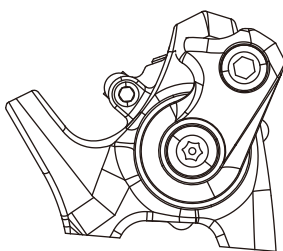


INSTALLATION INSTRUCTION

MECHANICAL ROAD DISC BRAKE SYSTEM



TOOLS NEEDED FOR ASSEMBLY AND MAINTENANCE

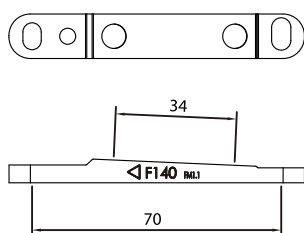
- 5mm hex wrench
- 4mm hex wrench
- 3mm hex wrench
- T25 Torx® wrench
- Cable housing cutters
- Cable cutters

SAFETY WARNINGS & INFORMATION

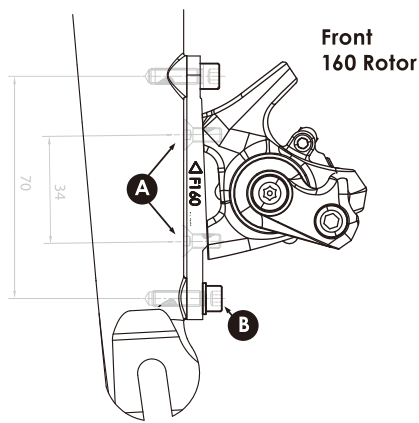
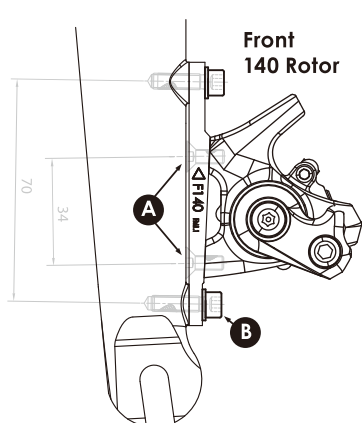
- WARNING** - This braking system was designed for use on a single rider bicycle. Use of this system on any other vehicle or apparatus will void the warranty, possibly causing you great personal harm or injury.
- WARNING** - Disc Brakes, calipers, and rotors get **VERY HOT** during regular use. **DO NOT** touch or attempt to service the rotor or caliper assembly until you've allowed for sufficient cooling to occur.
- WARNING** - These disc brakes offer a significant increase in performance over traditional cable actuated systems. Follow the break-in recommendations listed in this manual, allow yourself to learn and become accustomed to the braking characteristics.
- WARNING** - If your bike is involved in a fall or crash, fully check the brake function including: the lever, caliper, and rotor are securely attached to the bike, pads are correctly installed and functioning, the cable is operating smoothly and the lever feels firm when actuating the brake.
- Always have a qualified mechanic check the brakes if you have any doubts.
- WARNING** - Pad thickness must be at least 0.8 mm of pad material. Confirm this before each ride. Keep pads clean and free of oil or hydraulic fluid. If pads become contaminated, discard and replace.
- WARNING** - Ensure that cable housing is always secured to the frame and/or fork prior to every ride. Do not ride a bike on which the cable housing can come into contact with the tires!
- CAUTION** - Read this manual completely before attempting to install or work on your TRP brakes. If you are unfamiliar with any element of assembly or maintenance of this braking system please consult a qualified mechanic for assistance.
- CAUTION** - Cleanliness is a very important part of any maintenance of a TRP disc brake. If the pads or rotor become contaminated with oil, or if the system becomes contaminated with impurities, braking performance will be greatly impaired.

