SUNTOUR
CANTILEVER BRAKE
Model:CT-XC10, Code No.62699911(SE Mechanism)
INSTRUCTION MANUAL

Caution: The XC-9000 "SE" canti-brakes are made for use as rear brakes only, and are not designed for use as front brakes.

1 Apply a light coat of grease to the braze-on studs before installing the cantis. Use the sequence shown in figure 1 to assemble the cantilever assemblies onto the braze-on studs, making sure not to reverse the male helixes. Lightly tighten the mounting bolts with a 5mm allen wrench. Do not overtighten the arms should be free to pivot fully without rattling on the studs.
This will facilitate shoe positioning in step 2.

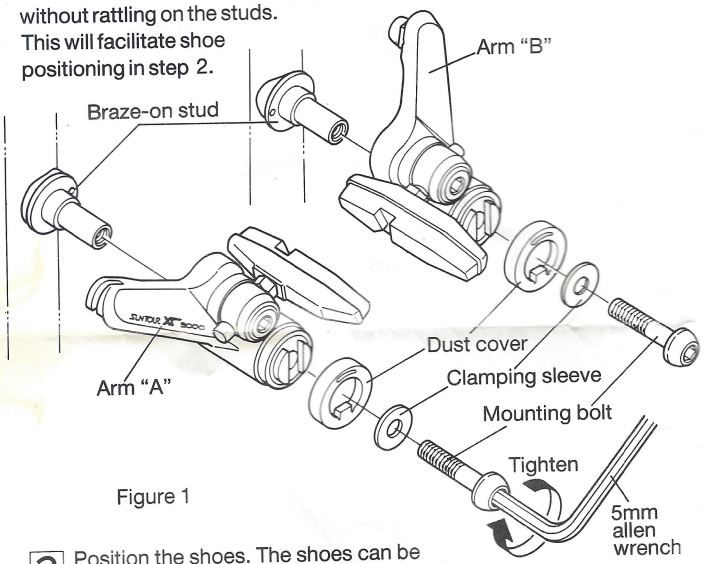
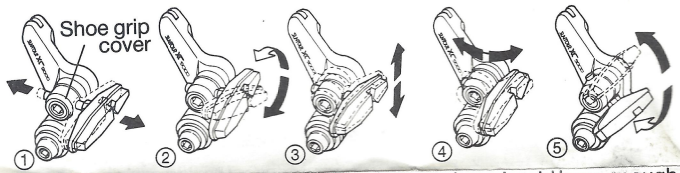


Figure 1

2 Position the shoes. The shoes can be adjusted in five directions, as shown in figure 2A.
Note: the plastic shoe grip cover encircling the shoe's post and the eyebolt is designed to grip the shoe during adjustment and prevent unwanted movement before the shoe mounting hardware has been tightened. This makes precise adjustments simpler.



Position the shoes as shown in figure 2B. Each shoe should have enough toe-in to leave 1/2mm of clearance at the trailing end of the shoe as the leading end just begins to touch the rim (note direction of rim rotation). When you're satisfied with the shoe position, tighten the shoe mounting hardware using a 5mm allen wrench and a 10mm open end or box wrench. (Figure 2C) The shoe grip cover will hold the shoe so both your hands can be free for tightening the hardware.

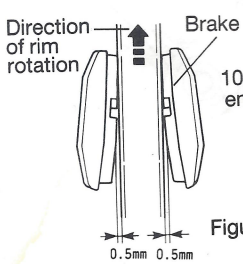


Figure 2B

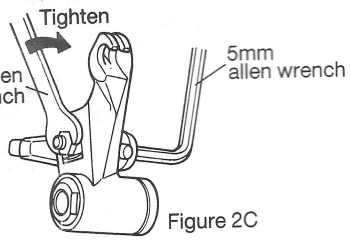


Figure 2C

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3 Loosen the mounting bolts, and rotate each arm away from the rim until there is 1/4" (6mm) of clearance between each shoe and the rim. Then, holding each arm in position, tighten each 5mm allen mounting bolt to a torque of between 80 and 90 kgf/cm.

