

Service Procedure for:

# eGO<sup>®</sup> Cycle Helio<sup>™</sup> Cycle



# Front Brake Adjustment

Models applicable:

EC-100     EC-200     EC-200EU     EC-300

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**TIME NEEDED:**

**SKILLS REQUIRED:**

## TOOLS and EQUIPMENT REQUIRED:

Allen wrenches:

- 2mm
- 3mm
- 4mm
- 5mm
- 6mm

Open end wrenches:

- 8mm
- 10mm
- 12mm
- 13mm
- 15mm

Other tools:

**PARTS REQUIRED:**



# OVERVIEW:

Adjustment is necessary if the brakes are either of the following

Too loose - causing poor braking capability

Too tight - causing excess drag and loss of range

## Preparation & Safety:

Place a prop (ex. a block of wood) under the belly of the eGO cycle so that the front wheel is off the ground.

# PROCEDURE DESCRIPTION:

**BRAKES TOO TIGHT** - After spinning the front wheel it slows quickly as the brake pads rub on the braking disc.

1.) From the front of the cycle view the brake disc and the brake pads. There should be a very small space between the disc and the brake pad on BOTH sides of the disc. A mis-adjusted, rubbing brake may rub on the inside pad (closest to the spokes), the outside pad (away from the spokes), or both. Decide where the disc is rubbing and proceed to the next step.

2.) FIRST adjust the inside pad (if necessary) THEN adjust the outside pad using the following techniques.

3.) To adjust the INSIDE PAD:

a.) Using a 2.5mm allen wrench - loosen the right-hand set screw (when viewed from behind the brake mechanism)

b.) Using a 5mm allen wrench through the spokes - loosen the large silver disk that holds the inside brakepad. Loosen until the brakepad just starts to show space between itself and the brake disc.

c.) retighten the 2.5mm set screw

4.) To adjust the OUTSIDE PAD:

a.) On the hand brake lever - screw the silver and black knurled cable adjusters into the brake lever. This moves the pad away from the brake disc.

b.) On the brake mechanism - screw the silver knurled cable adjusters into the brake mechanism. This moves the pad away from the brake disc

c.) If these are already completely screwed in or the pad still is resting on the brake disc - loosen the nut holding the cable, feed enough cable to allow the pad to move away from the brake disc, and retighten the nut.

**BRAKES TOO LOOSE** - The hand brake lever does not provide adequate stopping power.

1.) From the front of the cycle view the brake disc and the brake pads. There should be space between the disc and the brake pad on BOTH sides of the disc. A loose brake may have a large space between the brake disc and the inside pad (closest to the spokes), the outside pad (away from the spokes), or both. Decide which pad(s) needs to be moved closer to the disc and proceed to the next step.

2.) FIRST adjust the inside pad (if necessary) THEN adjust the outside pad using the following techniques.

3.) To adjust the INSIDE PAD:

a.) Using a 2.5mm allen wrench - loosen the right-hand set screw (when viewed from behind the brake mechanism)

b.) Using a 5mm allen wrench through the spokes - tighten the large silver disk that holds the inside brakepad. Tighten until the brake pad is just off of the brake disc (too close causes rubbing and lost range).

c.) retighten the 2.5mm set screw

4.) To adjust the OUTSIDE PAD:

a.) On the hand brake lever - slowly unscrew the silver and black knurled cable adjusters from the brake lever. This moves the outside pad away from the brake disc.

b.) On the brake mechanism - un screw the silver knurled cable adjusters from the brake mechanism. This moves the outside pad away from the brake disc

c.) If these are already completely screwed out or the pad is still on the brake disc do the following:

- completely TIGHTEN the cable adjusters in BOTH of the above locations.

- loosen the nut holding the cable, pull the cable through the brake mechanism until the brake pad is just off of the brake disc (too close causes rubbing and lost range) and retighten the nut.

### **Testing:**

Spin the front wheel. It should spin freely and not slow due to rubbing of the brakes. Squeezing the front handbrake should quickly stop the front wheel. Ride the cycle and test the strength of the front braking. If it still feels soft, repeat the procedure under the section BRAKES TOO LOOSE.

### **Troubleshooting:**