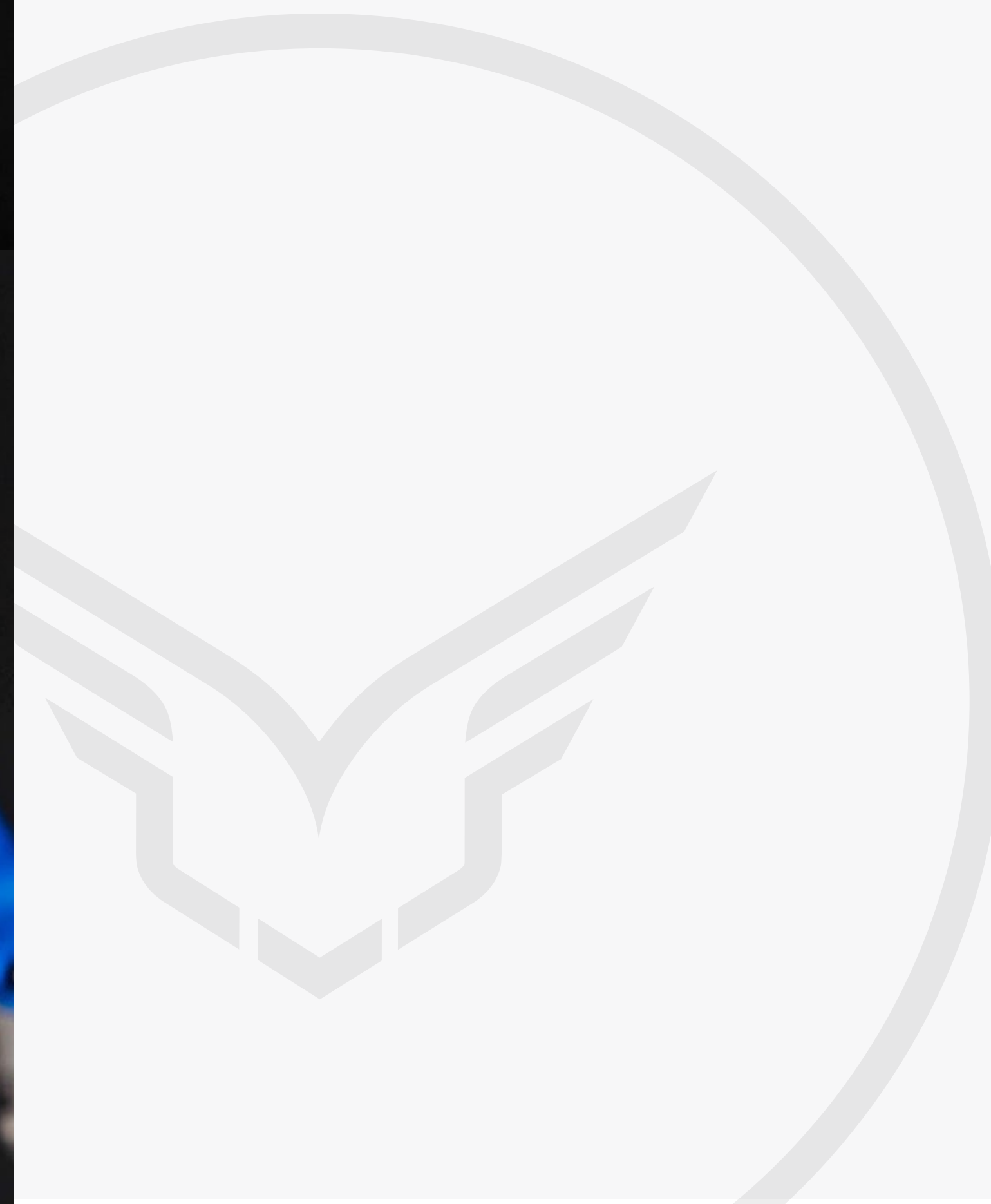




IA BRAKE MAINTENANCE

Front Brake Service / IA	Pages: 2 - 8
Rear Brake Service / IA	Pages: 9 - 13
Brake Wiring Diagrams	Pages: 14 - 16







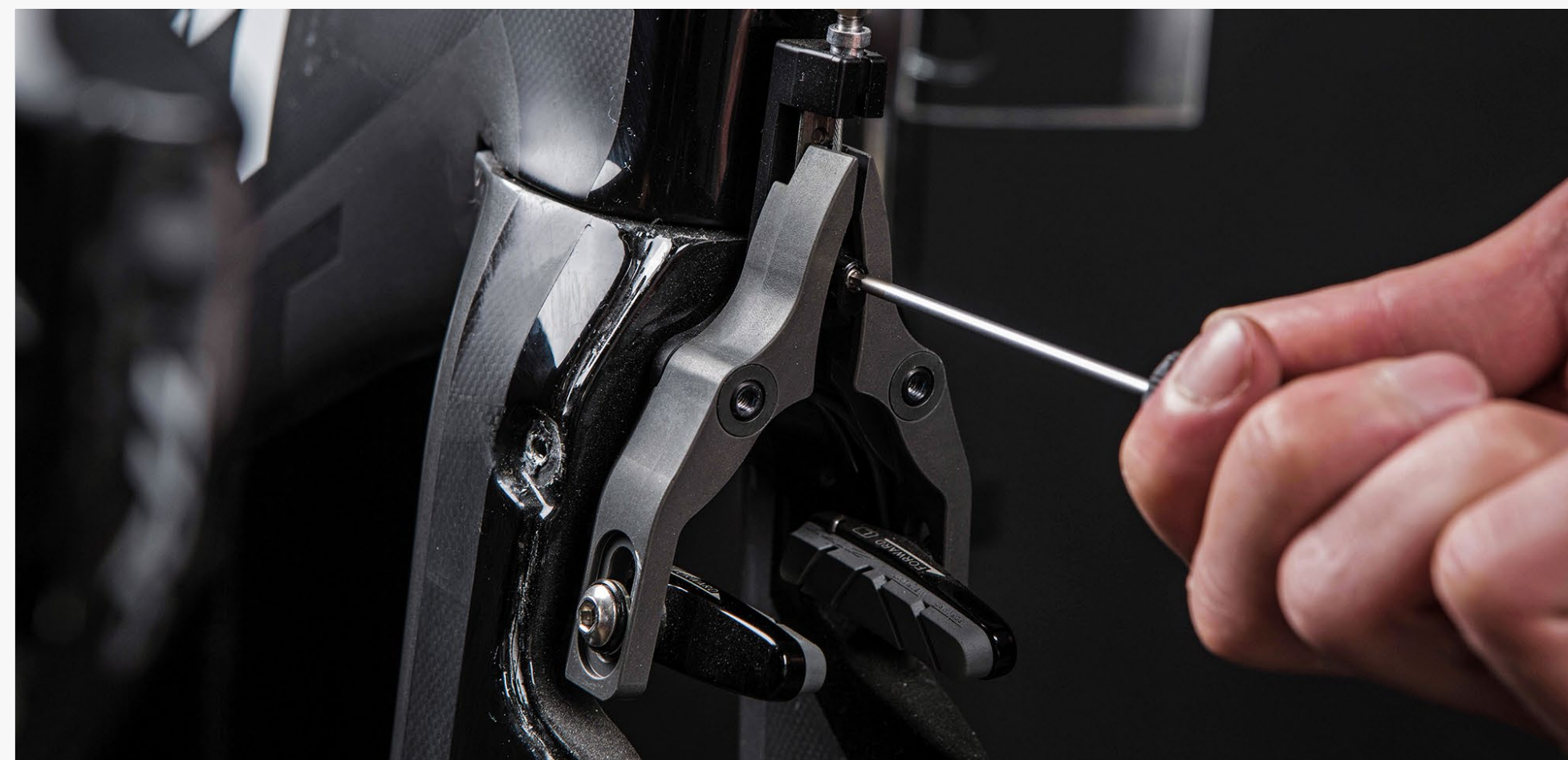
Step 1: Using a high quality T9 Torx wrench (or a 2mm hex wrench if you have hex screws), remove the (4) M3 screws attaching the covers. There are (2) lower screws that attach the lower cover to the fork and (2) upper screws that attach the upper cover to the stem.



