

## MANUAL – INTERFACE I-SPEC EV FOR SHIMANO

Compatible with Trickstuff Piccola / Direttissima / MAXIMA  
V2023\_11



### CONTENT

1. GENERAL INFORMATION
2. SAFETY
3. SCOPE OF DELIVERY
4. TOOLS
5. ASSEMBLY INTERFACE I-SPEC EV UNI WITH CNC CLAMP
6. ASSEMBLY INTERFACE I-SPEC EV UNI WITH BAND CLAMP
7. ASSEMBLY INTERFACE I-SPEC EV DRT WITH CNC CLAMP

#### 1. General information

1. Read the manual completely before using the products and follow the instructions contained in these instructions when installing, using and maintaining the product in order to avoid personal injury and damage to property.
2. The installation and maintenance of Trickstuff products requires a basic knowledge of handling bicycle components and should only be performed by qualified bicycle mechanics. During installation or maintenance, clean working conditions must be ensured so that dirt entry into the brake systems is avoided.
3. If any of the instructions in this manual are unclear, do not proceed with installation or maintenance. Contact your local dealer or the Trickstuff support-team.

#### 2. Safety

The installation, use and maintenance of Trickstuff products requires that you have read and understood the following safety instructions.

## 1. General safety instructions

- Always follow the instructions in the manual when working on Trickstuff products.
- We recommend for the use of Trickstuff brakes only Trickstuff products.
- When working on the system, pay attention to appropriate personal protective equipment such as gloves and safety goggles.
- Trickstuff products are to be used exclusively in accordance with their intended use. Otherwise the user assumes the responsibility.



### Warning!

**Improper installation, use and maintenance of components pose a considerable risk and can lead to accidents with serious injuries including death.**

## 2. Brake pads and brake discs

- Visually inspect the brake pads and rotors before each ride:
  - Worn brake pads and/or brake discs can lead to sudden brake failure.
  - Lubricants such as oil or grease on the brake pad or brake disc can limit the effectiveness of the brake.
  - Corrosion can cause the friction material to detach from the backing plate, resulting in brake failure. Replace brake pads that show signs of rust immediately.
  - Brake pads should not be under a minimum thickness of 0.5mm.
  - Brake discs must not show any deformations or cracks and must be mounted in the correct direction of rotation.
  - Brake discs must have a minimum thickness of 1.6mm.
- In case of damage to the brake pads and/or brake discs, stop using them immediately and replace them with new brake pads or brake discs.
- Brake pads may only be used with a compatible caliper.
- Before working on brake calipers or brake discs, make sure that they are no longer hot and that the brake discs are no longer spinning. Heat and rotation can cause burns, bruises, cuts and other injuries.
- When installing brake pads, only use the original pad spring, pad retaining bolt and safety clip.
- Check the functionality of the brake after mounting or replacement of brake pads and/or brake discs.

## 3. Brake



### Warning!

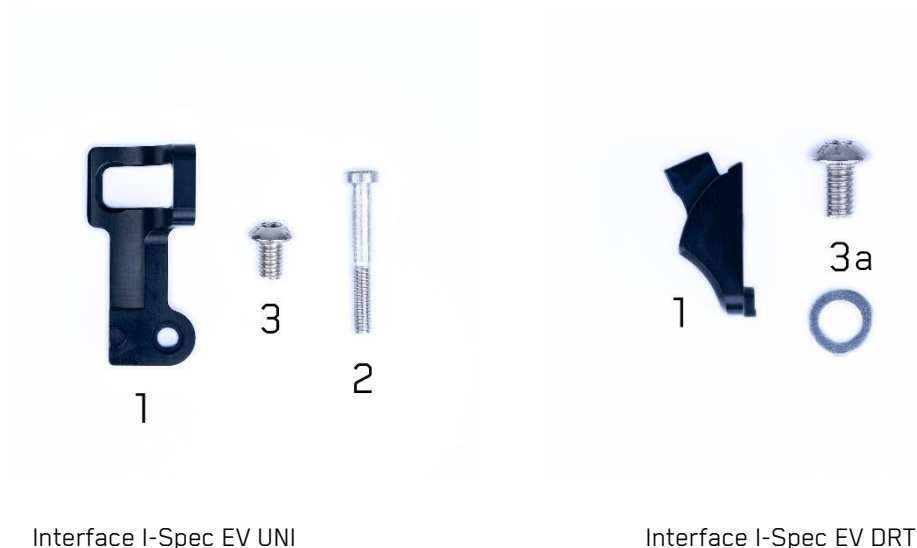
**If the brake is used with deficiencies it can fail and lead to accidents with serious injuries including death.**

