

HD-T910/912 Bleed Procedure

SERVICE INSTRUCTIONS

TRP Cycling Components
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SAFETY WARNINGS & INFORMATION

- WARNING** - Disc brakes, calipers, and rotors get VERY HOT during regular use. DO NOT touch or attempt to service the rotor or caliper until you've allowed for sufficient cooling to occur.
- WARNING** - Leaking oil indicates a potential BRAKE FAILURE. If your system is leaking oil stop immediately and determine the nature of the problem. DO NOT continue to ride a leaking system.
- WARNING** - If your bike is involved in a fall or crash, fully check the brake function including: the lever, caliper and rotor are securely attached to the bike, pads are correctly installed and functioning, the cable, (if applicable) is operating smoothly and the lever feels firm when applying the brake. Always have a qualified mechanic check the brakes if you have any doubts.
- WARNING** - Pad thickness must be at least 0.8mm of pad material. Confirm this before each ride. Keep pads clean and free of oil or hydraulic fluid. If pads become contaminated, discard and replace.
- WARNING** - TRP/Tektro braking systems are designed for use on a single rider bicycle. Use of these system on any other vehicle or apparatus will void the warranty, possibly causing you great personal harm or injury.
- CAUTION** - Read this manual completely before attempting to install or work on your TRP/Tektro brakes. If you are unfamiliar with any element of assembly or maintenance of TRP/Tektro braking systems please consult a qualified mechanic for assistance.
- CAUTION** - Only use TRP/TEKTRO branded replacement mineral oil when servicing the brakes. Other disc brake fluids, ESPECIALLY DOT based oils, will harm the system and compromise braking performance.
- CAUTION** - Cleanliness is a very important part of any maintenance of a TRP/Tektro brake system. If the pads or rotor become contaminated with oil, or if the system becomes contaminated with impurities, braking performance will be greatly impaired.
- CAUTION** - As with any oil, precautions in handling and clean up of any spills should be handled according to accepted best practices as governed by your state or country. Our Mineral oil is non-toxic, but clean up any spills promptly and completely. If Mineral Oil gets in your eyes IMMEDIATELY FLUSH WITH WATER for several minutes and go to the hospital. If Mineral oil gets on your skin RINSE IMMEDIATELY with soap and water. Do not inhale Mineral Oil, it is harmful. If inhaled move to a well ventilated environment and proceed to the hospital for appropriate care. If you ingest Mineral oil it may cause vomiting and/or diarrhea.
- TRP hydraulic disc brakes are warranted against manufacturing defects in materials and / or workmanship for a period of 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 please contact a TRP Service Center or email at info@trpcycling.com**

REQUIRED TOOLS

- T10 Torx Wrench
- T15 Torx Wrench
- 3 mm Hex Wrench
- 4 mm Hex Wrench
- TRP Bleed Funnel
- TRP/Tektro Bleed Kit (Basic or Advanced)
- TRP/Tektro Mineral Oil (50 mL included with Basic Bleed Kit)
- Torque Wrench
- Isopropyl Alcohol
- Clean Rags or Towel

BLEED PROCEDURE

- Place bike in a work stand. If bleeding the front brake, remove the front wheel. If bleeding the rear brake, remove the rear wheel.
- Using a 4 mm hex wrench, remove the caliper mounting bolts to allow your caliper to hang freely from the chainstay or fork.
- Using a 3 mm hex wrench, remove the pad retaining clip and the pad retaining pin. (Fig 1)
- Remove the brake pads to prevent contamination during bleeding.
- Insert the appropriate (4-piston or 2-piston) bleed block and pad retaining pin. (Fig 2)
- Attach the supplied hose to the syringe and fill the syringe 3/4 full of TRP/Tektro mineral oil.
- Use a T15 Torx wrench to remove the bleed screw from the caliper. (Fig 3)
- Use a T10 Torx wrench to remove the cover screws from the brake lever body. (Fig 4)
- Use a T15 Torx wrench to remove the bleed screw from the brake lever master cylinder. (Fig 5)
- Install a TRP/Tektro bleed funnel at the brake lever and remove the stopper. (Fig 6)

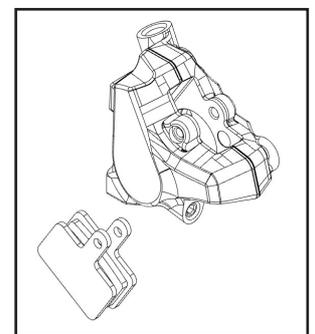
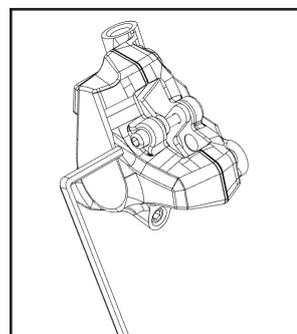


Fig 1

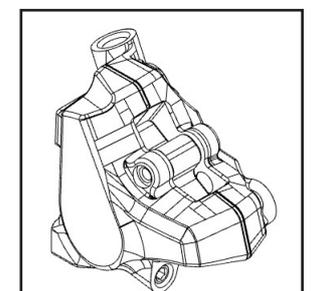
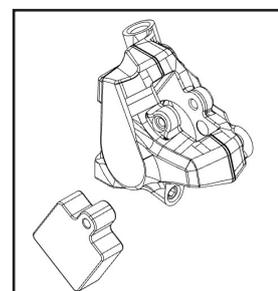


