HD-M841
OWNERS MANUAL

TRP Cycling Components
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SAFETY WARNINGS & INFORMATION

WARNING - Disc brakes offer a significant increase in performance over traditional cable actuated systems. Follow the break-in recommendations listed in this manual, allow yourself time to learn and become accustomed to the braking characteristics.

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 you're 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.

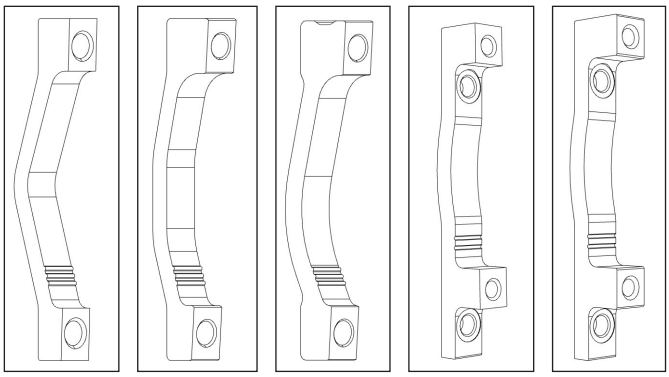
TRP hydraulic disc brakes are warranteed against manufacturing defects in materials and / or workmanship for a period of two years from the date of original retail purchase. Not covered under this warranty is damage resulting from improper installation, adjustment or maintenance, lack of maintenance, 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

- **2 mm Hex Wrench**
- **4 mm Hex Wrench**
- **5 mm Hex Wrench**
- **6 mm Hex Wrench**
- **8 mm Wrench**
- **Torque Wrench**
- **Isopropyl Alcohol**
- **Clean Towel or Rags**

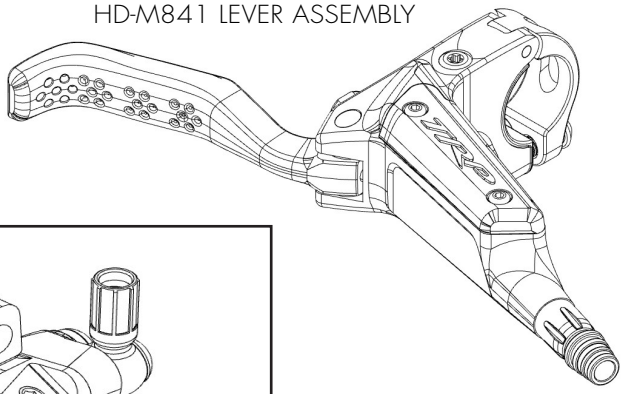
POST MOUNT ADAPTERS

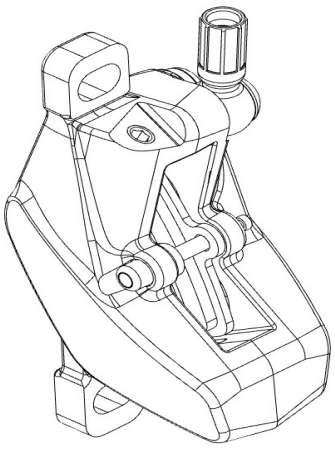
	Ø140	Ø160	Ø180	Ø203	Ø220	Ø223
PM 140	—	P20	P40	—	—	—
PM 160	—	—	P20	P43	—	—
PM 180	—	—	—	P23	P40	P43
PM 200	—	—	—	—	P20	P23
PM 203	—	—	—	—	P17	P20



P17 P20 P23 P40 P43

HD-M841 LEVER ASSEMBLY





HD-M841 CALIPER ASSEMBLY

INSTALLATION & ADJUSTMENT

MOUNTING THE BRAKE LEVERS
Use a 4 mm hex wrench to remove the brake lever clamp bolt and open the clamp. Install the brake lever onto the bar and reinstall the clamp bolt. With the brake lever in the preferred position, tighten the clamp bolt using the 4 mm hex wrench. (Fig 1)
Recommended brake lever clamp tightening torque: 3 - 5 Nm* (Refer to handlebar manufacturer's specifications)

