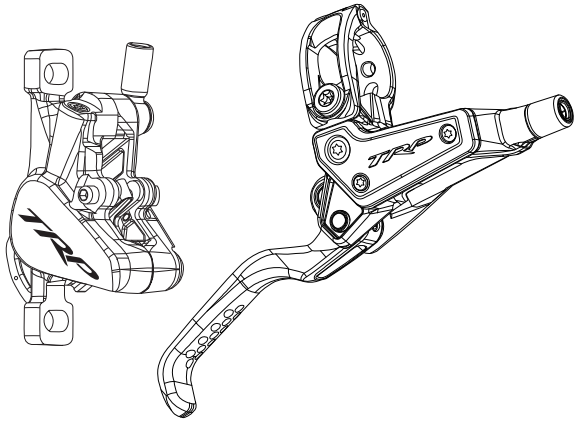
INTRUDUCTION

Welcome to TRP - TRP manufactures performance-oriented components for discerning individuals. Our brakes, levers, calipers, components and accessories are designed to offer premium performance across a variety of applications. Each product is conscientiously designed and thoroughly tested to ensure the best performance and quality possible.

Break In Period and Preferred Fluids - Hydraulic brakes have a 30-40 cycle break-in period to achieve optimal pad seating and performance. Exercise caution for the first 30-40 cycles each time you replace the brake pads. Your TRP disc brake is engineered to use TRP/Tektro branded Mineral Oil, which is environmentally friendly and offers increased performance by limiting the absorption of water. Use of other manufacturers' oils will void the warranty and may negatively impact the performance of the brakes leading to injury or death.



SAFETY WARNINGS & INFORMATION

SAFETY PRECAUTIONS AND CONSIDERATIONS

WARNING - Bicycles and brakes require routine inspection and maintenance. The frequency will vary based on your riding habits and environment. We recommend inspecting your brakes before every ride to ensure proper function. We also recommend a full brake service at least every six months for optimal performance and safety.

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 and possibly cause you great personal harm and injury.

WARNING - Disc brake systems, including the calipers and rotors get VERY HOT during regular use. DO NOT TOUCH or attempt to service the rotor, caliper or brake assembly until you've allowed for sufficient cooling to occur.

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

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, stop and fully check the brake function including: lever, caliper, and rotor are securely attached to the bike, pads are correctly installed and functioning, oil line is free from kinks, nicks, and leaks, and master cylinder is intact and functioning correctly.
Always have a qualified mechanic check the brakes if you have any doubts.

WARNING - Pad thickness must be at least 2.2 mm per side. Confirm this before each ride. Keep pads clean and free of oil or hydraulic fluid. If pads become contaminated, discard and replace.

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 - Only use TRP or 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 - Store Mineral oil at normal room temperature in a dark place. Keep out of direct sunlight.

EMERGENCY INFORMATION

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.
Clean up any spills promptly and completely.

CAUTION - If Mineral oil gets in your eyes IMMEDIATELY FLUSH WITH WATER for several minutes and get medical attention.

CAUTION - If Mineral oil comes in contact with your skin, IMMEDIATELY RINSE with soap and water.

CAUTION - Do not inhale Mineral Oil, it is harmful. If inhaled, move to a well ventilated environment and get medical attention.

CAUTION - If you ingest Mineral Oil, it may cause vomiting and/or diarrhea.

CAUTION - Please keep out of reach of children.

INSTALLATION OF ROTOR

Tools Required: T25 Torx wrench, Torque wrench with T25 fitting

- Remove the wheel from the bike.
- Note the rotational direction arrow printed on rotor. Ensure the arrow matches the rotation of the wheel. Attach the rotor to the hub with the supplied Torx bolts and tighen it with a T25 Torx wrench.
- To ensure a uniform distribution of load, follow the tightening sequence shown on figure 2. (Fig. 1)
- Final tightening torque is 4-6Nm.
- Re-install wheel on bicycle according to the manufacturer's instructions.

