

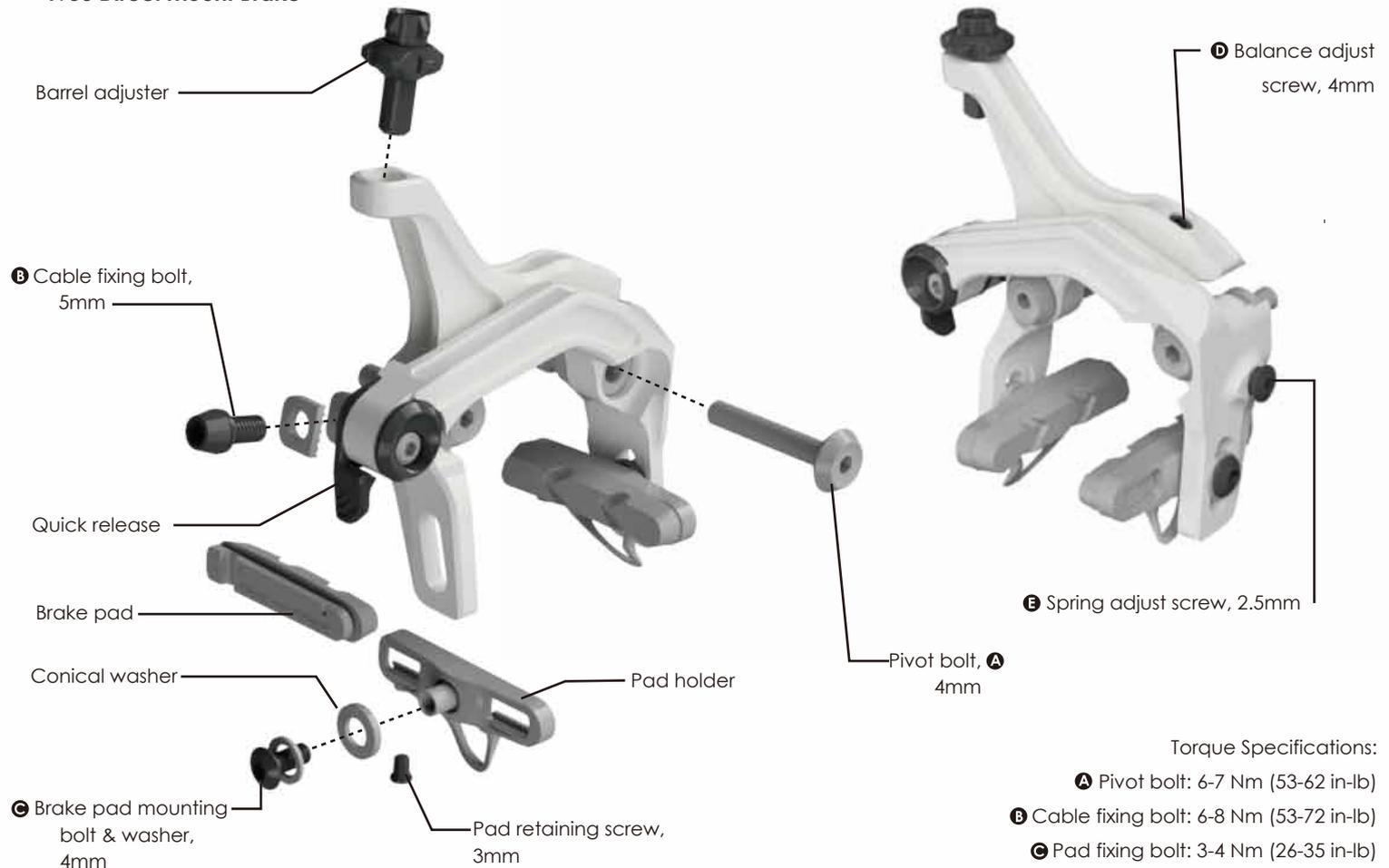
SAFETY WARNINGS

- Improper use of your bicycle's brake system may result in loss of control or an accident which could lead to severe injury. Because each bicycle may handle differently, be sure to learn the proper braking technique (including brake lever force and bicycle control characteristics) for your bicycle. Consult your bicycle dealer and/or the bicycle owner's manual and practice your riding and braking technique.
- Securely tighten the caliper brake mounting hardware to the specified torque.
When re-installing, apply blue thread retaining compound to the brake mounting bolts threads and tighten to specified torque using a calibrated torque wrench.
- If the mounting bolt(s) become loose, this could cause the brake to work improperly and cause an accident. This is a particular danger with the front wheel as the rider may be thrown forward resulting in serious injury.
- Brakes designed for use as rear brakes should not be used as front brakes and vice versa.
- Read the service instructions carefully prior to installing the brakes. Loose, worn or damaged parts may cause serious injury.
- Be careful not to allow any oil or grease to get onto the brake pads. If the pads become contaminated, they should be replaced and the braking surface of the rims cleaned carefully, otherwise the brakes may not work effectively.
- Always make sure the front and rear brakes are working correctly before you ride the bicycle.
- The required stopping distance will be longer in wet conditions. Tires will also skid more easily, which can result in loss of control. Reduce your speed by applying the brakes early and gently.
- If using standard TRP brake pads in combination with ceramic-coated or carbon fiber rims, the pads will wear more quickly than normal. Pads specifically designed for carbon fiber rim surfaces are available from TRP Brakes. Also consult your rim manufacturer for approved pads.
- Pads should be replaced if they have worn to the point that the grooves are no longer visible.
