A - Tools
5mm Allen key - For mounting bolts
4mm Allen key - For brake pad adjusting bolts
2.5mm Allen key - For nozzle and clamping bolt adjustment
2mm Allen key - For brake adjustment screws

B - Instructions brake set up - (T922 / T822)
1. Mount the left (right) side caliper arm first. Apply a thin coating of grease to the pivot on the frame or fork, inset the brake spring pin into the hole in the frame as you slide the brake arm onto the pivot. Secure with 5mm mounting bolt. Tightening torque 4-8 Nm.
2. Install right and left bolt cover cap by snapping into place.

C - Adjustment screw troubleshooting
Determine cable routing 1822/1922 brakes give you the choice of mounting the pull out either the right (l) or left side (r) as best suits your needs. Decide how you want to mount the nozzle and then you're ready - be sure to mount the cable clamping plates on the opposite side from the nozzle.
- cable clamping plates (2) must be perpendicular to the ground to the 2.5mm mounting screw, allowing the screw to seat properly, with the o-ring secured inside, toward the center of the brake/wheel.
- once you have secured the side opposite the nozzle, go back and tighten the 2.5mm mounting screws on the same side as the nozzle. This helps set the alignment of your nozzle in a fixed position.
- Route brake cable through the nozzle and then through the cable clamping plates on the opposite side caliper. Pull the cable tight and tighten the 2.5mm allen key to secure the cable in the clamping plates. Tightening torque ???

E - A note about rim widths
While traditional rim width are generally 19-22mm at the braking surface, many high performance manufacturers are moving to wider 25mm cross section rims. These often require a wider spacing for the brakes to align properly and function correctly. You can gain the additional spacing needed to run wider rims. Keep in mind that insuring the best performance you will need to reinstall the washer when using more traditional, narrow rims.

F - Adjustment screw troubleshooting
On some earlier models, the spring tension screw can slip behind or to the side of the spring adjuster plate. This can cause the screw to jam and it will be impossible to adjust the spring tension to align the calipers. Fortunately it is an easy fix. Using a small screwdriver, pry off the dust cap and remove the spring. Back the adjusting screw all the way out until the adjuster plate moves freely. Using a small pointed object slide the adjuster plate counter-clockwise until the adjusting screw bolt hole is visible, then thread the adjuster screw in until the screw contacts the notch in the adjuster plate. See photos below for details:

G - Check
Depress the brake lever about 10 times as far as the handlebar and check that everything’s operating correctly and that the shoe clearance is correct before using the brakes.

Replacing of the cartridge pad
Remove the fixing bolt. Remove the pad by sliding it along the groove of the pad holder.

NOTE:
- If using standard TRP brake pads in combination with ceramic or carbon fiber rims, the brake shoes will wear more quickly than normal. Pads specifically designed for carbon fiber rim surfaces are available from TRP.
- If the brake pads have worn down until the grooves are no longer visible, they should be replaced.
- Parts are not guaranteed against natural wear or deterioration resulting from normal use or crash damage.
- For any questions regarding methods of handling or maintenance, please contact the original place of purchase.

Questions?
For questions about setup, usage or general inquiries, please e-mail or call toll free at:

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