



# CONTENT

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## IV. Detailed Installation Instructions

- Once you have the lever assembly positioned appropriately you can adjust the reach of the blade to suit your preferences.
- DASH, DASH Carbon and DASH Magnesium all have an, 'on -the-fly' reach adjustment knob located on the lever blade.  
{ see F16.3 }

### e. Adjust Power/Modulation

- DASH Carbon systems allow you to manually adjust the power/modulation of the brake ' on-the-fly '. To do this, simply twist the POWER ADJUSTER SCREW.
- Counter Clock-Wise = increased modulation
- Clock-wise = increased brake power  
{ see F16.4 }

- Remove the wheel(s) and separate the front (F) and rear (R)

## V. Maintaining Your Dash Hydraulic Brake System

5) Using the flat end of a screwdriver be sure each piston is fully retracted by pushing it back into it's housing. Use caution not to push on the center of the piston as this may damage it.

6) Install new pads and spring assembly into the calipers.

7) Reinsert brake pad holding assembly bolt into the caliper and re-attach the cotter pin. Tighten the brake pad assembly bolt. Take care to be sure the small tabs on the ends of the pads are properly aligned and seated in the notch on the top of the caliper.

8) Repeat for other caliper.

9) Bleed brakes if necessary.

## V. Maintaining Your Dash Hydraulic Brake System

### c. Bleeding The Brakes

- 1) Place the bike in a work-stand, setting the bike so that the reservoir tank is parallel to the ground.
- 2) Remove the reservoir tank cover and set aside.
- 3) Using a 7mm box end wrench, slide the wrench over the bleed nipple on the caliper and then attach a bleed tube to the nipple. Place the other end of the bleed tube into a clean receptacle.
- 4) Loosen the bleed nipple by an 1/8th of a turn to open, depress the brake lever, close the nipple and then release the lever. [ see F16.6]
- 5) When the oil goes into the hose the oil level in the reservoir tank will drop so be sure to continue adding oil to maintain the oil level in the reservoir so air is NOT drawn in through the port.

Continue this process until you have only oil coming out of the caliper free of air bubbles.

- 6) After the system seems free of air, depress the brake lever a few times with the bleed nipple closed so that any remaining air bubbles in the system will rise up through the port into the reservoir tank.

When bubbles stop appearing squeeze the brake lever as far as it will go.

Under normal operation the lever should feel firm at this point.

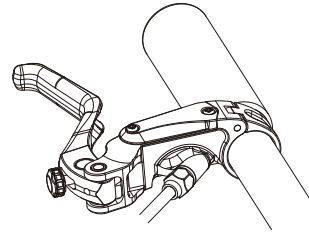
- 7) Tighten the bleed nipple to 0.3–0.5 Nm (2.8–4.3 in lbs)

- 8) Fill the reservoir tank with oil and then replace the reservoir tank cover.

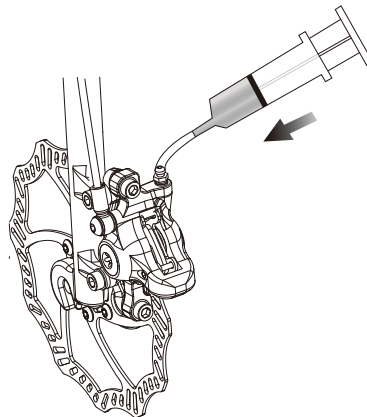
Fill the reservoir tank to overflowing while replacing the cover to ensure no air bubbles enter the system.

Wipe off any excess oil from the lever a caliper body. Be careful not to over tighten the reservoir cap screws, tighten to only 0.5–0.6 Nm (4.3–5.3 in lbs).

[ see F16.7]



F16.6 - Adjust lever so reservoir tank is level with the ground.



F16.7 - Bleeding the caliper

## VI. Troubleshooting Your Brakes

Problem	Possible Cause	Solution/ Corrective Action
Lever falls to handlebar	Air in system System leak	Re-bleed look for leak and See "fluid loss"
Disc rotor rubbing on pads	Caliper not centered Inadequate clearance Bent disc / rotor	Re-center caliper over disc Push pistons back Replace disc / rotor
Spongy lever	Air in system	Re-bleed
No braking power	Dirty disc / rotor Contaminated pads	Clean disc / rotor with alcohol Replace pads
Fluid Loss	Banjo leaking Hose leaking Master cylinder cap leaking	Replace hose Tighten hose nut Replace hose Tighten cap screws

## VII. Torque Chart

Item	Torque
Disc / Rotor Screws	4 – 6 Nm (52 – 69 in-lbs)
Handlebar Master Cylinder Clamp Screw	5 – 7 Nm (44 – 62 in-lbs)
Master Cylinder Hose Retainer Bolt	5 – 7 Nm (44 – 62 in-lbs)
Master Cylinder Bleed Screw	0.6 – 0.8 Nm (5.2 – 6.9 in lbs)
Reservoir Cap Screw	0.5 – 0.6 Nm (4.3 – 5.3 in lbs)
Adapter Bolts	6 – 8 Nm (52 – 69 in lbs)
Lever Pivot Pin	0.5 – 0.6 Nm (4.3 – 5.3 in lbs)
Caliper Mount Bolts	6 – 8 Nm (52 – 69 in lbs)
Banjo Hose Connection - Caliper	6 – 8 Nm (52 – 69 in lbs)

## VIII. Dash Limited Warranty

TRP's Dash, Dash Carbon, and Dash Magnesium Hydraulic 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, alterations, crashes or use judged by TRP to be excessive or abusive.

For warranty related questions or more information on the Dash disc brake system please visit our website [www.trpbrakes.com](http://www.trpbrakes.com) to locate a TRP Service Center near you.

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