- Check the brake before and after each use of your bike and check for damages.
- If there is damage or signs of damage, the brakes must not be used. If in doubt, contact your local dealer or the Trickstuff support-team.
- If the brake leaks oil under high or low pressure, do not continue riding and contact the Trickstuff support-team immediately.
- The brake must be compatible with all parts of the bike. The maximum system weight of the brake must not be exceeded.

- Trickstuff brakes are only as good as the pilot who uses them. Proper braking technique is essential. Improper braking can lead to accidents with serious injuries.
  - Permanent braking should be avoided. When braking, do not drag the brake steadily, but brake in bursts if the ground will allow. Continuous heat input from a permanently dragging brake can cause the brake to overheat, preventing sudden braking and thus leading to serious accidents with risk of injury. Likewise, permanent braking on changing ground conditions such as rolling gravel, wet ground, loam, rocks, road markings, etc. can cause loss of control.
  - Excessive pulling of the front brake can lead to rollover.

### 3. Scope of delivery

- 1x Interface I-Spec EV UNI or Interface I-Spec EV DRT(1)
- 1x M4x30 bolt (ONLY for assembly on band clamp) (2)
- 1x M5x8, TX25 bolt (3) resp. M5x8, TX25 bolt with washer (3a)



Interface I-Spec EV UNI

Interface I-Spec EV DRT

### 4. Tools

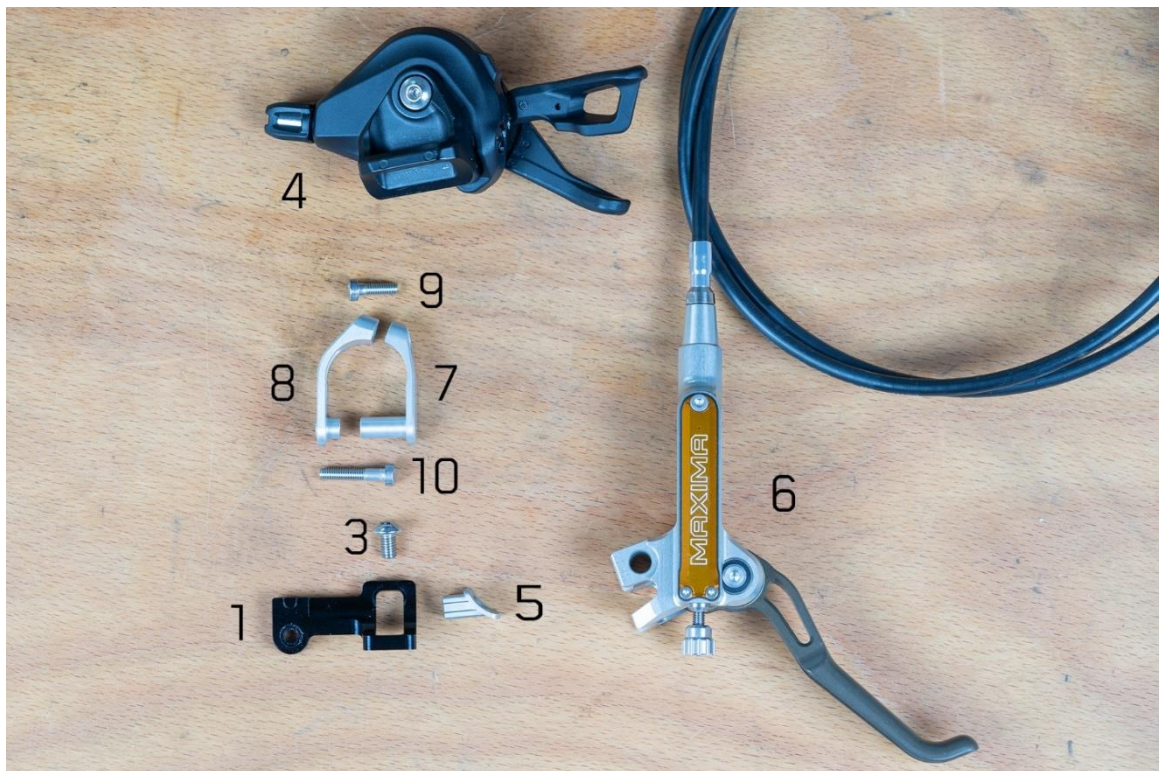
- 2,5mm hex key (only for band clamp)
- 3mm hex key
- TX25 key
- Torque wrench (1 - 3Nm)
- Medium-strength thread locker (e.g.: Loctite 243)

