

Rear V-Brake Adjustment

Models applicable: ■ Classic ■ LX ■ SE ■ Other

Also Applicable to Models with Front V-Brakes

TIME NEEDED: 15–30 minutes

SKILLS REQUIRED: Basic mechanical skills; ability to recognize correct brake-pad alignment and cable tension.

TOOLS and EQUIPMENT REQUIRED: ■ 5 mm Allen wrench ■ Phillips screwdriver ■ Small wrench if required by the brake-pad hardware ■ Wheel support/stand

PARTS REQUIRED: Replacement V-brake pads if existing pads are old, worn, or damaged.

WARNING: Brakes are a safety-critical component. Incorrect adjustment can result in loss of braking ability and serious injury. Do not ride the eGO until the brake lever, pads, cable, and wheel have been checked and the brake has passed the testing procedure on page 3.

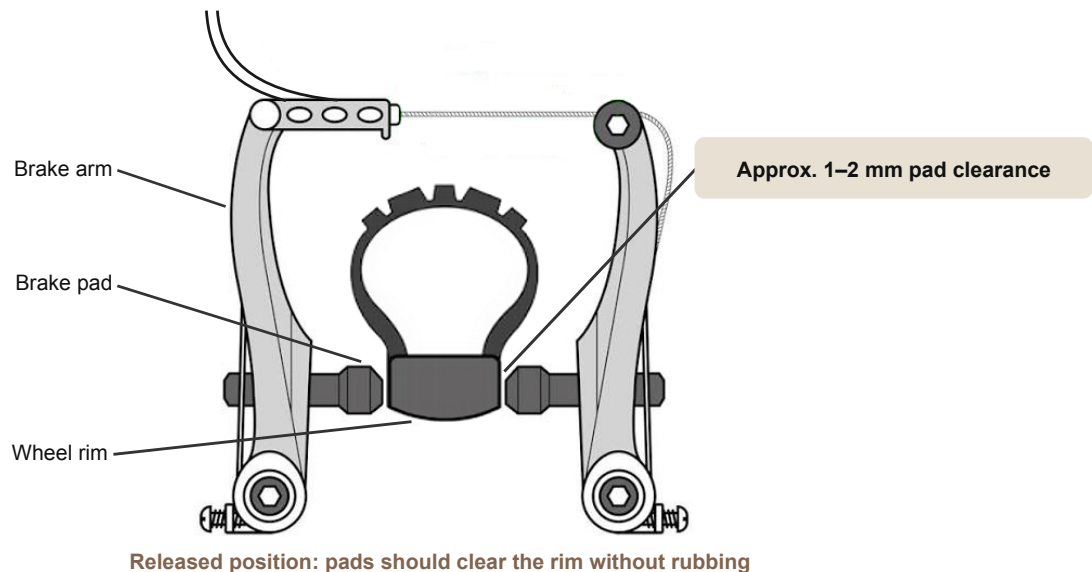
OVERVIEW:

The rear rim brake used on applicable eGO Cycle models is a bicycle-style V-brake (linear-pull brake). The adjustment procedure is therefore the same basic procedure used for a conventional bicycle V-brake: inspect the wheel and pads, set the pad position, set cable tension, center the brake arms, and test the brake.

Adjustment is necessary if the brake is either:

Too loose — the brake lever travels too far or stopping power is inadequate.

Too tight — the pads rub the rim when the brake is released, causing drag and reduced range.



IMPORTANT: Before adjusting the brake, confirm that the wheel is installed securely and that the rim is reasonably true. A badly bent or side-to-side-wobbling rim should be repaired before attempting to fine-tune the brake.

PROCEDURE DESCRIPTION:

1. Prepare the eGO

Place a secure support under the eGO chassis so the rear wheel is slightly off the ground. Turn the power off and keep the throttle from being operated while the wheel is being serviced.

