

Bleeding The Brakes

- Place the bike in a work-stand, setting the lever so that the reservoir is parallel to the ground.
- Remove pads,
- Insert a disc brake piston setting tool or other non-sharp tool and push the pistons back into the caliper.
- Using a T15 Torx, remove the reservoir bleed plug. Set aside.
- Install the knurled bleed fitting supplied with the bleed kit into the reservoir port. Firmly attach a long plastic tube over the bleed fitting, placing the other end into a clean, dry empty bottle or plastic bag.
- Fill the syringe halfway with brake fluid. Hold the syringe vertically with the tip up and tap out any air bubbles.
- Secure the oil-filled syringe hose to the bleed valve on the caliper.
- Use a disc brake piston setting tool or equivalent spacer to keep the pistons from moving.
- Loosen the bleed valve 1/8-1/4 turn or remove the bleed cap
- While holding the pistons in place, start filling the brake with new mineral oil by pushing the syringe. Air bubbles may come out of the reservoir. Continue pushing fluid until you no longer see bubbles coming out of the tube.
- Close the caliper bleed valve. Tighten to 0.3-0.5Nm [2.8-4.3in lbs.]
- Remove the syringe.
- Repeatedly squeeze the brake lever a few times. You may see a few more bubbles come up. The action should feel stiff and not spongy.
- Remove the knurled bleed fitting.
- Replace reservoir bleed plug. Tighten to 2-4Nm [18-35 in-lb.]
- Wipe off any excess oil from the lever and caliper body.

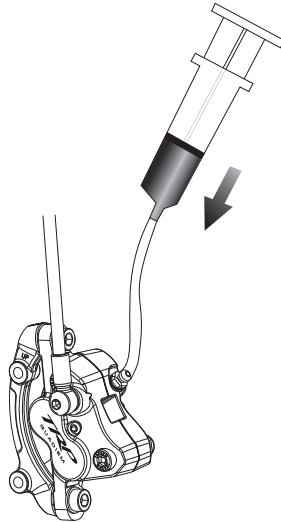


Fig. 5

CAUTION - Cleanliness is a very important part of any maintenance of the TRP hydraulic disc brake. If the pads or rotor become contaminated with oil, or if the hydraulic system becomes contaminated with impurities, braking performance will be greatly impaired. Use only TRP / TEKTRÖ brake fluid with the TRP hydraulic disc brake. Other brake fluids are not compatible and will damage the system

VI. TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	SOLUTION CORRECTIVE ACTION
Lever falls to handlebar	Air in system System leak	Re-bleed look for leak and See "fluid loss"
Disc rotor rubbing on pads	Caliper not centered Inadequate clearance Bent disc / rotor	Re-center caliper over disc Push pistons back Replace disc / rotor
Spongy lever	Air in system	Re-bleed
No braking power	Dirty disc / rotor Contaminated pads	Clean disc / rotor with alcohol Replace pads
Fluid Loss	Banjo leaking Hose leaking Master cylinder cap leaking	Replace hose Tighten hose nut Replace hose Tighten cap screws

VII. TORQUE CHART

ITEM	TORQUE
Disc / Rotor Screws	6 - 8 Nm [53 - 71 in-lbs]
Handlebar Master Cylinder Clamp Screw	5 - 7 Nm [44 - 62 in-lbs]
Master Cylinder Hose Retainer Bolt	5 - 7 Nm [44 - 62 in-lbs]
Master Cylinder Bleed Screw	0.6 - 0.8 Nm [5.3 - 7.0 in lbs]
Reservoir Cap Screw	0.5 - 0.6 Nm [4.4 - 5.3 in lbs]
Adapter Bolts	6 - 8 Nm [53 - 71 in lbs]
Lever Pivot Pin	0.5 - 0.6 Nm [4.4 - 5.3 in lbs]
Caliper Mount Bolts	6 - 8 Nm [53 - 71 in lbs]
Banjo Hose Connection - Caliper	6 - 8 Nm [53 - 71 in lbs]