

U-859/U-860 Mechanical Disc Brake Assembly Instruction

Notice!

1. Unique disc brakes have been designed for bicycle use only!! The use on any other kind of vehicles will not be warranted by Unique. Improper installation could cause severe or fatal injuries.
2. A qualified technician with the proper tools should perform the installation of the disc brake components.

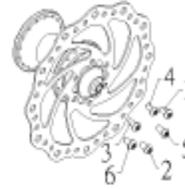
Mounting the Rotor to the Hub

Tools Required

Screwdrivers: Torx T25 driver

Steps:

1. Clean the disc and the hub-mounting surface with alcohol.
2. Place the rotor on the mounting surface of the hub, and make sure the arrow on the rotor are pointing in the same direction of rotation in which the wheel moves forward.
3. Fasten M5*P0.8*10 rotor screws with Torx T25 driver in sequence pictured, torque to 6-8Nm.(53.11-70.81 in. lbs)



Mounting the Brake to the Frame or Fork

Tools Required

Allen driver: 5mm, 2mm

Steps:

1. Mounting the Caliper

Lock the caliper to the fork using M6*P1*21 caliper fixed screws (2pcs) with round concave washers (4pcs). (Picture 1)

Note: Using M6*P1*21 caliper fixed screws (2pcs) with round concave washers (2pcs) and round concave washers with UCP finish (2pcs) if mounting the caliper directly to the frame.

- 1.1 Turn the M6*P1*21 caliper fixed screws counter clockwise 1/6 of a turn. They are now semi tight so that the angle of the caliper can be micro adjusted later when the pads and rotor are fully adjusted. (Picture 1.1)

2. Mounting the Cable

Install the cable wire through its housing (housing will bottom out on the cable), pulling the cable wire through the cable anchor screw and washer. (Picture 2)

- 2.1 Pull the cable wire tight and tighten the cable anchor screw to 6-8 Nm of torque.(53.11-70.81 in. lbs) (Picture 2.1)

3. Brake Pad Adjustment

Loosen the M4 set screw (which is used to fix the pad adjuster) with 2mm Allen driver. Using a 5mm Allen driver turn the pad adjuster clockwise until the pad touches the rotor. (Picture 3)
Note: If spin the wheel, be sure there is sound of pads and rotor rubbing each other but the wheel can spin freely without any difficulty.

- 3.1 Squeeze and hold the brake lever making the pads clamp the rotor tightly. While holding the lever, torque the caliper fixed screws to 8-10 Nm.(70.81-88.51 in. lbs) (Picture 3.1)

- 3.2 Release the brake lever. Turn the pad adjuster counter clockwise 1/3 of a turn.(to make the inner pad be about parallel to the rotor and have a 0.3mm gap) (Picture 3.2)

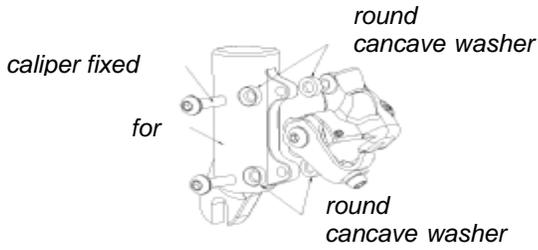
- 3.3 Spin the wheel and squeeze the brake lever, if it feel too loose while squeezing (the wheel cannot be stopped until squeezing the brake lever almost to its limit), it means the gap between rotor and pad is too big and the outer adjusting knob (silver) should be turn clockwise until the gap is about 0.3mm. (Picture 3.3)

Note: The outer pad is the pad away from the wheel.

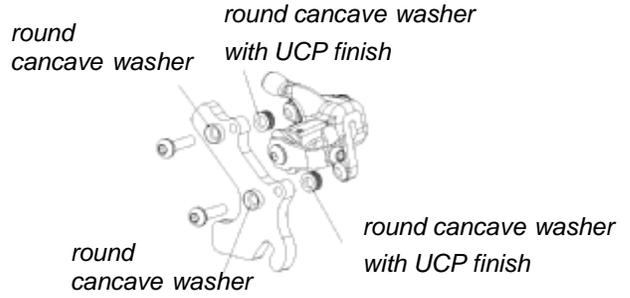
4. Spin the wheel, if there is noise or drag, should re-loosen the caliper fixed screws and adjust the position of caliper and pads again, if there is not and can spin freely, that means the installment is correct.

