

INSTALLATION INSTRUCTIONS FOR AERODYNAMIC TT BRAKE SYSTEM

WARNING - to avoid serious injuries

Improper use of your bicycle's brake system may result in a loss of control or an accident, which could lead to a severe injury. Because each bicycle may handle differently, be sure to learn the proper braking technique (including brake lever pressure and bicycle control characteristics) for your bicycle. Consult your bicycle dealer and the bicycle's owners manual, and practice your riding and braking technique.

Securely tighten the caliper brake mounting nuts to the specified tightening torque. For recessed nut type brakes: Use recessed nuts of the appropriate length which can be turned six times or more; when re-installing, apply sealant (locking adhesive) to the nut threads.

If the nuts become loose and the brakes fall off, they could get caught up in the bicycle and the bicycle may fall over. Particularly if this happens with the front wheel the bicycle may be thrown forward and serious injury could result.

Brakes designed for use as rear brakes should not be used as front brakes and vice versa.

Obtain and read the service instructions carefully prior to installing the brakes. Loose, worn, or damaged parts may cause serious injury.

Be careful not to allow any oil or grease to get onto the brake shoes, if oil or grease gets on the pads, the pads should be replaced, and the braking surface of the rims should be cleaned carefully, otherwise the brakes may not work properly.

Always make sure that the front and rear brakes are working correctly before you ride the bicycle.

The required braking distance will be longer during wet weather. Reduce your speed and apply the brakes early and gently.

If the road surface is wet, the tires will skid more easily. If the tires skid, you may lose control of the bicycle. To avoid this, reduce your speed and apply the brakes early and gently.

Read these Technical Service Instructions carefully, and keep them in a safe place for later reference.

NOTE:

If using standard TRP brake pads in combination with ceramic or carbon fiber rims, the brake shoes will wear more quickly than normal. Pads specifically designed for carbon fiber rim surfaces are available from TRP.

If the brake pads have worn down until the grooves are no longer visible, they should be replaced.

Parts are not guaranteed against natural wear or deterioration resulting from normal use or crash damage.

For any questions regarding methods of handling or maintenance, please contact the original place of purchase.

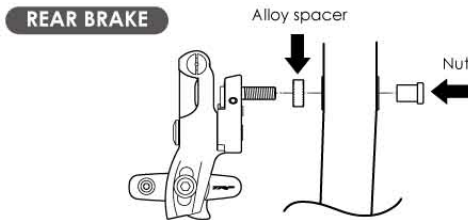
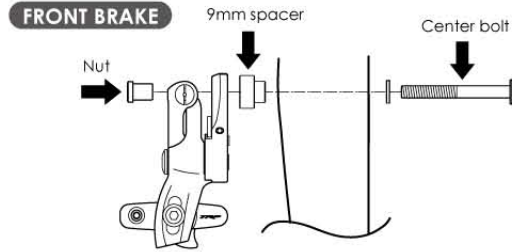
A - Installation of the brake

The TRP T925 front caliper is designed to be mounted behind the front fork, do not attempt to mount the brake in the traditional position on the front of the fork.

Mounting the front brake - Fit the center bolt through the brake mounting hole in the fork from front to back. Slide the 9mm spacer over the bolt and fit the small end into the recessed hole in the back of the fork. Next, fit the brake caliper over the mounting bolt with the back of the brake against the 9mm spacer. Thread the mounting nut onto center bolt making sure that the head of the mounting nut fits into the recessed area on the caliper. Squeeze the arms of the caliper together to center the brake while tightening the center bolt and nut.

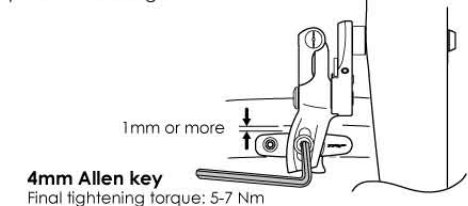
Mounting the rear brake - Insert the caliper center bolt into the brake mounting hole in the frame. Use the included alloy spacers to keep the caliper arms from contacting the seat stays. Thread the mounting nut onto the bolt while squeezing the arms of the caliper together to center the brake while tightening the nut.

