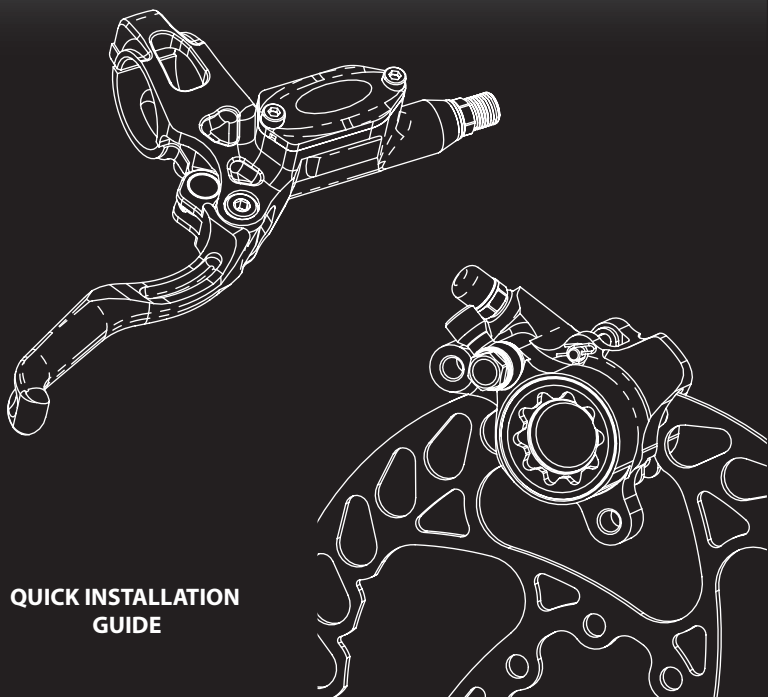


Mono Trial



www.hopetech.com

HYDRAULIC DISC BRAKE SYSTEM



QUICK INSTALLATION GUIDE



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DESCRIPTION

This MonoTrial brake system has been specially designed to be used on Trial bikes.

The Mini lever will give a smooth and progressive feel, it features a split clamp for easy fitting, integrated reservoir for bleeding and adjustable lever reach.

The two piston, one piece MonoTrial caliper is machined from a solid billet of aluminium which is designed to offer both power and stiffness.

The MonoTrial brake comes with a braided hose as standard to deal with any eventual damage or crushing of the hose.

The rotor is only available in stainless steel but in several different diameters.

Please bear in mind that this brake system is only designed to use on trial bikes and must not be used for any other purpose.



WARNING

• Don't overestimate your technical capabilities. This brake system must be fitted by a competent cycle mechanic using the correct tools. Incorrect installation could result in brake failure that could cause serious or fatal injuries.

• Your brake system will generate heat during braking. Never touch either the disc or caliper after a long braking period as this could cause severe burns.

• Before each ride always check the brake for proper function, the brake pads for wear and that there is no system damage resulting in fluid leaks.

• It's common practice to also check that your wheel quick release skewers are securely installed and tightened.

• Your braking performance will improve in almost all conditions, please take time to become familiar with your new brake. Always ride within your own abilities.

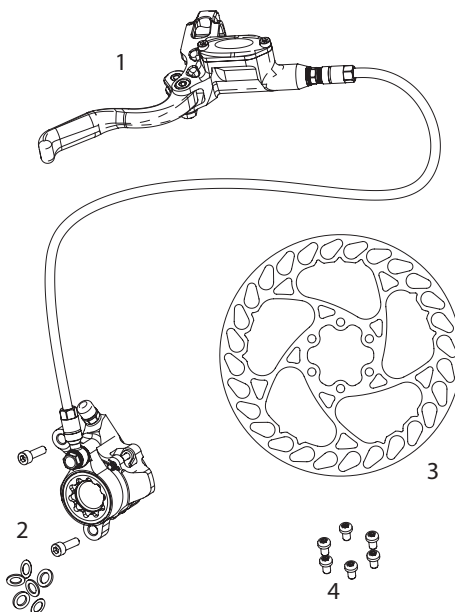
• Brake pads contaminated with brake fluid, chain lubricant or unsuitable bike cleaner will need replacing because the overall brake performance will be greatly diminished.

• Please refer to the complete manual for more information including servicing and maintenance.

• If you have any doubts or questions please contact your dealer or the appropriate distributor for your country.

BOX CONTENTS

Before first use please check the contents of the box are described as below.



1: Brake system, fully bled (no5 caliper shown)

2: 2x M6x18 caliper bolts and shims

3: Rotor (ϕ 160mm shown)

4: 6x Torx T25 disc bolts

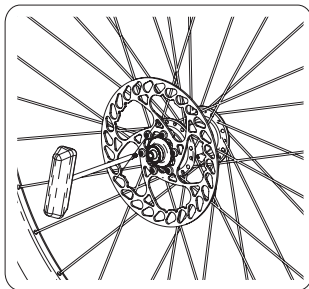
TOOLS REQUIRED

Once again, don't overestimate your technical skills. If you are not familiar with this sort of installation we advise that this brake system should be fitted by a competent cycle mechanic.

- Torx T25 driver
- 5mm Allen key
- 4mm Allen key
- 2mm Allen key
- Flat blade screw driver

INSTALLATION STEPS

1. Attaching the disc rotor to the hub



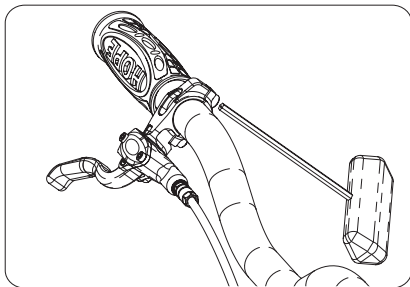
a) Attach the disc rotor to the hub using the 6 Torx 25 bolts.

b) Make sure that the laser marked arrow on the disc is pointing in the same direction as the forward wheel rotation.

c) Using a Torx 25 driver, tighten the disc bolts in a cross pattern. Recommended tightening torque: 4 Nm.