Step 2: Remove the covers by rotating them up slightly as you pull them off the front of the bike.



Step 3: Using a 3mm hex wrench, loosen the (2) M4 screws that attach the brake front plate. Removing this plate will make it easier to service the brake.



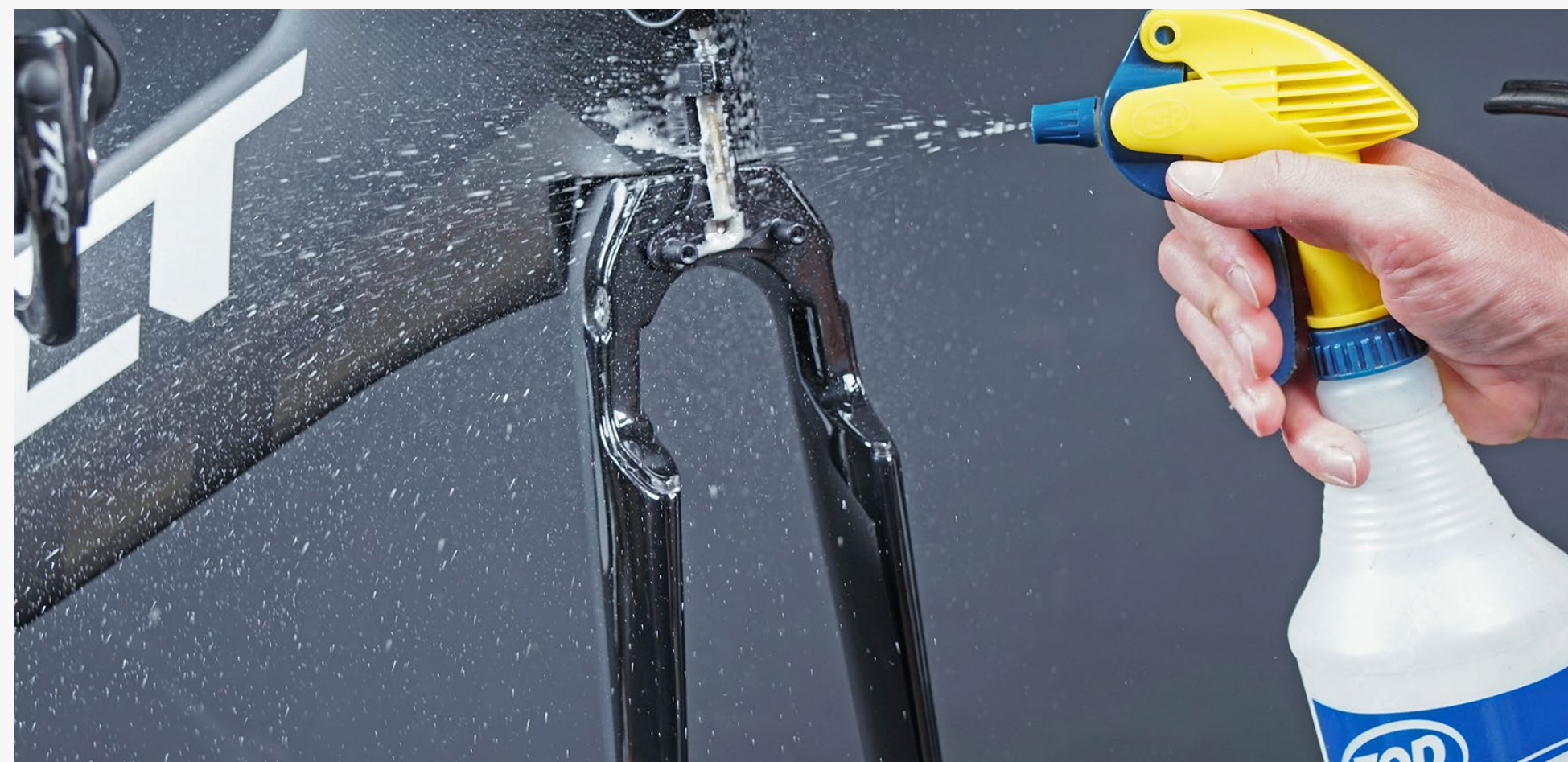
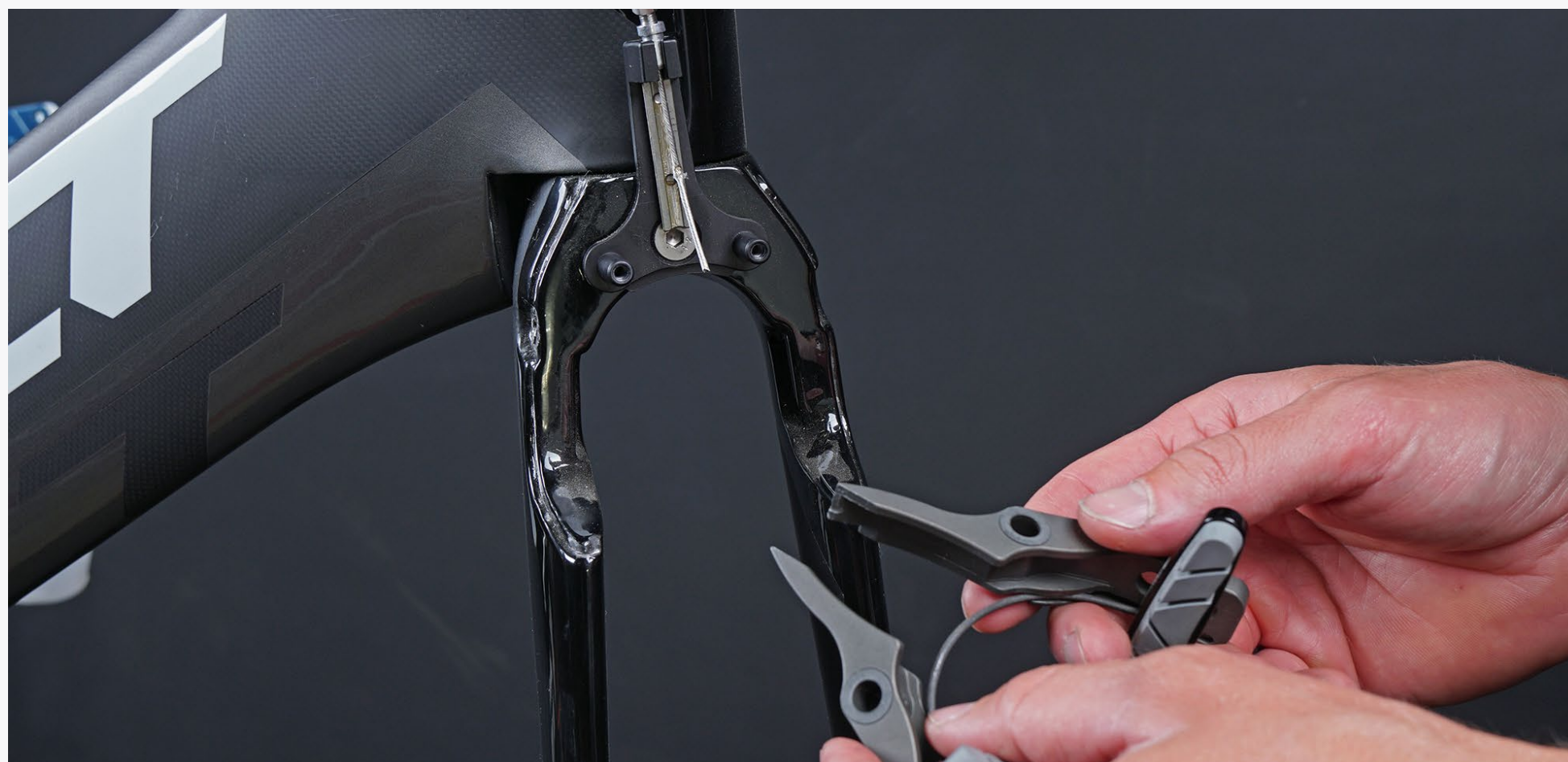
Step 4: Using a 2mm hex wrench, loosen the cable pinch bolt in the brake carriage.