2. Inspect the wheel and brake

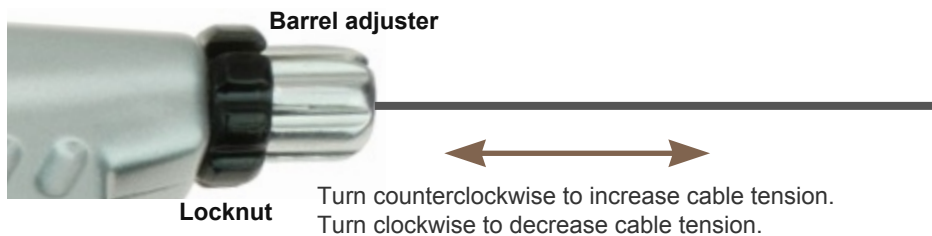
Spin the rear wheel by hand. The wheel should turn freely. Watch the rim as it rotates. If the rim moves substantially from side to side, have the wheel trued or repaired before continuing. Inspect both brake pads for excessive wear, cracking, contamination, or metal showing through the friction material.

3. Check brake-pad position

Squeeze the brake lever and watch the pads contact the rim. Each pad must contact the flat braking surface of the rim - not the tire and not below the braking surface. The pads should sit squarely against the rim. If the pad position is incorrect, loosen the pad hardware, reposition the pad, and tighten the hardware securely.

4. Set the basic cable tension

Turn the brake-lever barrel adjuster nearly all the way in, leaving a small amount of adjustment available for final fine-tuning. At the brake, loosen the cable-anchor bolt just enough that the inner cable can slide. Squeeze the two brake arms toward the rim and pull the cable through the anchor so that, when released, both pads sit close to the rim without touching it. Retighten the cable-anchor bolt securely.



5. Fine-tune cable tension

Use the barrel adjuster at the brake lever for small changes. Turn it **counterclockwise** to increase cable tension and move the pads closer to the rim; turn it **clockwise** to decrease cable tension and move the pads farther away. When the adjustment is correct, hold the barrel adjuster and tighten its locknut against the lever body.

6. Center the V-brake

Release the brake lever and look at the clearance between each pad and the rim. The gaps should be approximately equal. If one pad is closer to the rim, use the small spring-tension screw on the corresponding brake arm. Make small changes - about 1/4 turn at a time - until the brake arms are centered and neither pad rubs.

7. Recheck the entire adjustment

Squeeze and release the brake lever several times. Confirm that the pads move together, contact the rim squarely, and return completely clear of the rim. If the lever still feels too loose or the pads rub, repeat the cable-tension and centering adjustments.

TESTING:

Do not test the eGO on the road until the brake passes all of the following checks.

CHECK	REQUIRED RESULT
Wheel rotation	With the brake released, the rear wheel turns freely without brake-pad rubbing.
Pad alignment	Both pads contact the rim's braking surface and do not touch the tire.
Pad clearance	When released, both pads have a small, visible clearance from the rim; approximately 1–2 mm is a useful starting point.
Brake lever	The lever feels firm and provides effective braking before it reaches the handlebar.
Brake release	When the lever is released, both brake arms return fully and the wheel remains free of brake drag.
Cable security	The cable-anchor bolt and barrel-adjuster locknut are secure; the inner cable cannot slip at the anchor.
Static brake test	With the eGO supported securely, squeeze the brake firmly and verify that the brake holds the wheel.

TROUBLESHOOTING:

Brake pads rub the rim

First check that the wheel is properly installed and that the rim is not badly out of true. Then center the brake arms with the spring-tension screws. If both pads are too close, reduce cable tension slightly with the barrel adjuster.

Brake lever feels too loose

Increase cable tension with the barrel adjuster. If the adjuster is nearly or completely extended, reset the barrel adjuster and re-clamp the cable at the brake-arm anchor.

One pad is much closer to the rim

Adjust the spring-tension screw on the side that is too close. Make small changes until the two pad clearances are approximately equal.

Brake pad touches the tire

Do not ride the eGO. Reposition the pad so it contacts only the rim's braking surface. Replace a worn or incorrectly shaped pad if necessary.

Brake still does not stop effectively

Inspect the pads and cable for wear or contamination. Replace worn pads or damaged cables. If the brake cannot be adjusted to provide firm, reliable braking, have the brake inspected by a qualified bicycle/scooter mechanic.

FINAL SAFETY CHECK: After adjustment, test the brake at very low speed in a safe, open area before normal riding. If braking is weak, inconsistent, noisy due to slipping, or the brake does not release completely, stop using the eGO until the problem is corrected.