

HOPE TECHNOLOGY

FITTING YOUR DISC BRAKE

When you receive your HOPE disc brake assembly it will be in two packages. One package contains the disc and spider already built as a sub-assembly. (Items 2, 3 and 22)

Assuming your wheel is already built to a HOPE splined hub, it can be loaded straight onto the hub splines and tightened up using the lock ring nut provided with the hub. Tighten to 40 newton/metres.

The other package contains the caliper sub-assembly, plus a small separate package containing the pads, pad retention feature, and split pin. (Items 14, 15, 16, 17 and 21)

They are packed separate to avoid contamination.

The caliper sub assembly is attached to a mounting bracket suitable for your application. Remove the bracket from the caliper by un-screwing bolts (item 19). Take care not to loose the slider pins (item 18).

If the bracket is a braze or weld type, modify and fit as described on the instructions for front or rear mounting. Note we recommend this be done by a competent person who is familiar with frame building. Your dealer will advise you or contact Hope Technology.

If it is a bolt on bracket it will usually be located on the spindle with a special clamp for the fork leg. The bracket and clamp will suit your application.

A diagram is provided showing the setting and fixing.

Slide the split bush and clamp onto the fork leg. With some types of fork i.e. Pace and Manitou it is necessary to separate the bush and the clamp so as to get them over the fork end. Slip the bush on first, follow with the clamp then re-mate the two together.

Caliper Installation (See exploded view)

Tools required: point nosed pliers, 4mm allen key, 8mm spanner and 13mm spanner.

The caliper is part assembled at the factory.

Select inner pad. (14) Insert into caliper (1) and retain in position using split pin (21). Use pliers to spread pin.

Insert the slider pins (18) into the caliper with the pin flanges on the inside. Place caliper over mounting bracket. Slide bolts (19) through slider pins and screw into mounting bracket. With the bolts tight the caliper should slide freely on the pins.

Insert outer brake pad (15) into its location in the mounting bracket. The retention clip (16) will engage with the actuator adjuster when the disc and wheel assembly is fitted to the cycle. Install the brake cable through cable stop on caliper and pinch bolt. (11)

Adjustment

Push pads apart and install wheel with disc running between pads.

Screw the brake lever adjustment barrel fully home to allow for fine tuning later.

Tighten the cable in the pinch bolt. Set the distance between the pinch bolt and the back side of the cable stop to approximately 25mm when the brake is applied.

Loosen the actuator locknut (9) by inserting 4mm allen key into end of actuator adjuster screw. Hold firmly and turning locknut anti-clockwise using 13mm spanner. Spin wheel and gradually tighten actuator adjustment screw until pads contact the disc. Back off until wheel spins freely and tighten locknut. As the pads wear this adjustment should be repeated, ensuring the 25mm gap is maintained.

Run in Procedure

Rinse the disc and pads with clean water.

Ride approximately 500 m doing 4 or 5 severe stops.

Rinse the disc and pads with clean water once again, this removes any contaminants from the pads and disc during the manufacturing process. The brakes should then be re-adjusted if necessary. This procedure needs to be repeated after replacing brake pads.

Maintenance

Lubricate the actuator (5) and the slider pins (18) once per month and after wet or muddy riding conditions. Take care not to over grease as this could contaminate the brake pads.

Note: When cleaning the bicycle do not spray directly onto the caliper assembly and do not contaminate the pads and disc with grease or polish.