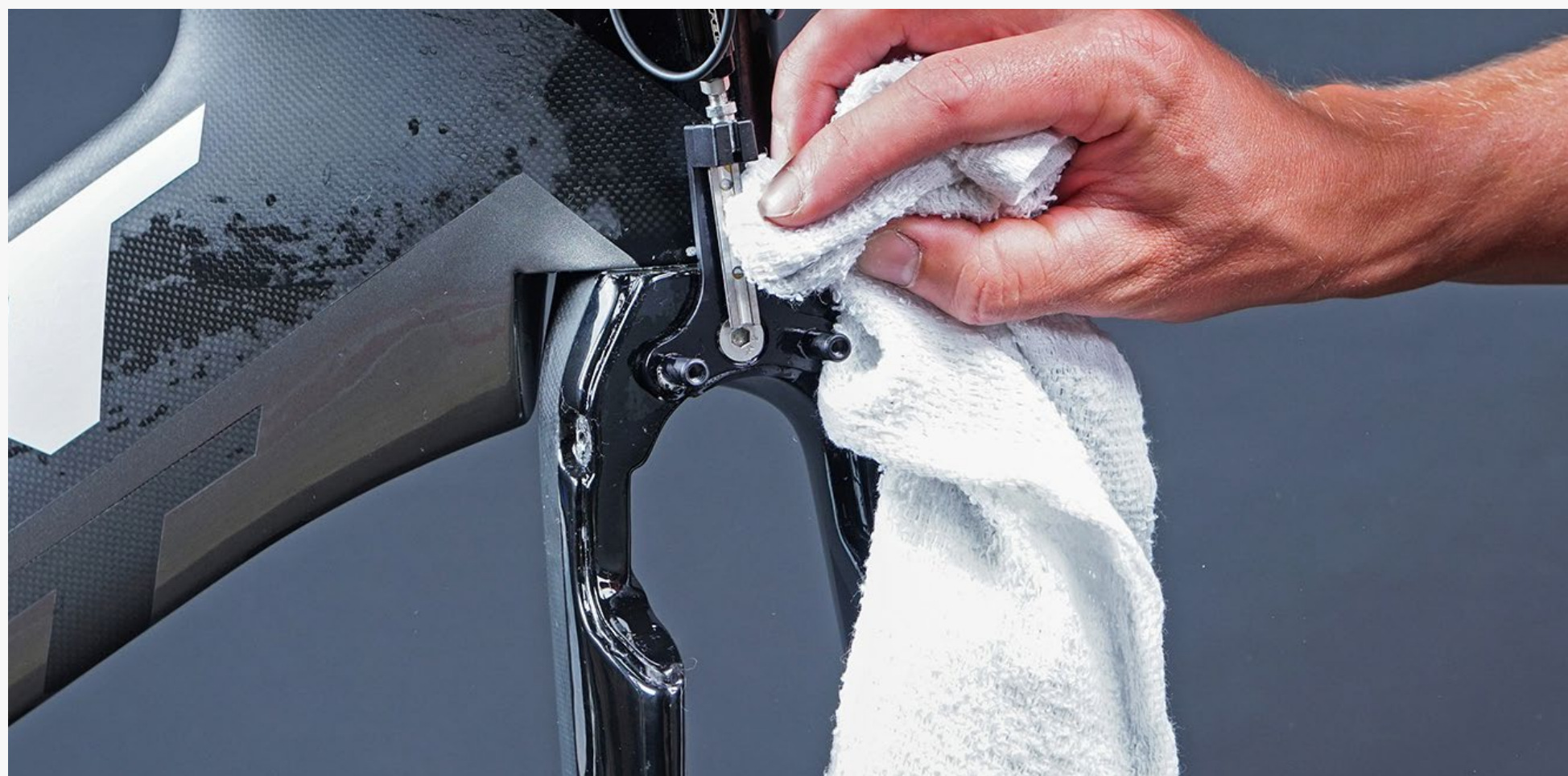
Step 5: Remove the brake carriage pulling it down. Remove the brake inner wire from the brake lever.