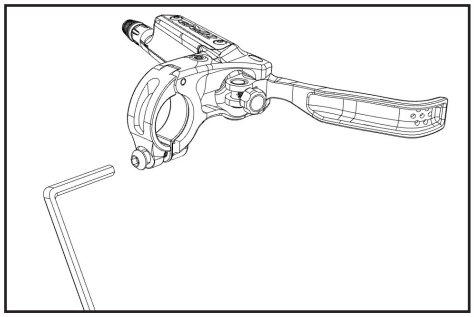


FIG 1

MOUNTING THE BRAKE CALIPERS
Insert the brake hose into the frame/fork and route it according to your frame/fork manufacturer's specification. Mount the caliper to the frame/fork using the appropriate bolts and necessary adapter. Tighten the caliper mountin bolts using a 5 mm hex wrench and then back off a quarter turn. After the brake hose is connected to the lever, press the lever blade to help in centering the caliper. With the caliper centered with the rotor, tighten the mounting bolts with the 5 mm hex wrench. (Fig 2)
Recommended caliper tightening torque: 6 - 8 Nm* (Refer to fork or frame manufacturer's specifications)

INSTALLING THE BRAKE HOSE
TRP hydraulic brake systems come from the factory with a barb pre-installed in the hose. There is also a 2mm allen screw installed into the barb. DO NOT remove the screw until after the hydraulic hose is routed to prevent fluid loss. Measure your hose length and determine how much brake hose to remove. Remove the plastic plug from the lever using a 6mm allen wrench. DO NOT press the brake lever - doing so will cause excessive brake fluid loss and require a full bleed of the system. Remove the EZ plug from the barb in the brake line using a 2mm allen wrench. Install the olive, compression nut, and cover onto the hose and press the hose into the lever, ensuring the barb has seated fully. Use an 8mm wrench to tighten the compression nut into the brake lever. Install the cover onto the compression nut to complete installation.
Compression nut tightening torque: 5 - 7 Nm

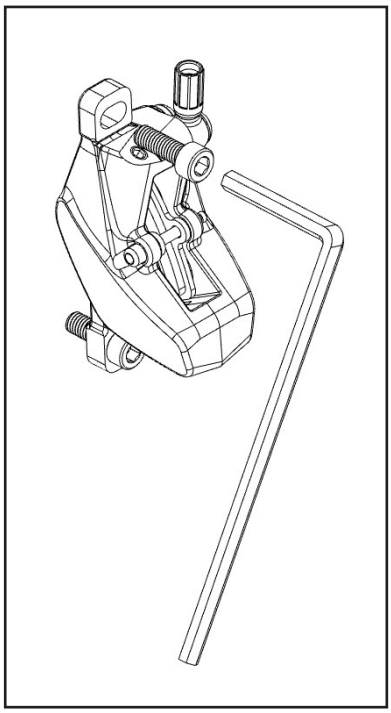


FIG 2

PAD AND ROTOR BED-IN PROCEDURE
Bedding in your new pads and rotors is critical to the performance of the brakes. Properly bedding-in your pads and rotors will ensure the highest performance and best operating conditions.

Accelerate your bike to a moderate speed and apply the brakes. Slow the bike to a walking speed and then release the brakes. Repeat this process 15 - 20 times to transfer the pad material to the braking surface of the rotor. You will feel the brakes becoming more powerful throughout this process. Then accelerate your bike to a higher speed and apply more pressure to the brake lever until at a walking speed. Release the lever and repeat this process 10 - 15 times. Allow the brakes to cool before continuing to ride.

NOTE: Do not come to a complete stop at any time during this process. Doing so can lead to uneven pad material deposition and can affect the performance of the brakes while riding.

NOTE: This braking system is designed for use with 2.3 mm thick rotors. For optimal results, use TRP 2.3 mm thick rotors. 1.8 mm thick rotor are not recommended to be used with this system.

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)

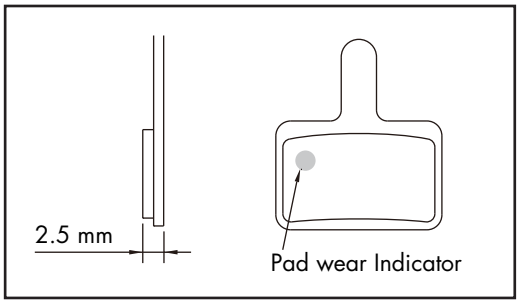


Fig 8

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.