Note: A mild engineering adhesive could be used on disc bolts to prevent them unscrewing. **Do not** use permanent adhesive.

2. Attaching the lever to the bars



a) Attach the lever assembly to the handlebars. When you are happy with the orientation of the lever, tighten alternately the M5 clamp bolts using a 4mm Allen key. Recommended tightening torque: 4Nm.

b) Route the hose and caliper down to the fork disc mount or along the frame to the rear disc mount.



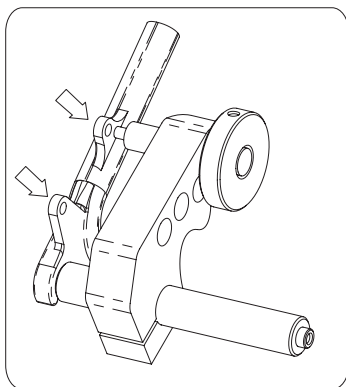
Avoid situations that could damage the brake hose and/or your bike frame and components.

Note: In the first instance it is recommended that you install your brake as supplied without disconnecting and routing the hose through frame guide (if present) or attempting to shorten the hose.

3. Attaching the caliper to the fork or frame

The MonoTrial caliper is only available in the International Standard (IS) type. However there are two caliper size available, no5 and no3 to fit different size rotors.

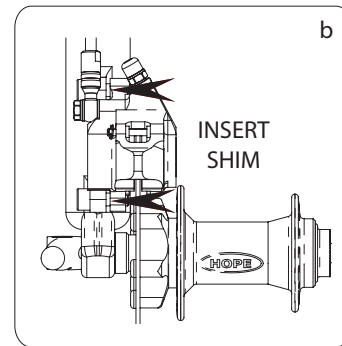
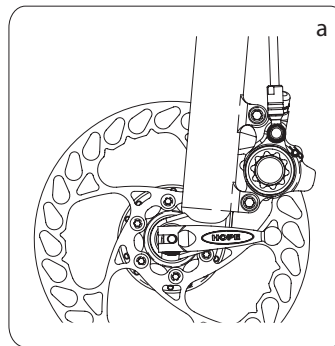
3.1 Facing off the brake mounts



To ensure that the caliper is properly aligned and to help avoid squealing or bad lever feel - prior to fitting the brake, it is important that the tabs of your fork or frame are clear of any paint or burrs.

We recommend that you machine the tabs using a suitable tool such as HOPE Spot Facing Tool.

3.2 Mounting the caliper

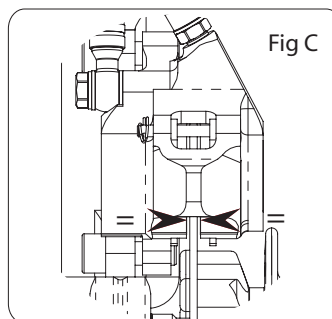


An IS type caliper (no5 or no3) will fit straight onto IS forks and frame brake mounts using the correct size rotor.

a) Position the caliper onto the forks over the disc and slightly tighten the two M6 bolts. Don't tighten the bolts if the caliper body is touching the rotor or this would bend it.

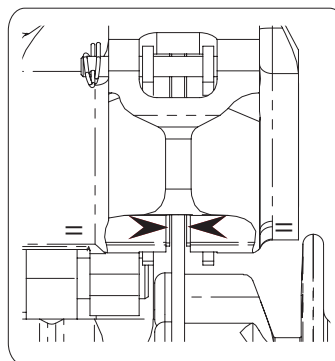
b) The aim is to position the caliper centrally over the disc (as showing on Fig C below) using some of the supplied shim washers between the caliper and brake mounts to achieve the central position. This is trial and error until the correct position is achieved.

When the correct position of the caliper is achieved, tighten the two M6 cap screws using a 5mm Allen key. Recommended tightening torque: 6Nm.



Be careful not to get your fingers caught in the disc when following these steps.

4. Centralise the pads over the disc

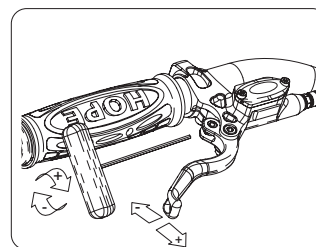


This step is very important and mustn't be ignored.

Gently pump the lever in order to bring the pads closer to the disc. One pad might enter in contact with the disc before the other. If this happens, hold the disc against the pad that is already in contact with the disc to allow the other one to move.

For an optimized lever feel, both pads **must** enter in contact with the disc at the same time and allow the same clearance (see arrows) when retracted. The disc should not be flexing at any time.

5. Personal settings



Finger reach adjustment : The Mini lever allows the adjustment of the lever reach. This refers to the position of the lever blade relative to the bars. Use a 2mm Allen key, turn the adjuster screw clockwise to increase the reach and anti-clockwise to reduce it.

6. Break in period

Before riding check again the correct action of the brake and that braking effort is applied as the lever is pulled.

To achieve the maximum braking performance, the new pads will need bedding in. Please note that sintered pads take longer to bed in than organic pads.

To bed in the pads, ride a short distance whilst alternatively gently applying the brake on and off without attempting to stop. This procedure will achieve good braking performance but will reach its full potential after a few rides.

HAPPY RIDING.