Final tightening torque setting of Bolt : 6-8 Nm/Nut : 8-10 Nm



B - Brake pad setting position

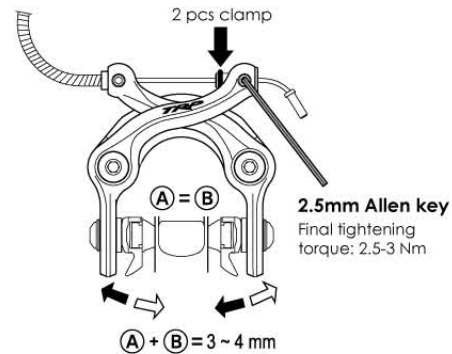
Adjust the brake pad position so that the pad surface aligns with the rim surface as shown in the illustration, tighten the pad holder fixing bolt.



NOTE- TRP road brakes allow the angle of contact between the shoe and the rim (Toe-in) to be adjusted. Adjusting the Toe-in makes it possible to obtain smoother braking operation.

C - Cable connection

Thread the cable through the flexible noodle and then through the brake arm seating the tapered end of the cable into the arm. Thread the cable end through the 2 piece clamp making sure the two surfaces of the clamp are aligned vertically so that the 2.5 mm allen screw contacts the flat area of the clamp as it sits inside the brake arm.

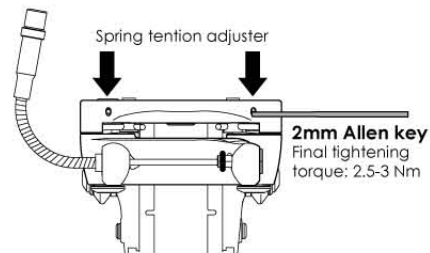


Note - The T925 allows the cable to be run through either side of the brake. The cable is pinched by a 2 piece clamp secured by a 2.5mm allen screw. The two piece clamp and the 2.5mm can be installed on either brake arm. It is not necessary to have a 2.5mm allen screw secure the flexible noodle side.

D - Centering the brake

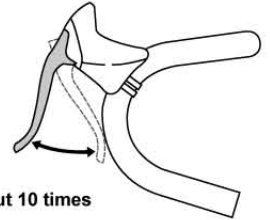
The return spring tension of each brake arm can be adjusted independently with the 2mm allen screws on the brake arms. Turning the screws clockwise increases the tension of the spring and turning counter clockwise will decrease the tension.

Adjust each spring until the brake pads return evenly on each side.



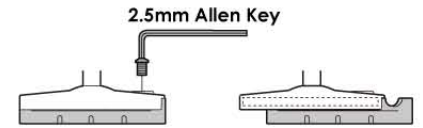
E - Check

Depress the brake lever about 10 times as far as the handlebar and check that everything is operating correctly and that the shoe clearance is correct before using the brakes.

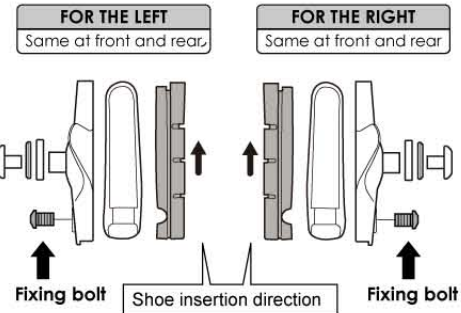


Replacement of the cartridge pad

Remove the fixing bolt. Remove the pad by sliding it along the groove of the pad holder.



There are two different types of pad and pad holder to be used in the left and right positions respectively. Slide the new pad into the grooves on the pad holders while taking note of the correct directions and bolt hole positions.



Tighten the fixing bolt. **Tightening torque: 1-1.5 Nm.**

QUESTIONS?

For questions about setup, usage or general inquiries, please e-mail or call toll free at:

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