Fig 2

- Begin pushing fluid from the syringe at the caliper up into the bleed funnel, watching for air bubbles. Depress the plunger of the syringe until bubbles stop exiting the lever.
- Holding the plunger of the syringe with your thumb, begin pulling the brake lever slowly to push fluid from the master cylinder back into the syringe. You may see air bubbles start to collect in the hose. Slowly release the brake lever, preventing any air bubbles from returning to the caliper. Repeat this process until all bubbles have been removed from the caliper.
- Install the stopper into the bleed funnel. With the system effectively closed, remove the syringe from the caliper and replace the bleed screw with the T15 Torx wrench. Tighten to 0.5 - 0.6 Nm.
- Remove the stopper from the bleed funnel and pump the brake lever 15 - 20 times, or until you don't see any air coming out of the master cylinder.
- Remove the bleed funnel and replace the bleed screw using the T15 Torx wrench. Tighten to 0.5 - 0.6 Nm.
- Reinstall brake lever body cover and the six T10 Torx fasteners.
- Clean the and residual mineral oil from the caliper and lever using isopropyl alcohol and a clean rag or towel.
- Remove the pad retaining pin and bleed block from the caliper.
- Replace the brake pads, pad retaining pin, and the pad retaining clip. Torque the pad retaining bolt to 2 - 3 Nm.
- Reinstall the caliper to the fork or frame. Take care to center the caliper over the rotor with the wheel reinstalled. Tighten the caliper mounting bolts to 6 - 8 Nm.

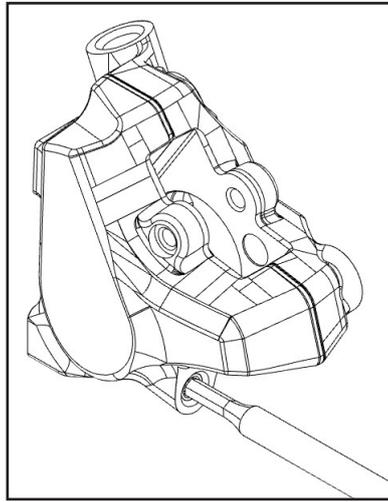


Fig 3

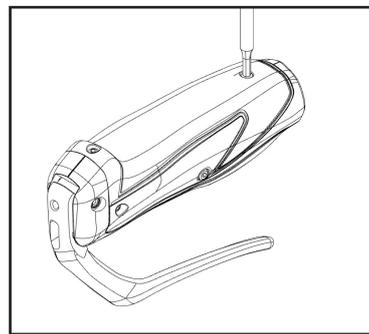
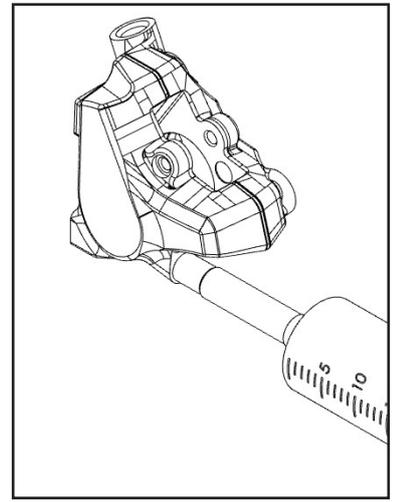


Fig 4

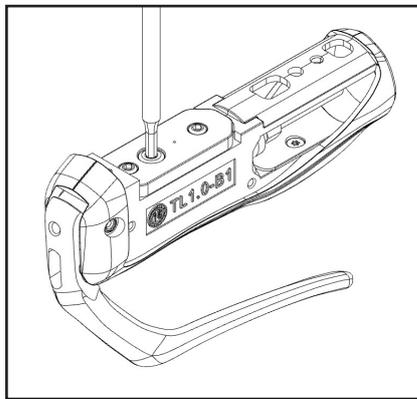
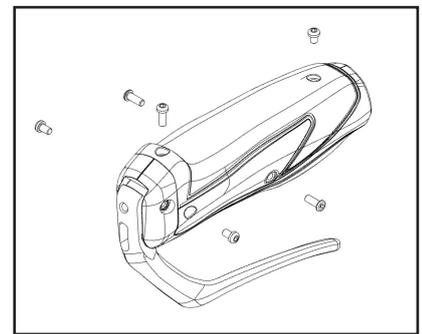


Fig 5

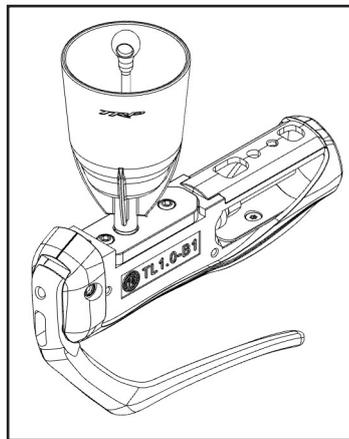


Fig 6

GENERAL MAINTENANCE

PAD REPLACEMENT

Pads should be replaced if they become contaminated or have less than 2.5mm thickness. (Pad friction material & metal backing plate). (Fig 8)

BEFORE RIDING

Check the pads for wear or contamination.
Check the hose for cracking, wear or deformation. Replace if necessary.
Check that the brake system is operating correctly.

AFTER RIDING

Remove any mud or contamination from the rotor slot on the caliper.
Clean the caliper body with a cloth.

AT REGULAR INTERVALS

Check the oil level in the reservoir.
Lubricate the brake lever pivot with grease.
Check to make sure that all the bolts are tightened to the correct torque specifications.

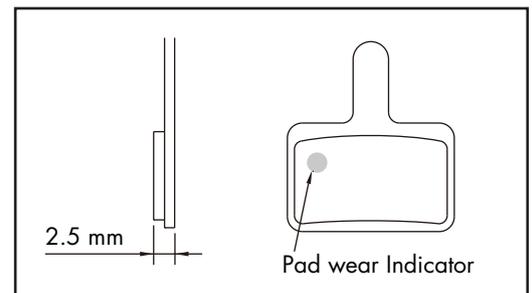


Fig 8