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 adverse conditions, less braking power fade over extended downhill braking and the ability to continue braking even if your rim becomes bent or damaged.

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 pistons to ensure the pads are automatically and constantly adjusted to the rotor angle.
- Friction reducing ball & ramp actuation system.
- Operated by standard linear pull (V-type) brake levers. Model name Aquilla / Lyra / Novella / Aries.
- Operated by caliper or cantilever brake lever pull (V-type) brake lever. Model name Lyra / Aries.
- Rotor designed to minimize both strength and heat distortion.

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 WARNINGS & CAUTIONS

Tektro M6 mechanical disc brakes are designed for use with linear pull (V-type) brake levers. Brake levers pulling less than 24mm of cable should not be used with Tektro mechanical disc brakes.

- Tektro Cyclocross mechanical disc brakes are designed for use with cantilever or linear pull cantilever lever.

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.
- Always inspect 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 Technical Support Center.

- 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 also become accustomed to the braking power before riding.

CAUTION -

- Pads and rotor must be kept clean and free from oil or 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 calipers is the shape of the body which adapts almost any bike to 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 Tektro standard front disc brake system. The rear adapter is marked with an "R" and is designed for installation of Tektro standard rear disc brake system. 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 adapter to the hub (See 2a)

[1] Remove the bushing from the bike. Attach the Tektro to the hub with the supplied screws and tighten with a 25mm wrench. Tighten the brake screw to 2.5N.m.
[2] Tighten the wheel to the bike, according to manufacturer's instructions.

■ Mounting the adapter and caliper (See 2b)

[1] 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".
[2] Mount the caliper body and adapter to the frame / fork by placing the disc into the caliper body over the rotor, the mounting holes on the bracket should be aligned with the frame / fork mounting holes (the side that the caliper body faces the wheel) and screw the screw into the caliper body and tighten using a 4mm Allen wrench. Tighten the brake screw to 2.5N.m.
[3] Check that the caliper is centered between the disc brake pads, and tighten the two bolts holding the caliper to the adapter. To calibrate the caliper, remove the nuts by turning the caliper body over the rotor, the mounting holes should be aligned with the frame / fork mounting holes (the side that the caliper body faces the wheel) and screw the screw into the caliper body and tighten using a 4mm Allen wrench. Tighten the brake screw to 2.5N.m.
[4] Adjust the caliper body against the caliper manufacturer's instructions. Route the cable along the frame / fork of the bike according to the frame / fork manufacturer's instructions. Insert the cable into the cable end of the caliper and secure the cable using the locking nut on the caliper.
[5] Make sure that the cable housing is firmly seated within the cable adapter, insert the end of the cable through the caliper body and tighten using a 4mm Allen wrench. Tighten the brake screw to 2.5N.m.
[6] Adjust the caliper body against the caliper manufacturer's instructions. Route the cable along the frame / fork of the bike according to the frame / fork manufacturer's instructions. Insert the cable into the cable end of the caliper and secure the cable using the locking nut on the caliper.

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