Step 6: Remove the brake arms and the spring by pulling them off together.



Step 7: Clean the brake arms, the carriage and the brake backing plate with mild cleaner. Re-lube contact surfaces with thin lubricant. Wipe off excess.



Step 8: Reinstall the brake arms and the spring by installing them as a unit. Squeeze the arms together to compress the spring as you install them on the arms. Double check that the arms are installed flush with the posts and that the spring is located in the groove.

Step 9: If you are changing the cable housing, use existing housing as a guide by inserting a used or spare inner wire. Then remove the old housing while leaving the inner wire either in the frame or in the handlebar depending on what part you are working on. Thread new housing over the inner wire.



Step 10: Insert the new brake wire into the brake lever and push it through the housing.



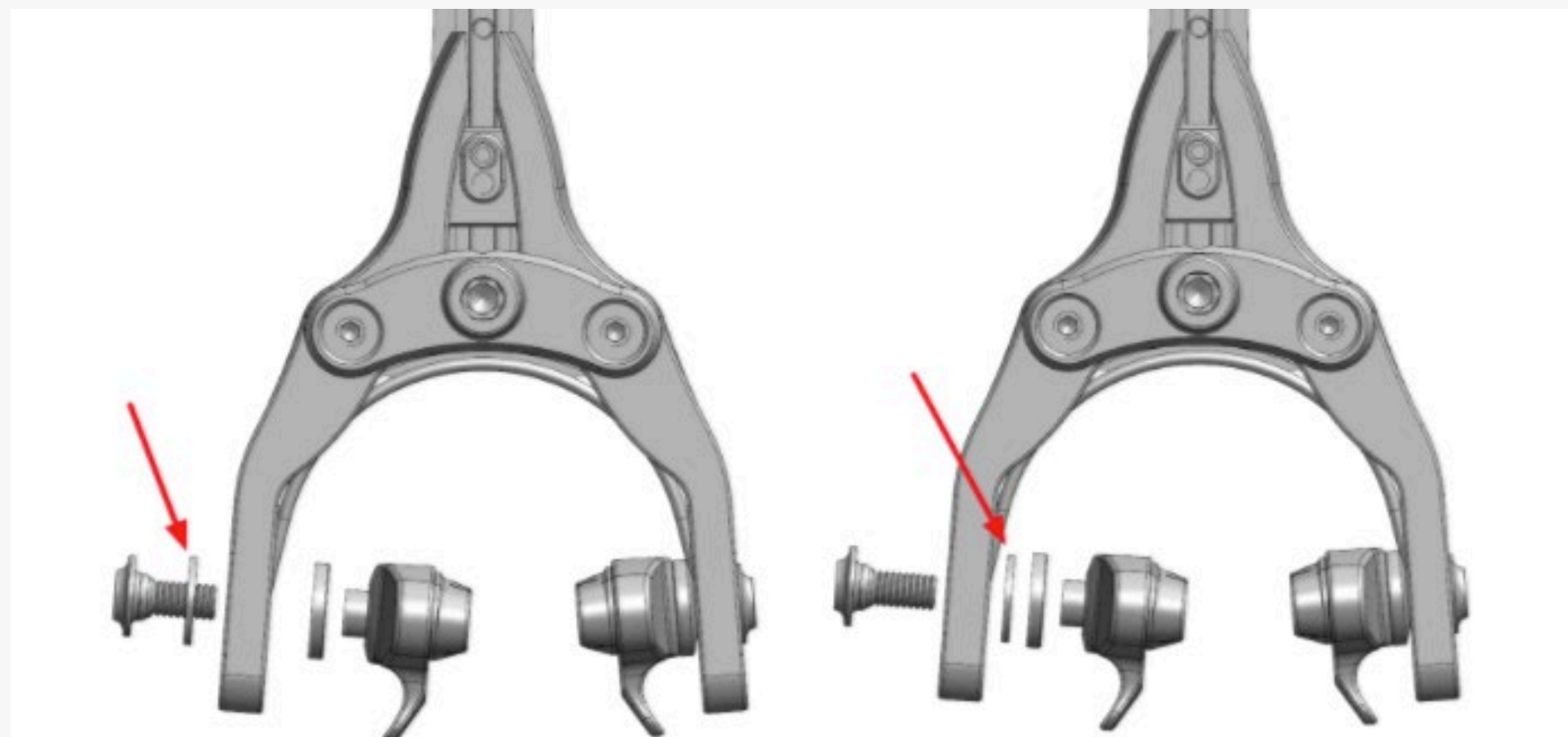
Step 11: Insert the brake inner wire through the inline adjuster as shown above. Make sure that the adjuster isn't screwed in all the way, back it out a few turns so that you have room to increase or decrease cable tension.



Step 12: Insert the brake cable through the carriage. Make sure that the carriage is correctly oriented with the pinch bolt facing up.



Step 13: Slide the carriage into the brake caliper while expanding the brake arms slightly. Tighten the cable pinch bolt. Do not tighten fully tighten.

