen the eyebolt nuts (30).
- Make sure the springs are unhooked.
- Set the brake pads to the correct height and orientation on the rim. Tighten the eyebolt nuts (30). Torque: 8 Nm.
- Make sure that the open ends of the holder (25) faces toward the rear of the bike (Safety Check 3).

Hint: Set the pad holders close to the brake arms. In the future, you'll move them closer to the rim as the pads wear (see below).

C. Straddle Cable
- Slide the cable barbell (13) onto the straddle cable (12). The recessed hole accommodates the thick end of the straddle cable.
- Slide the straddle cable through the cable yoke.
- Slide the straddle cable through the hole in the straddle cable bolt (14).
- Hook the straddle cable barbell (13) into the end of the brake arm (4).
- Set the straddle cable to the desired height. Adjust the brake.
- Tighten the straddle cable bolt (14) and straddle cable nut (16) (9 mm wrenches). Torque: 10-12 Nm.
- Finish the setup of the straddle cable yoke (see separate instructions).
- Cut off the excess straddle cable where it protrudes from the brake arm (5).
- Hook the springs over the eyebolt nuts (30). Make sure the straddle cable barbell (13) is hooked into the end of the brake arm (4).
- Perform Safety Checks 1 - 3 (overleaf). Now your brake is ready to use.

Installing Angled Toe-In Washer
- If the brake squeals, check the toe-in. The brake pads should angle slightly toward the rim (about 1 mm clearance at the rear of the pad when the front barely touches the rim). To adjust the toe-in, you can gently bend the arm or install the angled washer.
- Unhook the straddle cable and the brake spring.
- Loosen the eyebolt nut (30). Slide the brake pad holder (25) out of the eyebolt (27).
- Replace the straight aluminum washer (28) with the angled one (28A, 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.
- Reinstall the brake pad holder. Make sure that the open end of the holder (25) faces toward the rear of the bike (**Safety Check 3**).
- Tighten the eyebolt nut (30). Torque: 8 Nm
- Hook up the brake spring and straddle cable. Perform Safety Checks 1 - 3 (overleaf). Now your brake is ready to use.

Adjustment for Pad Wear
- Unhook the straddle cable and both brake springs.
- Loosen the brake pad nut (30) and push the pad holder (25) closer to the rim.
- No need to adjust the brake or straddle cable. If the pads are still too far from the rim, shorten your straddle cable (see above).
- Don't slide the pad too far: The post of the pad holder must be fully engaged in both grooves of the aluminum washer (28/28A).
- Make sure the pads do not touch the tire (**Safety Check 2**).
- Tighten the eyebolt nuts (30). Torque: 8 Nm.
- Hook up the brake spring and straddle cable. Perform Safety Checks 1 - 3 (overleaf). Now your brake is ready to use.

Pad Replacement
- Unhook the straddle cable and both springs. Loosen the eyebolt nut (30) and remove the pad holder (25) from the brake.
- Insert a screwdriver between pad and holder on 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, you can use a rubber mallet. Place a piece of wood or rubber on the pad holder to protect the polished surface. Carefully guide the brake pad into the holder.
- If you have removed the eyebolt nut, make sure you install it with the recessed section toward the brake arm. This creates a groove into which the spring fits. Adjust the pads (see above). Perform Safety Checks 1 - 3 (overleaf). Now your brake is ready to use.