ADAPTER INSTRUCTION CHART

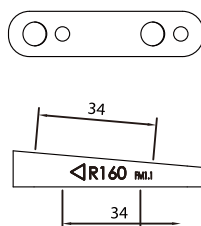
FM1.1 F140/F160 Adapter **F-5**



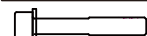
- A** M5x13, 2pcs
- B** M5x14, 2pcs



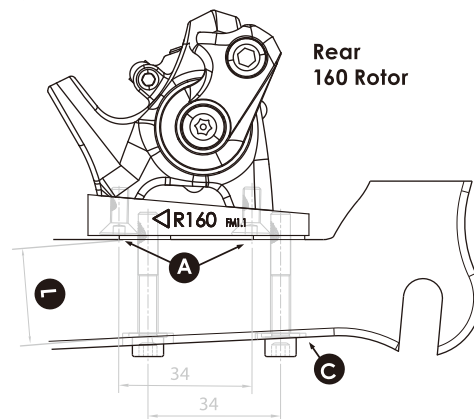
FM1.1 R160 Adapter **F-6**



- A** M5x13, 2pcs
- C** M5 Mounting bolt, 2pcs



also available
M5x17 M5x37
M5x22 M5x42
M5x27



Torque spec:
FlatMount bolts: 5-7 Nm (44-62 in-lb)
Disc Rotor bolts: 4-6 Nm (35-53 in-lb)

M5 BOLT FOR REAR

| | Bolt = Fork + 7mm | | | | | |
|----------|-------------------|------|------|------|------|------|
| Fork (L) | 10 | 15 | 20 | 25 | 30 | 35 |
| Bolt (C) | 17mm | 22mm | 27mm | 32mm | 37mm | 42mm |

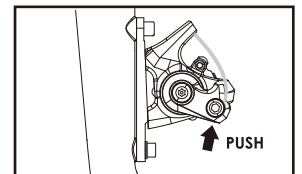
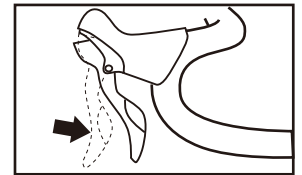
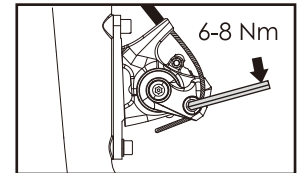
BRAKE SET-UP

HOUSING INSTALLATION

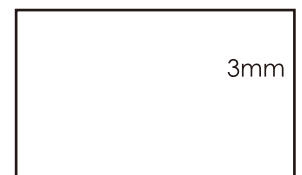
- Compressionless housing, (linear strand) is recommended for Mechanical Road Disc Brakes to yield the best performance. Sealed ferrules or other sealing systems are not recommended as they may create excess friction and affect the brake lever return performance. Route housing to minimize tight bends and acute angles.
- Install a small section of spiral wound housing that inserts into the brake lever body and runs inside or outside the first bend of the bar as shown in B-1, B-2. (Not all brake lever bodies need a ferrule installed - check with your brake lever manufacturer's technical documents to determine if a ferrule is needed.) The ends should be filed flat and the liner should be open to eliminate friction. Install a double-ended ferrule. [ref. B-1, B-2]
- Note: Spiral wound housing can be cut to accommodate bar widths and preferences, such as hiding the double-ended ferrule under the bar wrap. Allow spiral wound housing to extend at least 25mm (1 inch) beyond the handlebar bend. [ref. B-3]
- Install the compressionless housing on the remainder of the frame or fork. Cut appropriately to minimize tight bends and acute angles to optimize the brake lever feel.

CONNECTING THE BRAKE

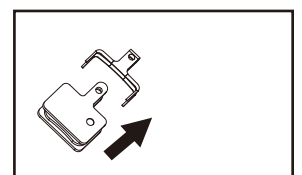
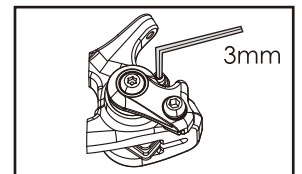
- Turn barrel adjuster so that it is fully threaded in. Install ferrule on the end o



INSTALLING AND REMOVING BRAKE PADS



E-1. Pad adjustment screw



F-2. Replace pads and holder

BREAK-IN PERIOD