- Parts are not guaranteed against natural wear or deterioration resulting from normal use or crash damage.
- If you are unfamiliar with any element of assembly or maintenance of this brake system, consult a qualified mechanic or contact TRP Brakes Customer Service.

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 Tektro to be excessive or abusive. For warranty related questions or more information please contact a TRP Service Center or email at info@trpbrakes.com

EXPLODED VIEW OF BRAKE ASSEMBLY

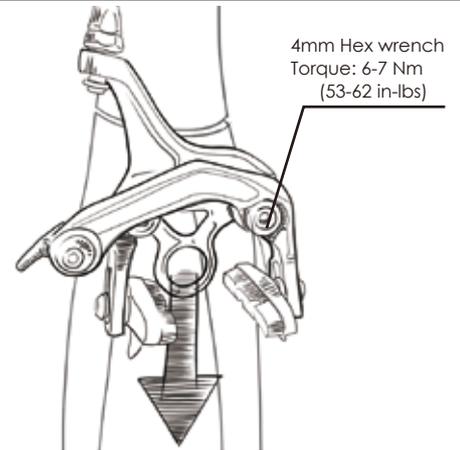
T930 Direct Mount Brake



INSTALLATION ON FRAME

Tools needed:
4mm hex wrench
Torque wrench

1. The T930 is designed for Direct Mount specific frames.
2. Leaving the plastic bolt clip in place, install each pivot bolt **A** into its respective hole on the frame or fork. Engage a few threads of each bolt alternately but do not tighten against plastic bolt clip.
3. Pull the plastic clip off the threads. You may want to keep this plastic clip for holding the detached brake together when cleaning or servicing the bike.
4. Tighten the pivot bolts to 6-7 Nm (53-62 in-lbs) torque using a torque wrench.
5. Actuate the brake by hand to make sure there is free movement with no friction. If there is friction, loosen the pivot bolts and retighten, checking that the pivots bolts are tightening the brake against the fork.



Removed clip before fully tightening pivot bolts.

BRAKE SET-UP

Tools needed:
2.5mm hex wrench Compressionless housing cutters Park BT-2 '4th Hand' tool (optional)
4mm hex wrench Torque wrench
5mm hex wrench Cable cutters

Cable Installation

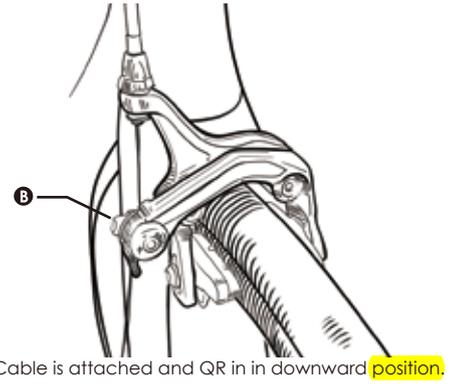
Compressionless, (linear strand,) brake housing, is recommended for T930 road brakes to yield the best performance. Sealing systems other than that supplied with your TRP brake are not recommended as they may create excess friction and affect the brake lever return performance. Route housing to minimize tight bends and acute angles.

