Installation of new brake pads

After changing the pads and before every ride check the brake function!

1. Press the Trickstuff Triple-B-Tool between the old pads and the brake rotor, thereby carefully pushing back the pistons.

OR:

2. Remove the wheel and carefully push the pistons back into the housing with the old brake pads mounted, using Trickstuff Triple-B-Tool or flat screwdriver or similar. Do not press on the "bare" piston!
3. If the brake has worked well before Do not touch the brake rotor. Otherwise: Degrease the brake rotor with acetone or isopropyl alcohol, then rinse it again with clear water
4. Remove the securing device of the pad holder (if existing), unscrew pad retaining bolt, remove old pads
5. Take new pads out of the package - Attention - do not touch the pad surface! Insert the brake pads, reinstall the brake pad retainer/splint/locking device
6. Insert wheel
7. Pull the brake lever several times and pump the pads to the rotor.
8. Check that the rotor passes between the pads without grinding and that the bite point is correct. If yes: Great, ready, here we go...

If not:

9. Re-center the brake calliper: Loosen the Postmount screws, adjust the brake calliper by visual inspection parallel and symmetrically to the brake rotor, so that the same light gap can be seen on the right and left between brake rotor and brake pads. If necessary, place white paper underneath or illuminate the floor.

Tip: The usual method of pulling the brake lever and then tightening the Postmount screws rarely produces an optimum result.

Tip: Washers under the head of the Postmount screws prevent the calliper from moving when the screws are tightened. The angular side of the washer points towards the screw head!

IMPORTANT! Bedding in new pads:

10. Bed new brake pads in with 20 brake actions from 30 km/h to 5 km/h. Do not bring the pads and rotor into contact with oil or grease (including skin grease!).

Tip: Depending on the topography and conditions of use, it can take up to 1,000 metres of altitude to get new pads working properly.

Wear Limit

Change pads when compound is thinner than 0,5mm. Thus you make sure not to get in trouble even on long descents. Second advantage: The calliper is protected from overheating.

Emergency procedure: With pads which are spreaded by a spring (all pads except Magura and some Hayes) the spring can be misused as a wear indicator. The spring is made from soft metal and does not hurt the hardened disc rotor when rubbing against it. It causes a loud and, in this case, welcome warning sound. The spring instead is damaged hereby.