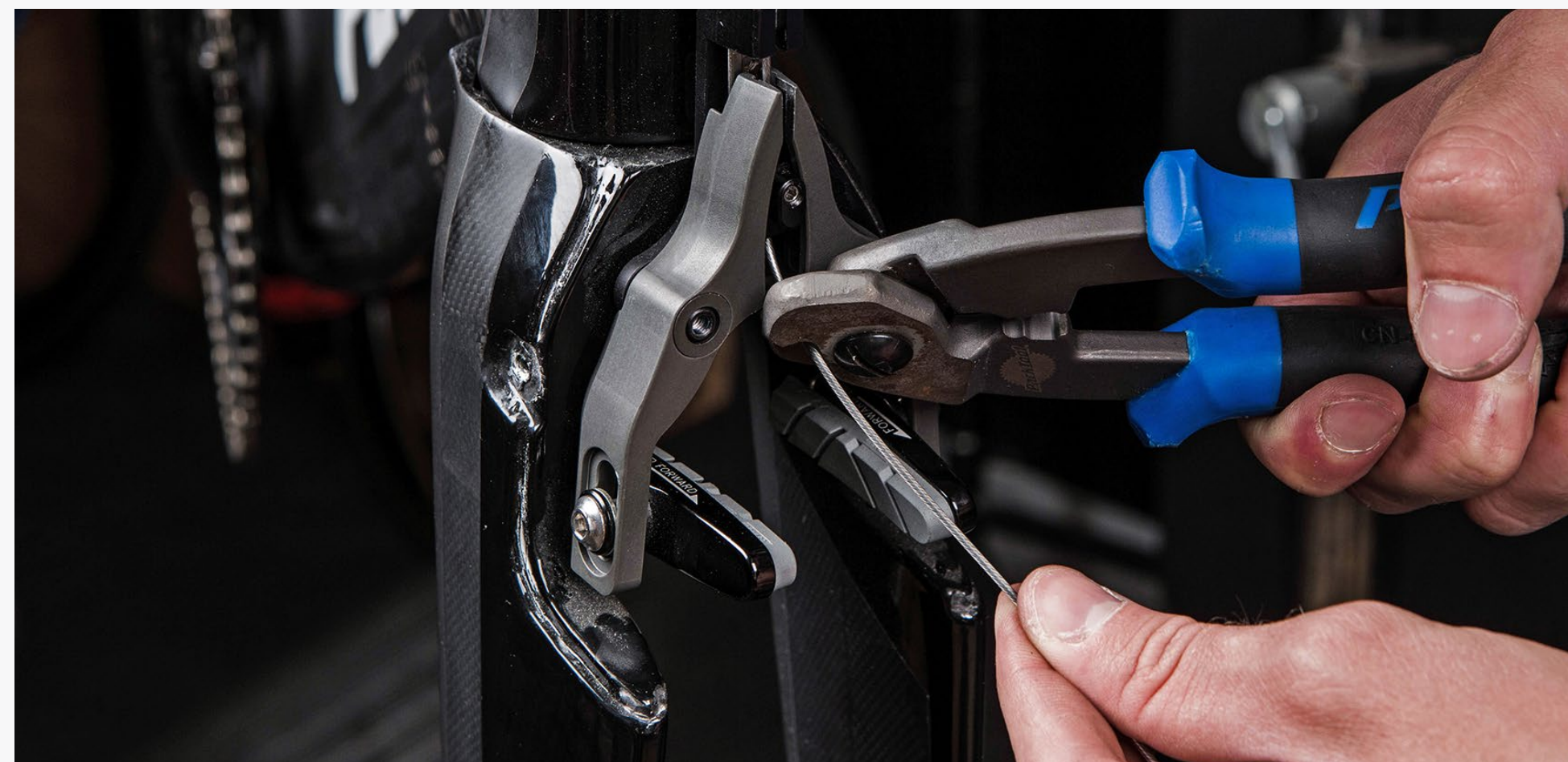


Step 14: If you have wider rims, place the 1mm silver washer on the outside of the brake arm, between the brake bolt and the brake arm. If you have narrow rims, then place the 1mm washer on the inside of the brake arm between the brake arm and the conical washer.



Step 15: Install the front wheel and double check the cable tension by squeezing the front lever with about 50% force. AT this point you want the lever to be slightly too tight. After the installation is complete, fully squeezing the lever a few times will bed in the cable and housing and loosen up the tension slightly.

Remove the front wheel and fully tighten the cable pinch bolt to 2Nm.