## 5. Assembly Interface I-SPEC EV UNI with CNC clamp

Compatible with Piccola (Direttissima / MAXIMA)

### Existing components:

- Interface I-Spec EV UNI for Shimano (1)
- M5x8 T25 bolt (3)
- Shimano I-Spec EV compatible shifter or dropper post lever (4)
- Shimano original nut (5)
- Trickstuff brake pump (6)
- Upper CNC clamp (7)
- Lower CNC clamp (8)
- Short clamp screw (9)
- Long clamp screw (10)





1. Untighten and remove the clamp screws (9 and 10).
2. Place the brake pump against the handlebar and insert the CNC clamp upper half (7) into the intended bore in the pump. Then insert the CNC clamp lower half (8) from the bottom.



3. Apply a small drop of medium strength thread locker (e.g. Loctite 243) to the short clamp screw (9). Tighten the screw with 1-2 turns so that the clamp does not fall apart. Proper tightening takes place later.





4. Attach the I-Spec EV shifter (4) to the interface (1) in the orientation shown. Screw the M5x8 bolt (3) 1-2 turns into the Shimano nut (5). The unit should still have a little play.



5. Apply a small drop of medium-strength thread locker (e.g. Loctite 243) to the end of the long clamp screw (10) and insert it into the interface (1). Fasten the interface (1) with the long clamp screw (10) on the bottom side of the clamp, the tightening will take place later. Pay particular attention that the orange marked connector of the interface adapter sits correctly in the intended notch of the CNC clamp.



6. Align the pump as desired with the handlebar. First tighten the lower clamp screw (10) and then the upper clamp screw (9) both to 1.5Nm MAX.
7. Adjust the position of the shifter, regarding axial adjustment and angular to the desired settings:
  - Width adjustment: ~15mm
  - b. Angular adjustment: ~40° from parallel position to the pump downwards
8. Tighten the M5x8 bolt (3) to 5Nm with the use of a torque wrench.



9. To ensure proper installation, try to lightly twist the lever up and down. If this is possible with little effort, apply carbon assembly paste on the cylindrical part of the interface adapter (1) and reinstall according to the steps above.

