

TRP Bleed Procedure

SERVICE INSTRUCTIONS

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 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 brakes. If you are unfamiliar with any element of assembly or maintenance of TRP braking systems please consult a qualified mechanic for assistance.

CAUTION - Only use TRP 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 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 and leave us a message.

REQUIRED TOOLS

- T15 Torx Wrench
- 3 mm Hex Wrench
- 4 mm Hex Wrench
- 5 mm Hex Wrench
- 7 mm Wrench
- TRP Bleed Funnel
- TRP Bleed Kit (Basic or Advanced)
- TRP Mineral Oil
- Torque Wrench
- Isopropyl Alcohol
- Clean Rags or Towel

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 1)**

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.

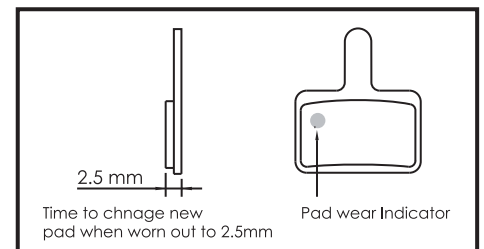


Fig 1

BLEED PROCEDURE

- The Basic Bleed Kit includes an oil injector, PU tube 30cm, PU tube 10cm, M5 and M6 bleed screws. **(Fig 2)** Note: only TRP Slate T4 is compatible with M5 bleed screw on reservoir bleed port, other TRP models please use M6 bleed screw.
- Place bike in a work stand. If bleeding the front brake, remove the front wheel. If bleeding the rear brake, remove the rear wheel.
- Use a 5 mm hex wrench to remove the two caliper mounting bolts and allow the caliper to hang from the fork or frame.
- Using a 3 mm hex wrench, remove the pad retaining clip. **(Fig 3)**
- Remove the brake pads to prevent contamination during bleeding. **(Fig 4)**
- Insert the appropriate (4-piston or 2-piston) bleed block and pad retaining pin. **(Fig 4)**
- Use a 4 mm hex wrench to loosen the brake lever clamp and set the lever parallel with the ground. **(Fig 5)**
- Use a T15 Torx wrench to remove the bleed screw from the caliper. (Use a 7 mm box wrench to loosen the bleed nipple, if applicable.) **(Fig 6)**
- Caliper side: connect the oil injector and 10cm PU tube. **(Fig 7)**
- Attach the supplied hose to the syringe and fill the syringe 3/4 full of TRP mineral oil.
- Use a T15 Torx wrench to remove the bleed screw from the lever and attach the TRP Bleed Funnel. **(Fig 8)** (A collection bottle or bag will also work.)
- If you use a bottle or bag, install 30cm supplied tube with M5 or M6 bleed bolt into the reservoir bleed port and placing the other end into a clean, dry empty bottle or plastic bag. **(Fig 9)**

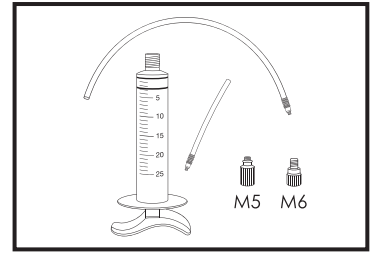


Fig 2

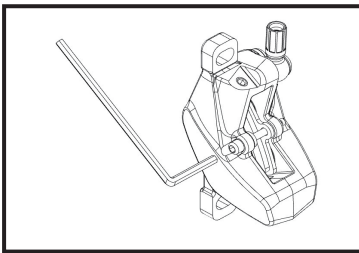


Fig 3

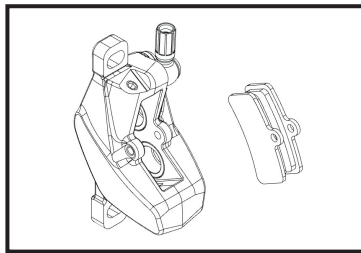


Fig 4

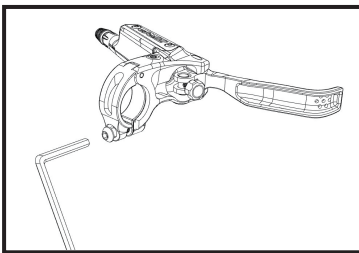
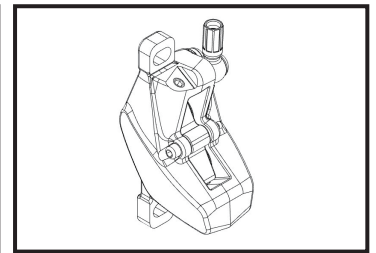
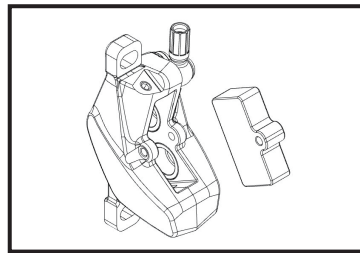


Fig 5

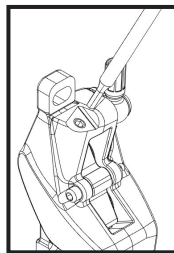


Fig 6

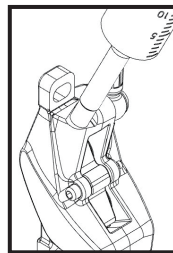


Fig 7

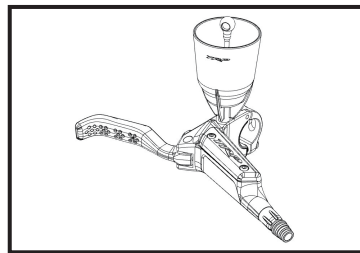


Fig 8

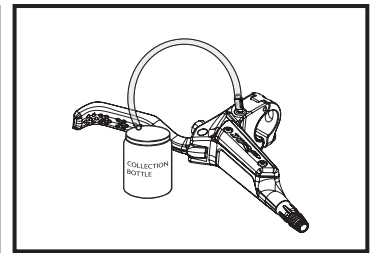


Fig 9

INSTALLATION & ADJUSTMENT

- 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.
- Remove the pad retaining pin and bleed block from the caliper.
- Clean the and residual mineral oil from the caliper and lever using isopropyl alcohol and a clean rag or towel.
- 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.

For questions about setup, usage or general inquiries, please contact below according your location:

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