



**T922/822, T922/822.1, T920/820**

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## **INSTALLATION AND SET UP INSTRUCTIONS**

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### **TOOLS**

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- 5mm Allen Key – for mounting bolts
- 4mm Allen Key – for brake pad adjusting bolts
- 3mm Allen Key – for clamping bolt adjustment (certain models)
- 2.5mm Allen Key – for Noodle and Clamping Bolt adjustment
- 2mm Allen Key – for brake adjustment screws

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T 922/822

T922/822.1

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## **Instructions – (T-922/822) Brake Set Up**

1. Mount the left side caliper arm first. Apply a thin coating of grease to the pivot on the frame or fork, insert the brake spring pin into the hole in the frame as you slide the brake arm onto the pivot. Secure with 5mm mounting bolt. Tightening torque ???
2. Install left bolt cover cap by snapping into place. (alloy T922 or plastic T822)
3. Mount the right side caliper arm. Apply a thin coating of grease to the pivot on the frame or fork, insert the brake spring pin into the hole in the frame as you slide the brake arm onto the pivot. Secure with 5mm mounting bolt. Tightening torque ???
4. Install right bolt cover cap by snapping into place. (alloy T922 or plastic T822)
5. Determine cable routing – T-822/922 brakes give you the choice of mounting the pull on either the right (‘R) or left side (L) as best suits your needs. Decide how you want to mount the noodle and then you’re ready
  - Be sure to mount the cable clamping plates on the opposite side from the noodle.
  - Cable clamping plates (2) must be perpendicular to the ground to the 2.5mm mounting screws, allowing the screw to seat properly, with the O-ring secured inside, towards the center of the brake/wheel.
  - Once you have secured the side opposite the noodle, go back and tighten the 2.5mm mounting screws on the same side as the noodle. This helps set the alignment of your noodle in a fixed position.
6. Route brake cable through the noodle and then through the cable clamping plates on the opposite side caliper. Pull the cable tight and tighten the 2.5mm allen screw to secure the cable in the clamping plates. Final torque ???
7. Balance the Brakes – Using the 2.5mm adjustment screws in the right and left brake arms make small changes with the adjustment screw until the brake is centered.

## **Instructions – (T922/822.1) Brake Set Up**

Like the standard version of T922/822, T-922/822.1 are side pull brakes, .1 designation means that they have a link arm added to one of the arms to improve cable routing where space is limited

1. Mount the left side caliper arm first. Apply a thin coating of grease to the pivot on the frame or fork, insert the brake spring pin into the hole in the frame as you slide the brake arm onto the pivot. Secure with 5mm mounting bolt. Tightening torque ???
2. Install left bolt cover cap by snapping into place. (alloy T922 or plastic T822)
3. Mount the right side caliper arm. Apply a thin coating of grease to the pivot on the frame or fork, insert the brake spring pin into the hole in the frame as you slide the brake arm onto the pivot. Secure with 5mm mounting bolt. Tightening torque ???
4. Install right bolt cover cap by snapping into place. (alloy T922 or, plastic T822)
5. Thread the brake cable through the flexible noodle, seat the end of the flexible noodle into the link arm.
  - a. Cable clamping plates (2) must be perpendicular to the 2.5mm mounting screws, allowing the screw to seat properly, with the O-ring secured inside, towards the center of the brake/wheel.
6. Route brake cable through the noodle and then through the cable clamping plates on the opposite side caliper. Pull the cable tight and tighten the 2.5mm allen screw to secure the cable in the clamping plates. Final torque ???
7. Balance the Brakes – Using the 2.5mm adjustment screws in the right and left brake arms make small changes with the adjustment screw until the brake is centered.

## Instructions – (T920/T820) Brake Set Up

The T920/820 brakes are center pull brakes, the main cable pulls a straddle carrier link assembly which actuates the brake arms.

1. Mount the left side caliper arm first. Apply a thin coating of grease to the pivot on the frame or fork, insert the brake spring pin into the hole in the frame as you slide the brake arm onto the pivot. Secure with 5mm mounting bolt. Tightening torque ???
2. Install left bolt cover cap by snapping into place. (alloy T920 or, plastic T820)
3. Mount the right side caliper arm. Apply a thin coating of grease to the pivot on the frame or fork, insert the brake spring pin into the hole in the frame as you slide the brake arm onto the pivot. Secure with 5mm mounting bolt. Tightening torque ???
4. Install right bolt cover cap by snapping into place. (alloy T920 or, plastic T820)
5. Thread the brake cable into the straddle carrier link.
6. The straddle carrier link is fixed to the end of the right brake arm, clip the open end of the carrier link onto the pin in the left arm. (This open end will be your release when you need to disconnect the brake to remove the wheel from the frame.)
7. Squeeze the brake arms together while pulling the cable tight. Tighten the cable with 3mm allen bolt on the side of the straddle carrier. Tightening torque ???
8. Balance the Brakes – Using the 2.5mm adjustment screws in the right and left brake arms make small changes with the adjustment screw until the brake is centered.

- **Adjustment Screw Troubleshooting:** On some earlier models, the spring tension screw can slip behind or to the side of the spring adjuster plate. This can cause the screw to jam and it will be impossible to adjust the spring tension to align the calipers. Fortunately it is an easy fix. Using a small screwdriver, pry off the dust cap and remove the spring. Back the adjusting screw all the way out until the adjuster plate moves freely. Using a small pointed object slide the adjuster plate counter-clockwise until the adjusting screw bolt hole is visible, then thread the adjuster screw in until the screw contacts the notch in the adjuster plate. See photos below for details:



Tension Adjuster Plate – Correct Position



Tension Adjuster Plate – Blocking Adjuster Screw

- **A note about rim widths:** While traditional rim widths are generally 19-22mm at the braking surface, many high performance manufacturers are moving to wider, >25mm cross section rims. These rims require a wider spacing for the brakes to align properly and function correctly. For use with this new generation of rims, your T-922/822 brakes were designed so that by removing the large concave washer that sits between the pad holder and the brake arm and mounting the pad holder directly to the recessed area inside the brake arm, you can gain the additional spacing needed to run wider rims. Keep in

mind that to insure the best performance you will need to reinstall the washer when using more traditional, narrow rims.