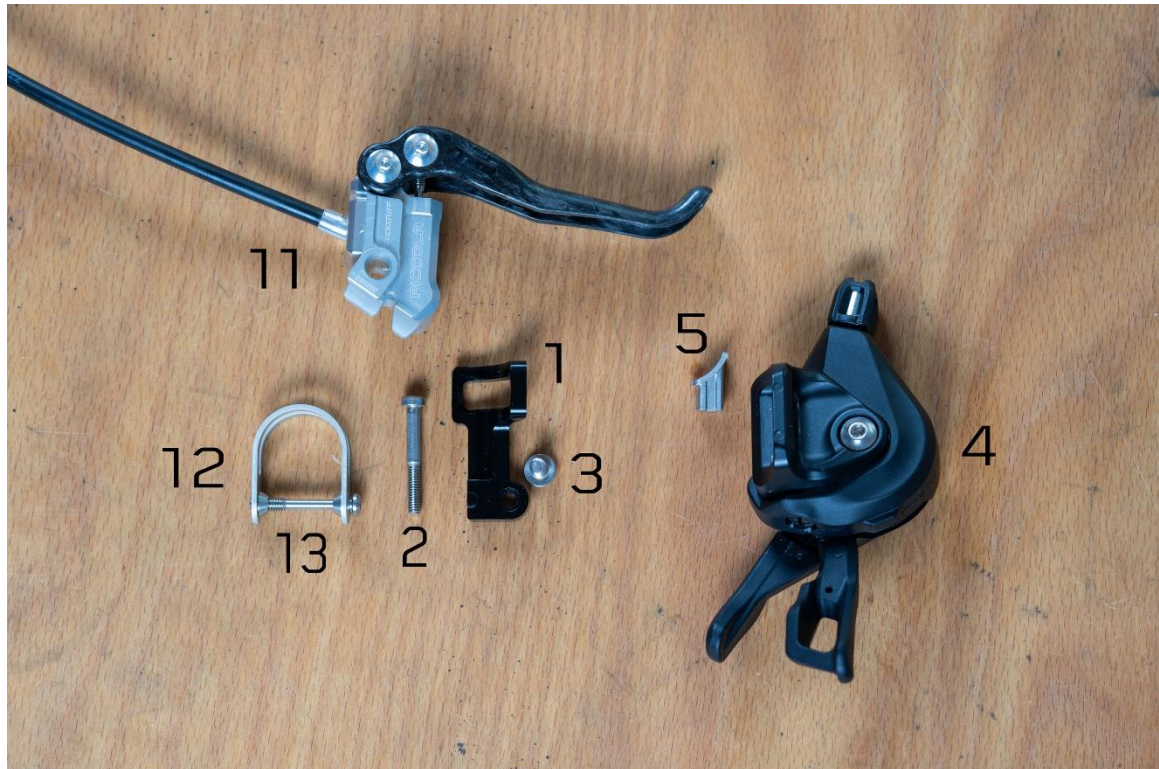


## 6. Assembly Interface I-SPEC EV UNI with band clamp

Compatible with Piccola

### Existing components:

- Spec EV compatible shifter or dropper post lever (4)
- Trickstuff brake pump (11)
- Band clamp (12)
- Band clamp bolt (13)



1. Untighten and remove the band clamp bolt (13) from the clamp (12)
2. Mount the band clamp to the Trickstuff brake pump (12) with the threaded side facing upwards. Insert the M4x30 screw (2), delivered with the interface, in the interface (1). The old band clamp bolt (13) is not needed anymore. Apply a small drop of medium strength threadlocker on the end of the screw thread. Fasten the interface (1) with the M4x30 bolt (2) on the bottom side of the pump. Pay particular attention that the red marked anti-rotation support of the interface sits correctly in the intended band clamp slot.

**Note:** Band clamps are designed for mounting on handlebars with a diameter of 22.2mm +/- 0.1mm in the clamping area. If the dimensions of the handlebars deviate from these dimensions, mounting difficulties may occur.





