

Installation guide for the reservoir cap on Trickstuff Direttissima / Maxima brakes.

ATTENTION: During regular use or bleeding the reservoir cap does neither have to be removed nor must the reservoir cap bolts be tightened or loosened. The bolts are glued in. Bleeding the brake does not require the reservoir cap to be opened. Every brake is tested under excess pressure and low pressure to guarantee imperviousness of the diaphragm.

The only time when the reservoir cap may be removed is when the reservoir cap is replaced with a reservoir cap of a different colour or if the diaphragm or reservoir cap has been damaged by mechanical force (e.g. crashing onto the reservoir cap). The latter case requires the brake to be sent to Trickstuff for a service. Working on the reservoir cap always requires changing the diaphragm.

Overtightening the bolts of the reservoir cap will result in destruction of the diaphragm.

All bolts of the reservoir cap have to be secured with medium strength thread locker.

The reservoir cap is slightly convex to distribute an even pressure onto the diaphragm over the whole length of the reservoir cap.



1. Put the reservoir cap into the diaphragm. The side of the diaphragm reaches around the reservoir cap on all sides.



Put the reservoir cap and the diaphragm onto the master cylinder housing. The Diaphragm must sit between reservoir cap and master cylinder housing correctly. The visible excess has to be equal on all sides.



2. Put thread locker on all three bolts and tighten the bolts 2 to 3 full turns.



3. Check the position of the diaphragm again. Tighten the two smaller bolts with a 1,5mm allen key until there is a slight resistance from the diaphragm. There is almost no force needed for this.



4. On the side of the larger bolt the concave reservoir cap should protrude from the master cylinder housing now. Tighten the larger bolt with a 2mm allen key until the reservoir cap sits on the master cylinder housing evenly.



The concave of the reservoir puts enough pressure on the diaphragm to seal the reservoir.

ATTENTION: Overtightening the bolts will damage the diaphragm and render the brake useless. Bleeding the brakes does not require the reservoir cap to be opened! To bleed the brake use the M4 bleed port on the master cylinder housing and the M5 bleed port on the calliper.

Have fun wrenching enjoy riding your bike.