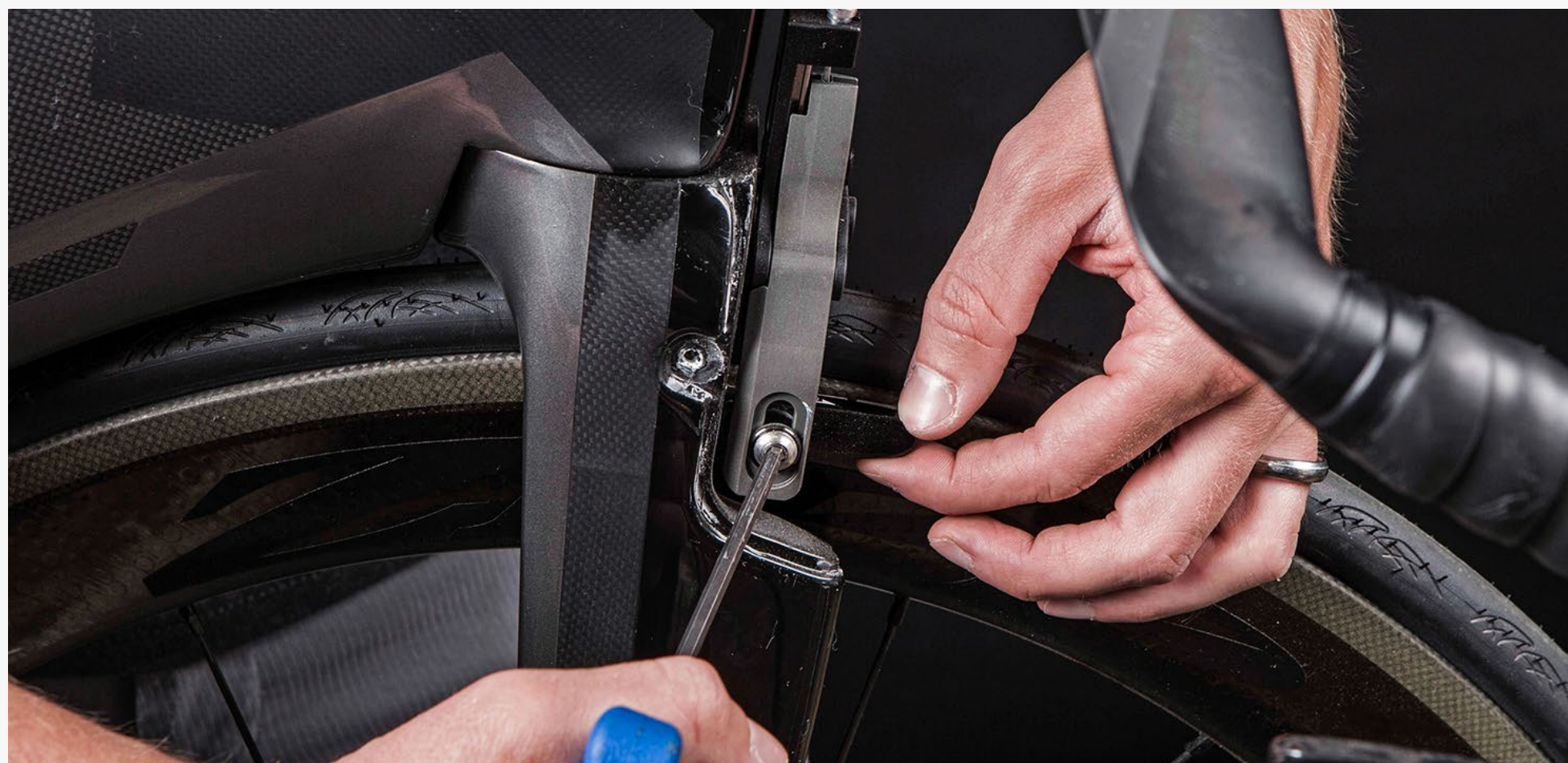
Step 16: Trim the brake wire as short as possible.



Step 17: Install cable end.



Step 18: Reinstall the front plate and tighten to 2Nm.



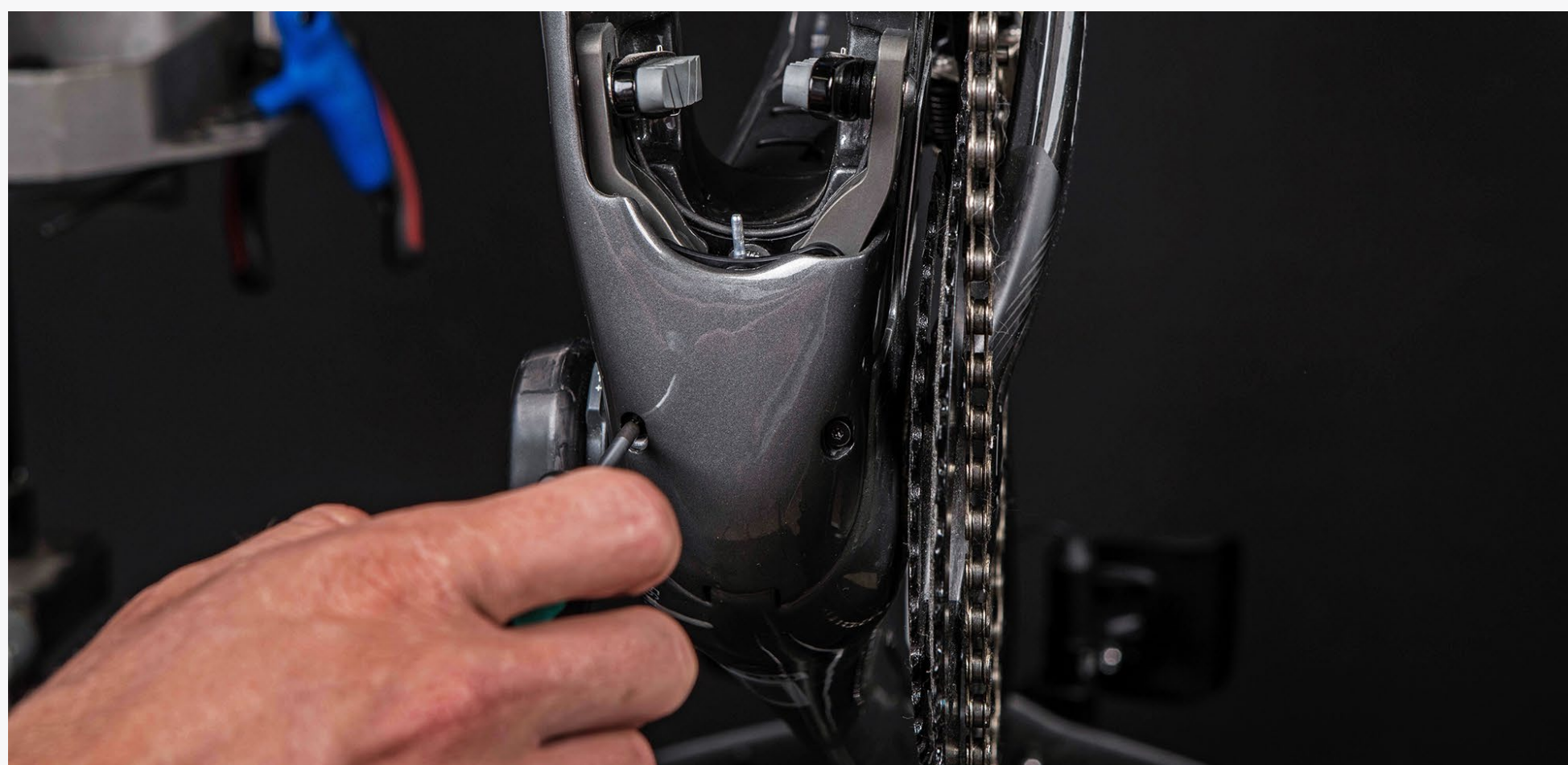
Step 19: Reinstall the wheel and adjust the brake pads if necessary.

Double check the brake tension and use the inline adjuster to make minor adjustments if needed.
Double check that all bolts are tight.

