

MANUAL

BRAKE DISCS

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1. GENERAL INFORMATION

- 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.
- 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.
- If any of the instructions in this manual are unclear, do not proceed with installation or maintenance. Contact your local Trickstuff dealer or the Trickstuff Tech-Support.

2. SAFETY

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



DANGER

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

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

2.1. 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.
- 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.

2.2. SAFETY INSTRUCTIONS FOR 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.

2.3. SAFETY INSTRUCTIONS FOR TRICKSTUFF BRAKES

- 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.

3. INTENDED USE

The intended use of our brake systems is categorized according to ASTM-guideline. The categories range from tarred roads to downhill-riding. If you use your Trickstuff-product in a higher category than its intended use, you do so on your own full responsibility. Doing so increases stress on your bike and its components, as well as the risk for injuries and accidents.

PRODUCT CLEARANCE AND MAX. SYSTEM WEIGHT	ASTM CATEGORY
	 <p>Use of bicycles and their components on tarred roads. The wheels continuously stay in contact with the ground.</p>
Dächle Disc UL 140mm (110kg)	 <p>Use of bicycles and their components as in category 1, as well as untarred roads, gravel trails and trails with moderate grades. The wheels can leave the ground, drops are intended to be limited to 15cm or less.</p>
Dächle Disc UL 160mm (110kg) Dächle Disc UL 180mm (120kg) Dächle Disc HD 160mm (110kg)	 <p>Use of bicycles and their components as in categories 1 and 2, as well as rough trails, rough unpaved roads, rough terrain and unimproved trails requiring advanced technical skills. Drops and jumps are intended to be limited to 61cm or less.</p>
Dächle Disc UL 203mm (120kg) Dächle Disc HD 180mm (120kg) Dächle Disc HD 203mm (120kg)	 <p>Use of bicycles and their components as in categories 1, 2 and 3, as well as downhill speeds of up to 40km/h on rough trails. Jumps and drops are intended to be limited to 122cm.</p>
DH Disc 223 mm (130 kg)	 <p>Use of bicycles and their components as in categories 1, 2, 3 and 4, as well as extreme jumps and speed in excess of 40km/h on rough trails.</p>

4. ASSEMBLY

- 3.1 Remove the wheel from the bike in accordance with the manufacturer's instructions.
- 3.2 Make sure that the brake disc has cooled down.
- 3.3 Remove the old brake disc according to the manufacturer's instructions.
- 3.4 Before installing the Trickstuff brake disc, check that the brake disc mount on the hub is flat.

NOTE

If the flange for mounting the brake disc on the hub or on the centerlock adapter is not flat, the disc may be deformed during mounting and may not run smoothly. Also, make sure to hold the new brake disc in a way that you do not touch the friction surface.

- 3.5 If necessary, remove any residue from the hub body and clean the surface of the brake disc mount.



WARNING

If the brake disc is mounted the wrong way round, it can be damaged during operation. This can cause the brake system to fail and result in accidents with serious injuries. Pay attention to the correct orientation and installation direction of the brake disc. An arrow and the labelling on the brake disc serve as orientation. These must point outwards during assembly.

- 3.6 For installation, use new brake disc rotor bolts, or at least perfectly functioning brake disc rotor bolts with locking adhesive. Alternatively, apply a drop of medium strength threadlocker (e.g. Loctite 243) to each bolt.
- 3.7 First, turn the screws to the stop and then open them again by $\frac{1}{4}$ turn so that the disc can still move.
- 3.8 Now turn the brake disc clockwise, in the opposite direction of the arrow, until it stops against the bolts and hold the disc in this position. This centres the disc radially on the hub. Tighten the bolts crosswise according to the maximum permissible torque of the hub manufacturer (max. 6 Nm).
- 3.9 Make sure that the brake disc is clean and free of lubricants such as oil or grease. Observe the instructions below for cleaning the brake discs.
- 3.10 Install the wheel on your bike according to the manufacturer's instructions.



WARNING

New brake discs must be bedded-in before the first ride. Caution is advised at the beginning, as brake discs (and brake pads) that have not been bedded-in can not yet develop their braking force as usual. To do this, perform 20 brake applications with the new discs and slow down from 30 km/h to 5 km/h rapidly. Depending on the topography and operating conditions, it can take up to 1.000 metres in altitude for new brake pads to brake properly

5. MAINTENANCE

5.1. ASSEMBLY TORQUE AND DISC THICKNESS

Check the applied torque and disc thickness regularly.

5.2. CLEANING THE BREAK DISC

NOTE

Any contact of the brake disc with lubricants such as oil or grease significantly reduces braking performance and can be the cause of vibrating braking behavior or noise.

- It may be necessary to clean/degrease the brake disc at regular intervals.
- Preferably use washing-up liquid to degrease the disc and rinse the brake disc with plenty of clean water. Do not use commercially available brake cleaner, isopropyl alcohol or acetone.
- Check the brake caliper for excessive grease/oil and any leaks.
- After cleaning, carefully check the braking behaviour on flat terrain first.

Tip: Cleaning/degreasing the disc can save the brake disc, but this is not always the case. The brake pads are often also contaminated, so it is better to replace the brake discs and pads.

5.3. CONCENTRICITY FLUCTUATIONS

- Slightly lateral concentricity fluctuations (max. 0.4mm) are not a cause for concern and can be straightened out with a Trickstuff Triple-B-Tool or by hand. When straightening by hand, we recommend using a clean cloth to avoid soiling the brake disc.
- In the event of major deformation, use of the brake disc should be discontinued immediately and the brake disc replaced.

5.4. PROTRUSION OF THE BRAKE PAD

With Trickstuff Dächle Discs, a small protrusion can form on the outer edge of the brake pads during operation. This protrusion does not affect the reliability and behaviour of the brake

system, but it does make visual inspection of the brake pad thickness more difficult and can result in noise. The protrusion can easily be removed with a file.

Technical changes, errors and misprints excepted.