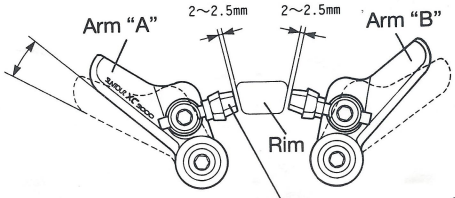


Figure 3A

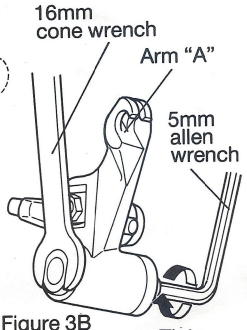


Figure 3B

4 Install the straddle cable by first inserting the cable head into the cable head socket of arm "A", and then threading the other end of the cable through the cable clamp assembly on arm "B". Shorten the straddle cable until each segment is at right angles to the arm it's connected to (figure 4)* and each shoe is between 2mm and 2.5mm away from the rim (figure 3B.)

* During this operation, keep the straddle cable tight by pulling it upwards at its center with one hand, and adjusting its length with the other.

When the straddle cable is the correct length, tighten the cable clamp assembly on arm "B", and trim and cap the exposed end. Then, install the straddle cable hanger onto the main cable, and clamp it high enough along the main cable to allow each shoe to return to between 2mm and 2.5mm away from the rim.
Trim and cap the main cable.

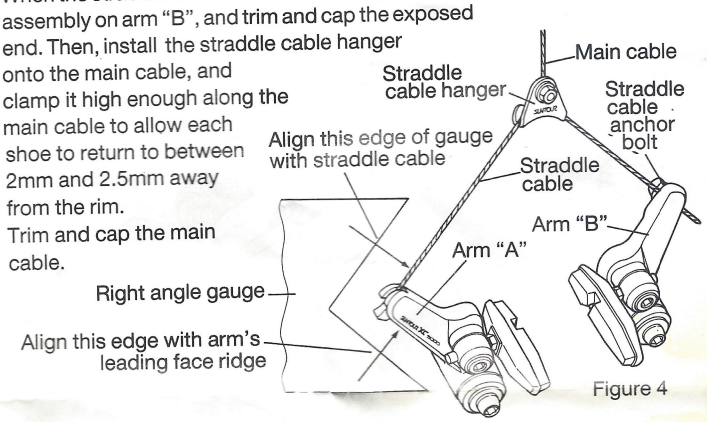


Figure 4

If necessary, use the right-angle gauge in this manual to determine the best cable/arm angle. Use the ridge along the leading face of the brake arm as the reference for the right angle gauge. Mechanically, this "high rise" canti brake design is most effective when the straddle cable is pulling at right angles (90 to 100 degrees) to each arm. You may shorten or lengthen the straddle cable as you wish, but this will slightly diminish the efficiency of the brake.

5 Squeeze the brake lever a few times to be certain that your adjustments are stable.

6 To remove the rear wheel, squeeze the brake shoes against the rim to allow enough slack at the staddle cable to remove its cable head from its socket in arm "A". When the cable head is free, pivot the brake arms away from the wheel.

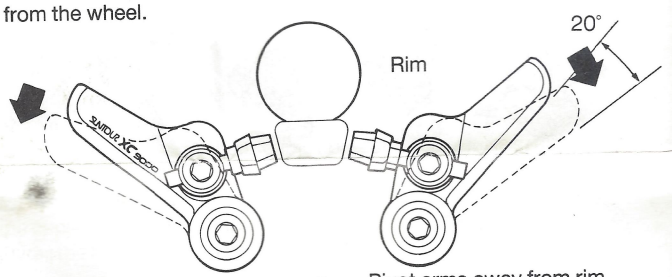
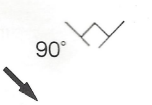


Figure 5

Pivot arms away from rim (about 20 degrees)



Specifications are subject to change without notice.
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