

SANTANA / WINZIP TANDEM DISC BRAKE INSTRUCTIONS

The Santana/Winzip Tandem disc brake is the only mechanical disc brake to apply the pads synchronously, similar to hydraulic disc brakes. This eliminates warped rotors from unequal pad pressure and enables more precise pad adjustment and superior braking control.

UPGRADE PATHS

Our brake will bolt directly onto your existing Santana 10"/255mm or 8"/203mm disc brake mount with your existing bracket and rotor.

If you have a Santana with an 8" disc that you'd like to upgrade to a 10", you can use an 8"-10" adapter bracket with a 10" rotor.

If you have a Santana with a drum brake or have no hub brake, and have a Hayes universal mount on top of the chainstay, you'll need one of three disc brake brackets and a 10" or 8" rotor. The Hayes universal mount is integral with the frame in one of two positions. It will be either about 3³/₄" or 3" from the center of the dropout to the center of the closest Hayes mount hole. The 3³/₄" distance requires a 10" rotor and bracket. The 3" distance accepts a 10" rotor and an 8"-10" adapter bracket or 8" rotor and bracket.

If you have a 7"/185mm rotor and an IS (International Standard) mount, our brake will bolt on with your existing rotor.

The Santana Packman mount under the chainstay for drum brakes is not adaptable.

If your Santana cannot retrofit the Winzip, we can weld or braze a Hayes universal mount to your frame.

NECESSARY TOOLS

5mm allen wrench
4mm allen wrench
3mm allen wrench
Cable cutter
Pliers

INSTRUCTIONS

Use 5mm shifter housing with 5mm ferrules or compressionless housing.

1. Loosely fasten the caliper mount adapter to the Hayes universal mount, located on top of the left chainstay, with two short bolts and two thin washers (one per bolt) next to the bolt heads.
2. Attach the Santana / Winzip caliper to the caliper mount adapter with two long bolts and two thick washers (one per bolt) next to the bolt heads, so the pads will have the most rotor swept area contact. Tighten those two long bolts.
3. Slide the caliper mount adapter, so the caliper is centered over and parallel to the rotor. Rotate the caliper arm, until the pads center the caliper over the rotor, and simultaneously tighten the two, short bolts. (Fork-shaped, adjusting washers in two thicknesses are provided in case they are needed.)
4. Adjust the outer pad with a 3mm (NOT 5mm) allen wrench.
5. Adjust the inner pad with a 5mm allen wrench.

SIDETRAK

If your tandem has road brake levers, a Sidetrak brake power booster is an option. With a Sidetrak, lever movement is decreased, brake feel is harder, and pads don't have to be seated. Without a Sidetrak, lever movement is increased, brake feel is lighter, and pads must be seated (readjusted after break-in).

6. Check that the four bolts holding the Sidetrak together are tight.
7. Remove the rear brake cable from the housing.
8. Cut out a two-inch section of cable housing between the brake lever and the first cable stop, that the Sidetrak will replace, in an area where it will not hit the handlebar, stem, frame, or captain's fingers. Be sure there is clearance, since the Sidetrak can rotate in the line after it is installed.
9. Position the sidetrak, so its two cable holes are facing the brake lever, and its one cable hole is facing the brake.
10. Measure a length of cable housing to go from the last cable stop, on the bottom of the left chainstay, to the caliper.
11. Position the two anchor screws in the Sidetrak cable anchor barrel, so they do not obstruct the hole.
12. Thread a brake cable from the brake lever, through the first section of cable housing, through the Sidetrak cable hole that is closer to its pivot, through the slot in the pivoting arm, and through the hole in the barrel in the hole closer to the pivot.
13. Pull the cable taut with the pivoting arm positioned toward the brake, and symmetrically tighten the anchor bolts to anchor the cable.
14. Place a mountain bike brake cable button in the cradle at the top of the pivoting arm, with the cable going through the slot at the top of the arm, through the hole in the Sidetrak, through the remaining cable housing before the first cable stop, and thread where necessary and through the last cable stop, last cable housing section, caliper, and caliper anchor bolt.
15. Be certain that the cable housings are seated and the cables are pulled taut, and tighten the caliper cable anchor bolt.



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