

Trickstuff Disc Brake Rotors

We thank you for purchasing a high quality, heavy duty Trickstuff disc brake rotor. Please read and understand the following instructions and notes.

1. Basics

Braking means conversion of kinetic energy into thermal energy. Braking produces high temperature, sometimes very high temperature. Your brake system has to absorb this thermal energy before it can be dissipated to the ambient air.

Most of the energy which is produced by the friction between your brake pad and the surface of your disc rotor should be transferred into the disc rotor, and as few as possible into the brake pad and the caliper.

Therefore a disc rotor should offer as much material as possible in the outer ring where friction is generated. The rotor spokes, by contrast, can be designed to be as light as possible yet as strong as necessary.

This makes Trickstuff Dächle HD rotors not be the very lightest of the market. But it makes them to be best suited for long downhill in the Alps, for hard braking in front of short corners and for non-stop braking in extremely steep terrain.

The Trickstuff Dächle UL rotors, in contrary, are ultralightweight rotors, designed for cross country and marathon races.

2. Versions and technical features.

Trickstuff disc rotors are available in 140mm, 160mm, 180mm, 203 and 223mm diameter, with six hole, Coda four hole and Rohloff pattern.

They are made from very high tension stainless steel, are vacuum hardened and grinded to max. ± 0.005 mm disc thickness variation. The thickness is 1,85mm (140 and 160 rotors, Coda and Rohloff) or 2.05mm (180, 203 and 223 six hole), which is more than other brands are offering. The higher thickness results in a much better heat absorption. Trickstuff rotors are compatible with all current brake calipers.

Before installing a new rotor the caliper pistons must be pressed back, as before installing new brake pads. The automatic pad adjustment makes for an ever constant pad clearance if the brake system is bled free of any air and has the correct amount of brake fluid.

3. Clean disc rotor

Do not touch the friction ring of the disc rotor. Do not spoil it with oil or grease.

Clean rotor before installation! Also clean it when you touched the friction ring accidentally.

For cleaning your rotor use dish liquid and rinse with clean water. Isopropylalcohol or acetone may be helpful as well. Do not use "brake cleaner"!

4. Installation

ATTENTION: Before installation check if the rotor mount flange on your hub is plane. In some cases this flange is slightly conical instead of plane. In this case the rotor bolts would press the rotor into an umbrella shape. Such a warped disc rotor can fail. Trickstuff will not furnish any responsibility or warranty in this case.

Always mount the rotors with the spokes pointing forward so that they are able to withstand pressure. The inscription must point outwards. Use new screws with threadlocking adhesive or apply a drop of "Loctite medium strength" to each screw. Never grease screws! Screw in the screws so that they are still loose, turn the rotor clockwise to the stop against the screws and now tighten them crosswise with a torque of 6 Nm.

ATTENTION: The big rotors (180 to 223mm) must be installed with quality steel or titanium bolts only. Torque: 6 to 8Nm. Check bolt torque regularly.

Smaller lateral distortions can be bent out by hand (use paper towel to protect from contamination) or with the Trickstuff BBB tool.

5. Bedding in and regular use

A new disc rotor must be bed in carefully before full brake power is generated. The pad and rotor surface must adapt to each other microscopically in order to have full contact all over. The shinier the surface is the better the brake power will be. And there will be a very thin layer of brake pad material on the rotor surface which is important as friction partner to the pad. Your brake system will need at least 1,000m vertical difference until the friction partners will be fully adapted to each other.

Note: If you have a Trickstuff „DÄCHLE“ disc rotor a small edge may develop on the outer profile of the brake pad compound. This edge does not affect the reliability or the performance of the brake system, but it makes visual checks of brake pad thickness difficult. In this case take out the pads for your regular brake pad thickness check and file down the small edge.

6. Life expectancy

The minimum thickness of the friction ring is 1.6mm. At this point the rotor must be replaced. This is also true when the rotor is warped by more than 0.4mm in lateral direction by unregular heat action.

Enjoy biking and braking.

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