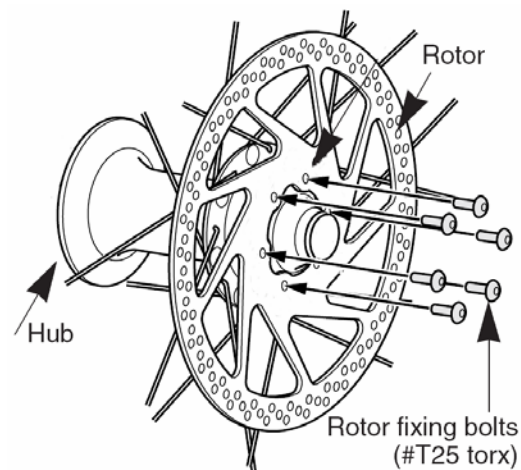


Rear disc brake

- Fit the rotor – With the wheel out of the bike, unscrew the quick-release, and then remove the rubber cap on the non-drive side of the axle. Underneath you will find the splined end which will take the rotor. The rotor is slipped over the splines so the disc is outboard. Put a small amount of grease on the threads of the locking ring and screw it down in the centre of the disc. To tighten the locking ring, insert a Shimano lock-ring tool (TL-LR15, this is the same tool that is used to tighten on a rear cassette, available from any bike shop), and firmly tighten (40nm, 29ft-lbs). Replace the wheel in the bike.



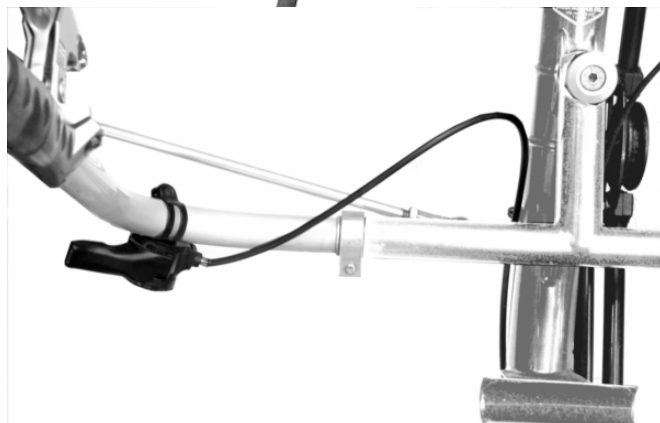
- Bolt the brake caliper on – the brake is held on using the 2 M6 adapter fixing bolts supplied. Before installing the caliper, slacken the 2 caliper fixing bolts on the top of the caliper mount, so the caliper can slide easily over the brake rotor.



- The brake lever is attached to the left-hand handlebar using the single bolt supplied. Gently bend the bracket open to slip it over the bar, then bend back and replace the bolt. Slide the inner cable through the outer cable housing and run the outer cable housing to the rear brake, clipping it in place with cable ties along the left side of the frame when you are happy with its position. Check that the lever or cable does not foul the seat or the track rod anywhere within the full range of steering movement. Run the cable housing under the rear swingarm, and fasten it in place using the cable clips provided (same type of clip that hold the rear derailleur cable in place).



- Feed the cable and housing into the socket on the brake caliper, and attach the end of the inner cable to the brake caliper arm, making sure that the lever is in the full 'off' (anti-clockwise) position. Cut the inner cable, leaving about 2 inches (50mm) past the clamp, and crimp the cable end cover onto the inner wire.



- Adjustment – the disc brake has 2 pads inside. Their position is adjusted using a 3mm hex key in the socket on each side of the caliper. With the caliper on the trike, caliper fixing bolts loosened, and the wheel in place, wind both pads in until the disc rotor is clamped between them and centered in the caliper. Turn the brake lever clockwise to ensure the rotor is solidly clamped, and then tighten up the 2 caliper fixing bolts. Turn the brake lever fully counter-clockwise then back off the pad adjustment just enough for the wheel to run freely without the pads dragging on the rotor. Test to make sure that when the brake lever is used, the brake grips properly.