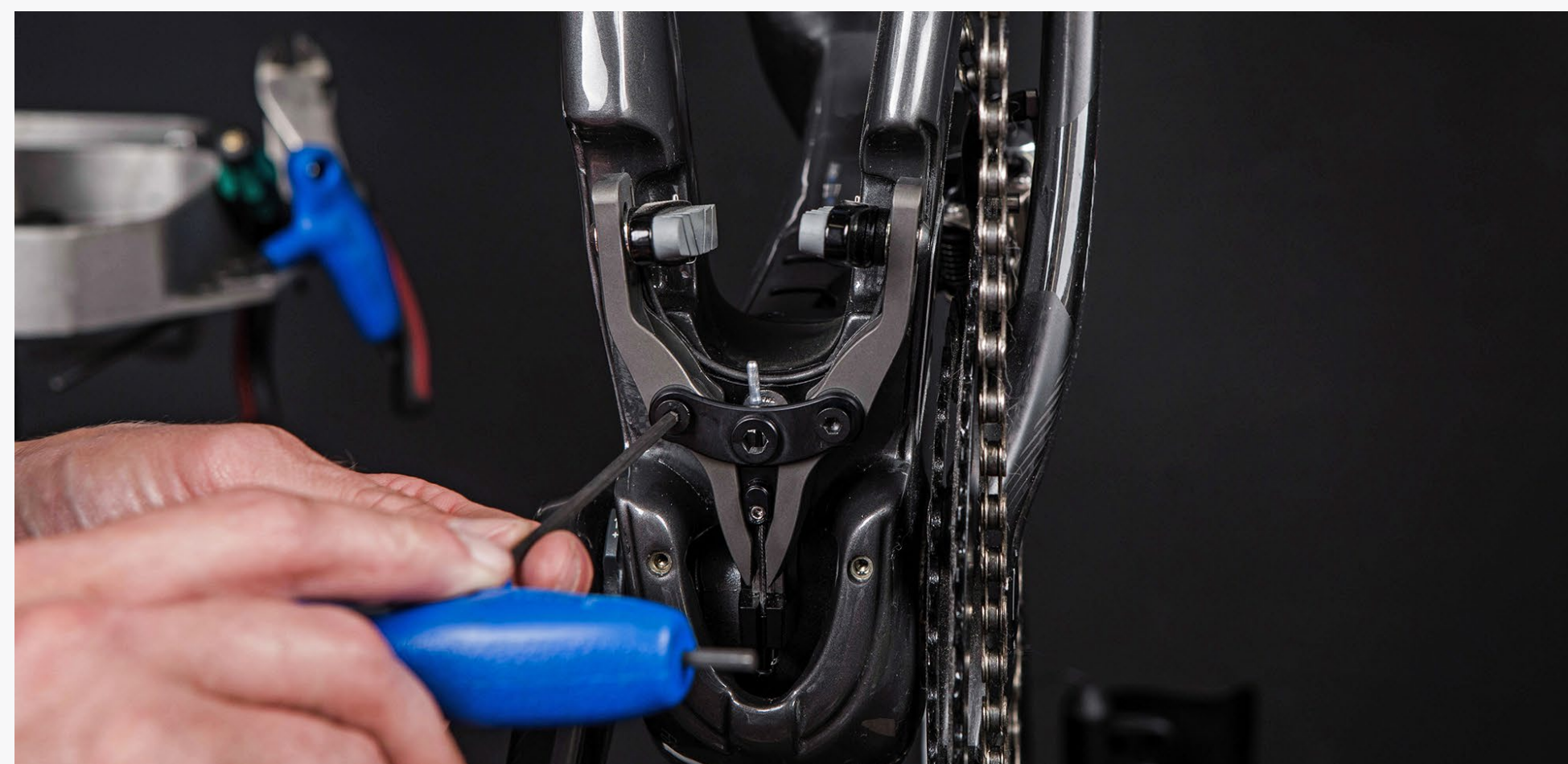


Step 20: Install the covers and tighten the (4) M3 screws to 4Nm. Finished.