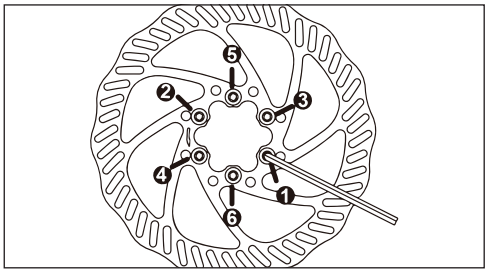


Fig 1

Rotor Replacement:

- EVO X is required to be used with a 1.8mm thick rotor.
- 1.8mm thick rotors should be replaced when worn to 1.5mm thickness.
- If you see the rotor indicator has worn out and can barely see the black dot, please replace your rotor immediately. (Fig. 2)

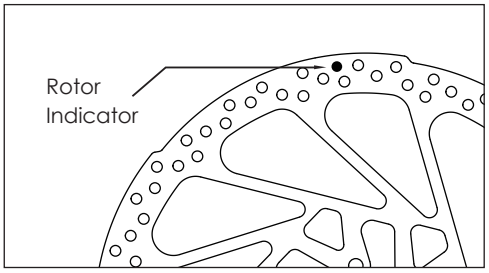


Fig 2

INSTALLATION OF LEVER

Tools required: T25 Torx wrench, and Torque wrench with a T25 Torx fitting

- Adjust the brake lever to the desired position.
- Tighten the T25 Torx bolt to secure the lever in place.
- Final tightening torque is 5-7 Nm.
- Once you have the lever assembly positioned appropriately, you can adjust the reach of the blade to suit your preference. (Fig.3)

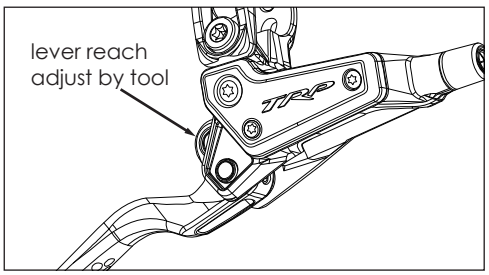


Fig 3

INSTALLATION OF CALIPER

Tools Required: 5mm Allen (hex) wrench, Torque wrench with 5mm Allen (hex) fittings.

- Before installing calipers or adapters, ensure that each wheel axle is corectly seated in the dropouts.
- The brake rotor should be on the caliper mounting side.
- Select the correct adapter (front or rear) for the size of rotor.
- For installation of front post-mount caliper, attach caliper to post mount fork or adapter using M6 bolts. Tigthen with 5mm Allen (hex) wrench.
- Make sure the pads are correctly positioned in the caliper. Do not tighten the bolts at this stage.
- With the caliper mounting bolts still loose, squeeze the brake lever. The caliper will correctly center itself to the rotor. You may also use a disc brake gap or alignment tool. Keeping the brake lever depressed, tighten the caliper mounting bolts. Final tightening torque: 6-7Nm.

GENERAL MAINTENANCE

a. SAFETY CHECK

Before every ride, spin the wheels to ensure rotor is undamaged and aligned.
Check for fluid leaks and/or oil loss.
Check brake pad thickness. If pads are less than 2.2mm, replace immediately.
Check bolt tension, re-torque if necessary.

b. CHANGING BRAKE PAD

Pad should be replaced if they become contaminated or have less than 2.2mm thickness. (Pad friction material & metal backing plate) (Fig.4)

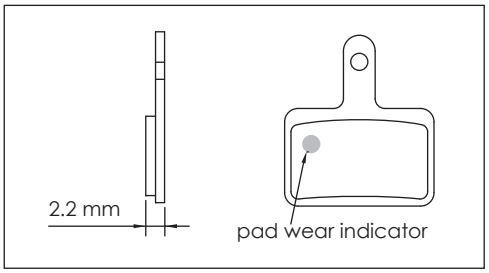
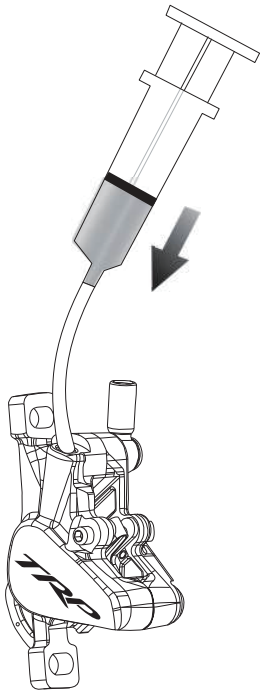


Fig 4

- Remove the pad retaining bolt using a 3mm allen wrench.
- Remove the pads from the either the top or bottom of the caliper.
- Using a disc pad setting tool or other non-sharp tool, push the pistons evenly back into it's housing.
- Install new pads and pad return spring into the caliper.
- Re-insert the brake pad retaining bolt into the caliper and tighten to torque 0.8-1.2Nm.

