SAFETY WARNINGS & INFORMATION

WARNING - Disc brakes offer a significant increase in performance over traditional cable actuated systems. Follow the break-in recommendations listed in this manual, allow yourself time to learn and become accustomed to the braking characteristics.

WARNING - Disc brakes, calipers, and rotors get VERY HOT during regular use. DO NOT touch or attempt to service the rotor or caliper until you’ve allowed for sufficient cooling to occur.

WARNING - Leaking oil indicates a potential BRAKE FAILURE. If your system is leaking oil stop immediately and determine the nature of the problem. DO NOT continue to ride a leaking system.

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, (if applicable) is operating smoothly and the lever feels firm when applying the brake. Always have a qualified mechanic check the brakes if you have any doubts.

WARNING - Pad thickness must be at least 0.8mm 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 - TRP/Tektro braking systems are designed for use on a single rider bicycle. Use of these systems on any other vehicle or apparatus will void the warranty, possibly causing you great personal harm or injury.

CAUTION - Read this manual completely before attempting to install or work on your TRP/Tektro brakes. If you are unfamiliar with any element of assembly or maintenance of TRP/Tektro braking systems please consult a qualified mechanic for assistance.

CAUTION - Only use TRP/TEKTRO branded replacement mineral oil when servicing the brakes. Other disc brake fluids, ESPECIALLY DOT based oils, will harm the system and compromise braking performance.

CAUTION - Cleanliness is a very important part of any maintenance of a TRP/Tektro brake system. If the pads or rotor become contaminated with oil, or if the system becomes contaminated with impurities, braking performance will be greatly impaired.

CAUTION - As with any oil, precautions in handling and clean up of any spills should be handled according to accepted best practices as governed by your state or country. Our Mineral oil is non-toxic, but clean up any spills promptly and completely. If Mineral Oil gets in your eyes IMMEDIATELY FLUSH WITH WATER for several minutes and go to the hospital. If Mineral oil gets on your skin RINSE IMMEDIATELY with soap and water. Do not inhale Mineral Oil, it is harmful. If inhaled move to a well ventilated environment and proceed to the hospital for appropriate care. If you ingest Mineral oil it may cause vomiting and/or diarrhea.

REQUIRED TOOLS

- T10 Torx Wrench
- Phillips Head Screwdriver
- Di2 Integration Kit for HD-T910/912
- Shimano SW-R600 Remote Climbing Shifter

POST MOUNT ADAPTERS

PREPARING SHIMANO SW-R600 REMOTE CLIMBING SHIFTER
Remove the Shimano SW-R600 Remote Climbing Shifter from the packaging, Remove the two Phillips head screws that hold the case together. Remove the top part of the cover. Remove the two springs and the plastic grommets from the buttons; set aside for future use in the installation. Remove the two screws holding the control unit in the lower part of the shifter housing.

PREPARING THE BRAKE LEVER
Remove the six T10 Torx fasteners from the cover of the HD-T910/912 brake lever. FIG 1 (Note the position of each fastener as they are location specific.) FIG 2 Remove the cover pieces from the brake lever body by pinching the back end and lifting up. Remove the inboard piece of the cover. FIG 3
**INSTALLATION & ADJUSTMENT**

**PAD REPLACEMENT**

Pads should be replaced if they become contaminated or have less than 2.5mm thickness. (Pad friction material & metal backing plate). (Fig 8)

**BEFORE RIDING**

Check the pads for wear or contamination.
Check the hose for cracking, wear or deformation. Replace if necessary.
Check that the brake system is operating correctly.

**AFTER RIDING**

Remove any mud or contamination from the rotor slot on the caliper.
Clean the caliper body with a cloth.

**AT REGULAR INTERVALS**

Check the oil level in the reservoir.
Lubricate the brake lever pivot with grease.
Check to make sure that all the bolts are tightened to the correct torque specifications.

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**INSTALLING THE DI2 INTEGRATION KIT**

Route the DI2 cable of the control unit through the hole in the base plate. Install the control unit onto the base plate of the DI2 Integration Kit using the two M2.3 X 6 fasteners and a Phillips head screwdriver. Install the base plate of the Integration Kit onto the brake lever. FIG 4 Route the DI2 cable through the opening of the brake lever body following the brake hose. Install the two plastic inserts from the springs of the Shimano SW-R600 onto the control unit. Place the two buttons of the Integration Kit onto the control unit. Reinstall the cover pieces of the brake lever body. Install the cover plate over the buttons using the two M3 X 8 fasteners and a T10 Torx wrench. FIG 5 Replace the four remaining screws of the brake lever cover in their correct location. Install the DI2 wire into the junction box.

**GENERAL MAINTENANCE**

**PAD REPLACEMENT**

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Check the hose for cracking, wear or deformation. Replace if necessary.
Check that the brake system is operating correctly.

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Check the oil level in the reservoir.
Lubricate the brake lever pivot with grease.
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