*The threaded cone must be mounted on the top.*

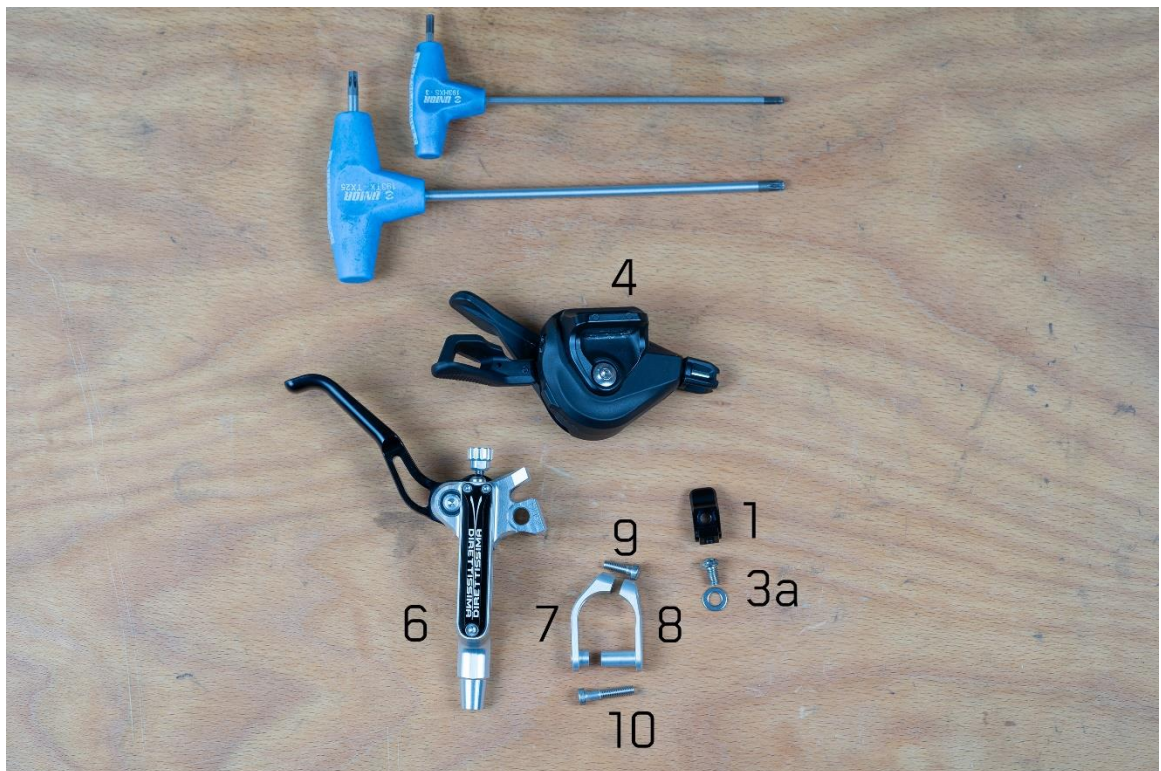
3. Align the pump as desired. Tighten the M4x30 screw (2) to 1.5Nm MAX.
4. After assembling the interface I-SPEC UNI EV to the Trickstuff brake pump, slide everything onto the handlebar and tighten the M4x30 bolt (2)
5. Proceed the assembly according to "Assembly with CNC clamp" starting at step 5.



## 7. Assembly Interface I-SPEC EV DRT with CNC clamp

### Existing components:

- Interface I-SPEC EV DRT for Shimano (1)
- 1x M5x8, TX25 bolt with washer (3a)
- Shimano I-Spec EV compatible shifter or dropper post lever (4)
- Trickstuff brake pump (6)
- Upper CNC clamp (7)
- Lower CNC clamp (8)
- Short clamp screw (9)
- Long clamp screw (10)



1. Untighten and remove the clamp screws (9 and 10).
2. Place the brake pump against the handlebar and insert the CNC clamp upper half (7) into the intended bore in the pump. Then insert the CNC clamp lower half (8) from the bottom.



3. Apply a small drop of medium strength threadlocker (eg. Loctite 243) to the short clamp screw (9). Tighten the screw with 1-2 turns so that the clamp does not fall apart. Proper tightening takes place later.



4. Apply a small drop of medium-strength threadlocker (e.g. Loctite 243) to the end of the long clamp screw (10) and insert it into the interface (1). Fasten the interface (1) with the long clamp screw (10) on the bottom side of the clamp and tighten it to 1.5Nm MAX. Pay particular attention that the red-marked anti-rotation support of the interface adapter sits correctly in the cut-out provided in the CNC clamp.





5. Insert the M5x8, Torx25 bolt with washer (3a) into the Shimano I-Spec EV compatible shift lever (4).  
Note: It is important to use the washer (3a), otherwise the interface will not work properly!



6. Apply a small drop of medium-strength threadlocker (e.g. Loctite 243) to the thread of the M5x8, Torx25 bolt (3a). Screw it to the interface and align the position of the shift lever relative to the brake pump. The axial adjustment range is 14mm. Tighten the screw with a torque wrench to 5Nm.



7. Align the pump on the handlebar as required. Then tighten the upper clamp screw (9) with a maximum torque of 1.5Nm.



Technical changes, errors and misprints excepted.