GENERAL MAINTENANCE

c. BLEEDING THE BRAKES



- Place the bike in a work-stand, setting the lever so that the reservoir is parallel to the ground.
- Remove pads, (see section Installing and Removing Brake Pads.)
- Use a disc brake setting tool, bleed block or equivalent spacer to keep the pistons from moving . (Fig 5)
- Use a T15 Torx wrench to remove the bleed screw from the lever and attach the TRP bleed funnel. (Fig6) A collection bottle or bag will also work. Install the supplied 30cm clear tube with M5 or M6 bleed bolt into the reservoir bleed port and place the other end into a clean and dry bottle or plastic bag. (Fig 7)
- Fill the syringe halfway with brake fluid. Hold the syringe vertically with the tip up and tap out any air bubbles.
- Using a T15 Torx, remove the caliper bleed port screw.
- Attach the plastic tube with knurled silver bleed fitting to syringe. (Fig.8)
- 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.
- Remove the syringe from caliper and reinstall the bleed port screw. Torque to 6-8 Nm.
- 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 0.6-0.8 Nm.
- Wipe off any excess oil from the lever and caliper body.

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 / TEKTRO brake fluid with the TRP hydraulic disc brake. Other brake fluids are not compatible and will damage the system.

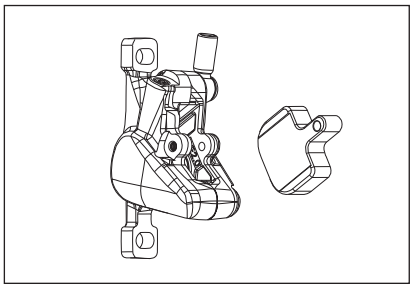


Fig 5

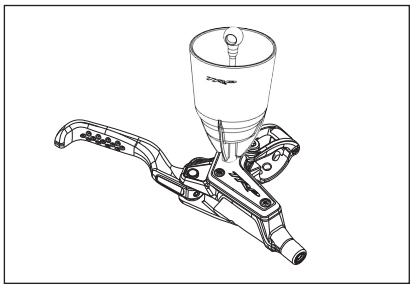


Fig 6

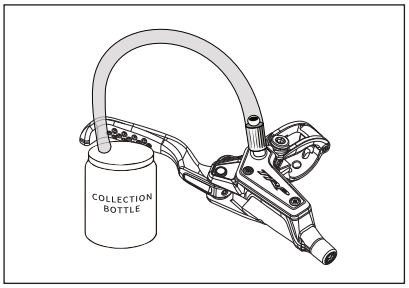


Fig 7

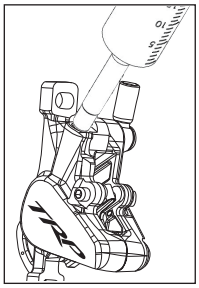


Fig 8

WARRANTY AND CONTACT

TRP Hydraulic Disc Brake Systems are warranted against manufacturing defects in materials and/or workmanship for two years from the date of original retail purchase.

Not covered under this warranty is damage resulting from improper installation, adjustment or maintenance, lack of maintenance, alterartions, crashes or use judged by TRP to be excessive or abusive. If you ride daily all year round, the brakes or the entire bike should be checked for possible damage every 6 months

For warranty related questions or more information, please visit our website at www.trpcycling.com or contact your nearest TRP Service Center

WARNING - Bicycles and brakes require routine inspection and maintenance. The frequency will vary based on your riding habits and environment. We recommend inspecting your brakes before every ride to ensure proper function. We also recommend a full brake service at least every six months for optimal performance and safety.

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