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v-brakepadreplacement

- difficulty - novice
- wrenchtime - 20 mins
- tipstriortune - tune
- sparesneeded - replacementpads



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Disconnect the V-brake by releasing the noodle. If this proves difficult, screw in the barrel adjuster in at the brake lever, to get more cable slack.

1



Inspect the pads for wear. Some pads have wear line indicators, but it should be obvious when your pads need replacing. Brake pads with uneven wear should also be replaced, as the reduced contact area will drastically decrease stopping power.

2



If your pads are of the cartridge variety pictured then simply remove the pins and slot in the fresh pads. Some cable adjustment may be required to allow for the increased thickness of the new pads. If the lever barrel adjuster does not provide the necessary adjustment, undo the cable anchor bolt on the brake calliper with a 5mm Allen Key and release more cable. Skip to step 8.

3



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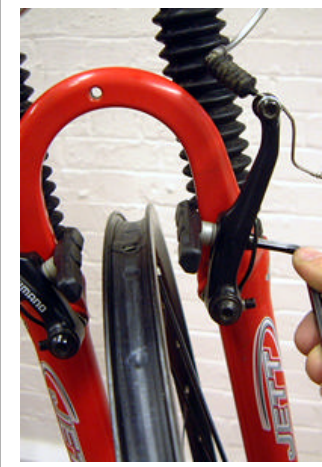
Alternatively if you have standard one-piece units, remove the old pads by undoing the outer bolt with a 5mm Allen key, making a note of the order of the concave/convex spacers.

4



Install the new pads replicating the spacer pattern of the pad that you have just removed. Note: If the post is not central in the body of the pad, the shorter section of the pad should face toward the front of the bike.

5



Position your new V-brake pads flat against the rim making sure that the arc of the pad follows that of the rim. Tighten into position with a 5mm Allen key.

6



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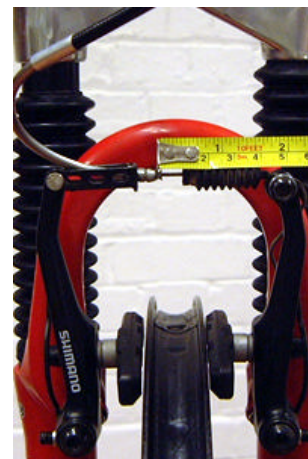
Tip: unhook the calliper springs to make setting the pads up easier.

7



Reconnect the V-brakes and measure the distance from the end of the noodle to the cable anchor bolt. For optimum braking performance this distance should be greater than 32mm but less than 50mm. If the measured distance is not between the above limits, reverse the order of the concave spacers on the pads to achieve the required results.

8



Check that the pads contact the centre of the rim. With non-parallel push V-brakes the pads tend to raise in an arc as the calliper is released, so always check that the pads do not interfere with the tyre.

9



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Finally, centre the brake by adjusting the spring tension screws. The brakes will be balanced when the tension in each spring is equal. Now check the feel of the lever, for a snappy return simply increase the spring tension in each arm by equal amounts.

10