5. Tighten the two M4 set screws on the brake to complete the installment. (Severe or fatal injuries could be caused if neglect to tighten the M4 set screws) (Picture 5)

1. Front

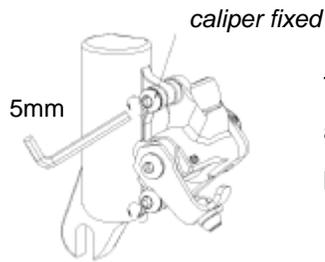


Rear



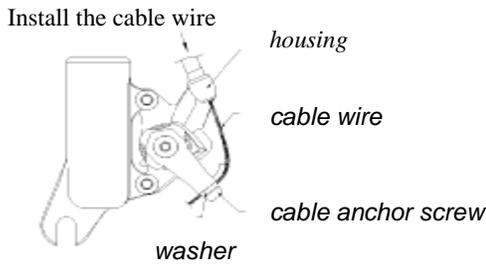
(Using the caliper at front wheel should match 160mm rotor, if at rear should match 140mm rotor)

1.1

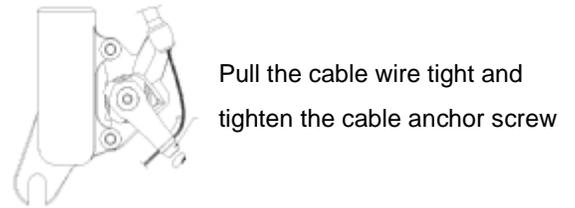


Turn the screws counter clockwise 1/6 of a turn as they are under the state of locking. Fully tighten once the pads and rotor are fully adjusted.

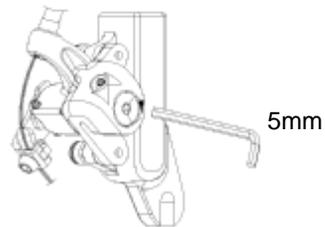
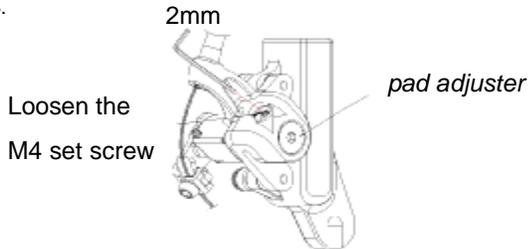
2.



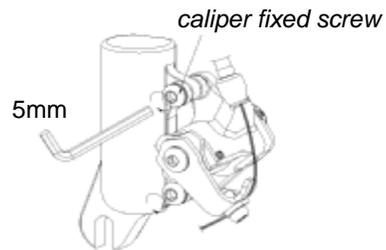
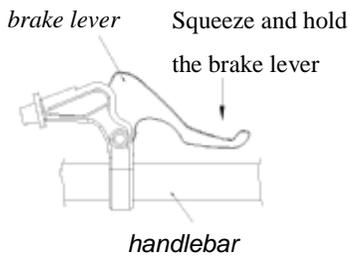
2.1



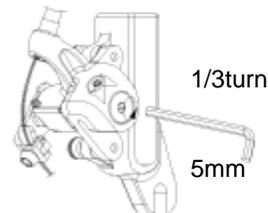
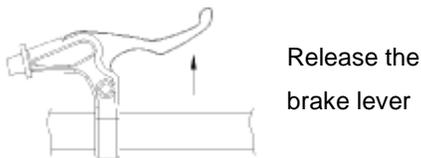
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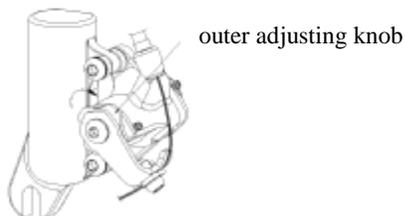
3.1



3.2



3.3



5.