A short length of spiral wound is best for use at the brake lever to **accommodate** the sharp bend at the handlebar.

Take care that the ends of the housing are cut cleanly and are flat as possible.

Install the cable through the cable fixing bolt and washer **B** and tighten to 6-8Nm (53-72 in-lb).

Squeeze the brake lever about 10 times to stretch the cable and seat the housing. Retighten the cable if necessary. Using the BT-2 '4th hand' tool is very helpful at this step.



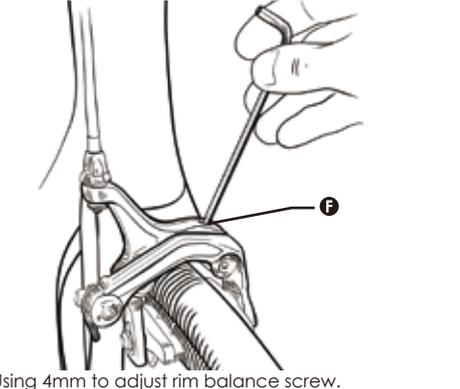
Cable is attached and QR in in downward **position**.

Brake Pad Adjustment

Brake pads will need to be adjusted to fit your particular rim. **Including** a slight toe-in will reduce noise or vibration.

Pro tip: slip a business card between the rear of the pad and the rim. Then use a toe clip strap or small quick-release hand clamp on the brake lever to hold the pads closed on the business card. This provides the correct amount of toe-in on the brake pad.

Use a 4mm hex wrench to tighten the brake pad holders **C**. Tighten to 3-4 Nm (26-35 in-lb).



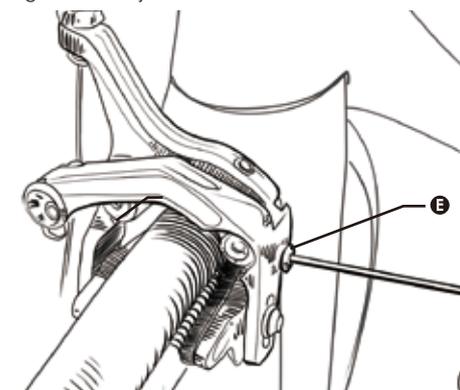
Using 4mm to adjust rim balance screw.

Pad to Rim Balance Adjustment

The balance adjust screw **D** uses a 4mm hex wrench for adjustment. This feature allows the pad to rim clearance to be balanced between the two pads. This feature can also be used for dealing with frame alignment or wheel dish issues.

Spring Tension Adjustment

Once the pads have been set to your rims, the spring tension can be adjusted with the 2mm spring adjuster screw **E**. Threading the set-screw in will increase spring tension. Threading out will reduce spring tension. There is only one spring tension adjuster - use this to improve lever feel, particularly with full housing routing on rear brakes.



Using 2.5mm to change spring adjustment

Quick Release

The quick release function is to allow wheel change with tires larger than the rim. The brake should be operated with the quick release in the fully up or fully down position, not in the intermediate positions.

Adjustments to the pad to rim clearance should be made with the barrel adjuster or resetting the cable position.

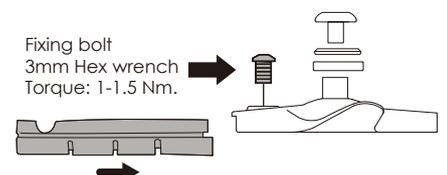
INSTALLING AND ADJUSTING BRAKE PADS

Changing Brake Pads

Remove the pad retaining screw. Remove the pad by sliding it along the groove of the pad holder.

There are two different types of pads and pad holders to be used in the left and right positions.

(Note the orientation of the pads and holders on the bike if removing to replace the pads.) Slide the new pad into the grooves of the pad holder making sure of the direction and fixing bolt hole position relative to the recess in the brake pad.



Fixing bolt
3mm Hex wrench
Torque: 1-1.5 Nm.

For questions about setup, usage or general inquiries, please contact TRP by e-mail at info@trpbrakes.com or by phone toll free in US, 877-807-4162 or outside US 1-801-648-7079.