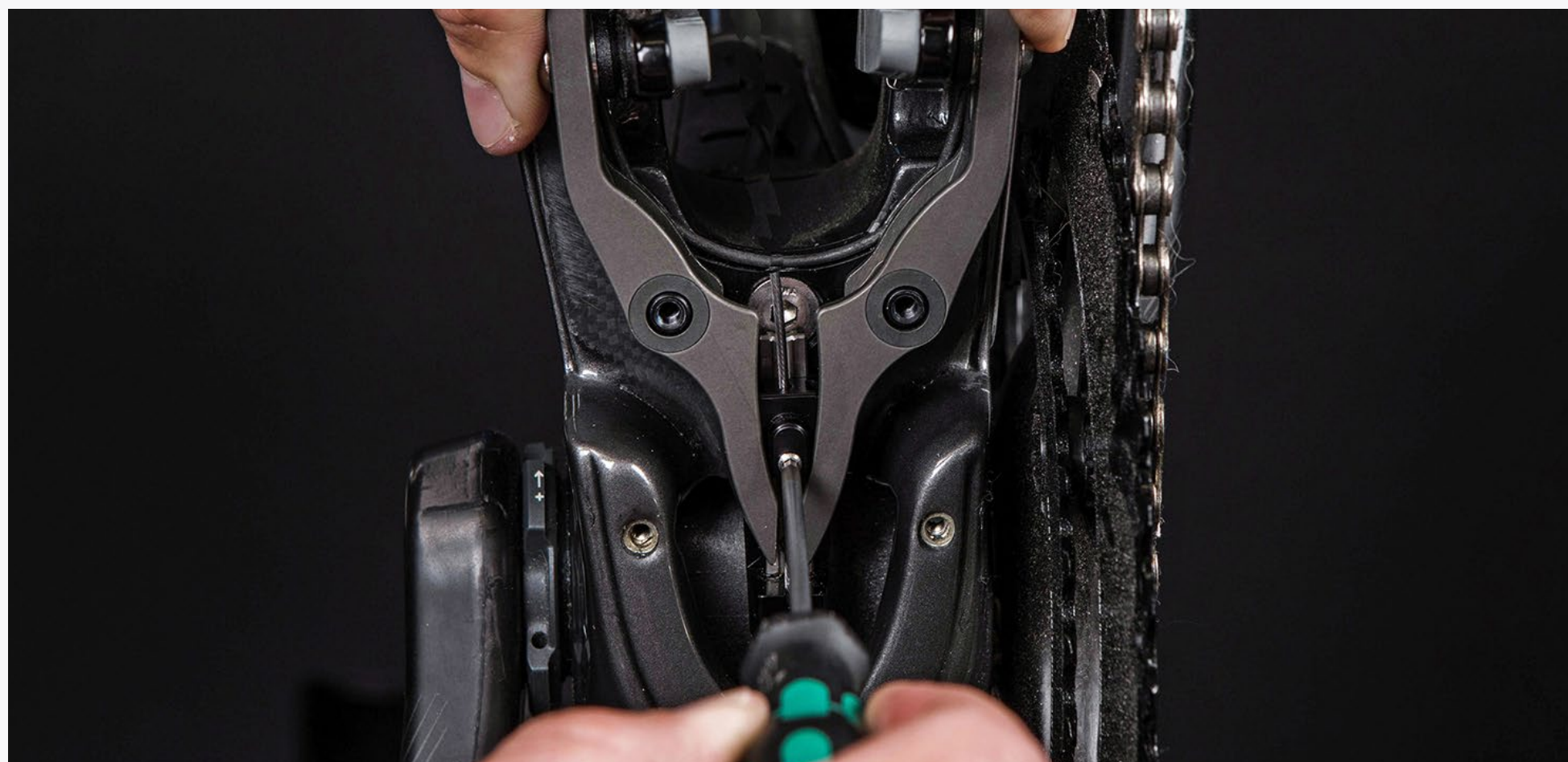




Step 1: Using a high-quality T9 Torx wrench (or a 2mm hex wrench if you have hex screws), remove the (2) screws that attach the rear cover, and remove the cover.



Step 2: Remove the brake front plate by removing the (2) M4 screws with a 3mm hex wrench.



Step 3: Loosen the cable pinch screw with a 2mm hex driver. Remove the cable by pulling it out of the brake lever. If you need to clean the brake at this point, please refer to the front brake cleaning instruction on how to further disassemble the caliper for cleaning.



Step 4: Remove the aerobar topcap by loosening the (2) M3 screws with a 2mm hex driver.

NOTE: If you have SRAM eTap, DO NOT remove the Junction box from the top cap at this time.

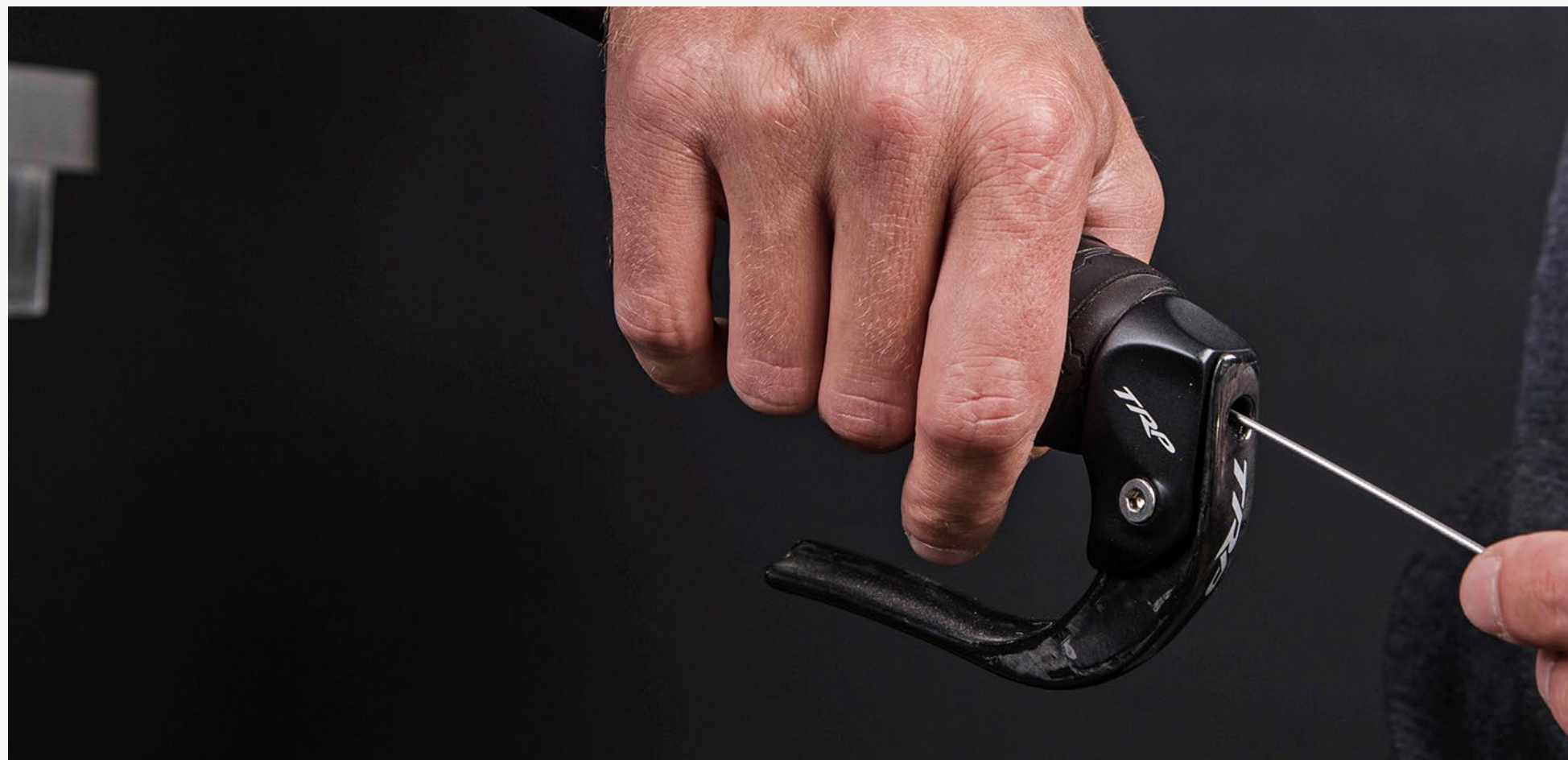


Step 5a: SRAM ETAP ONLY: remove the junction box by twisting it off the aerobar topcap. Alternatively, you can leave the topcap attached and let it hang off to the side out of the way.

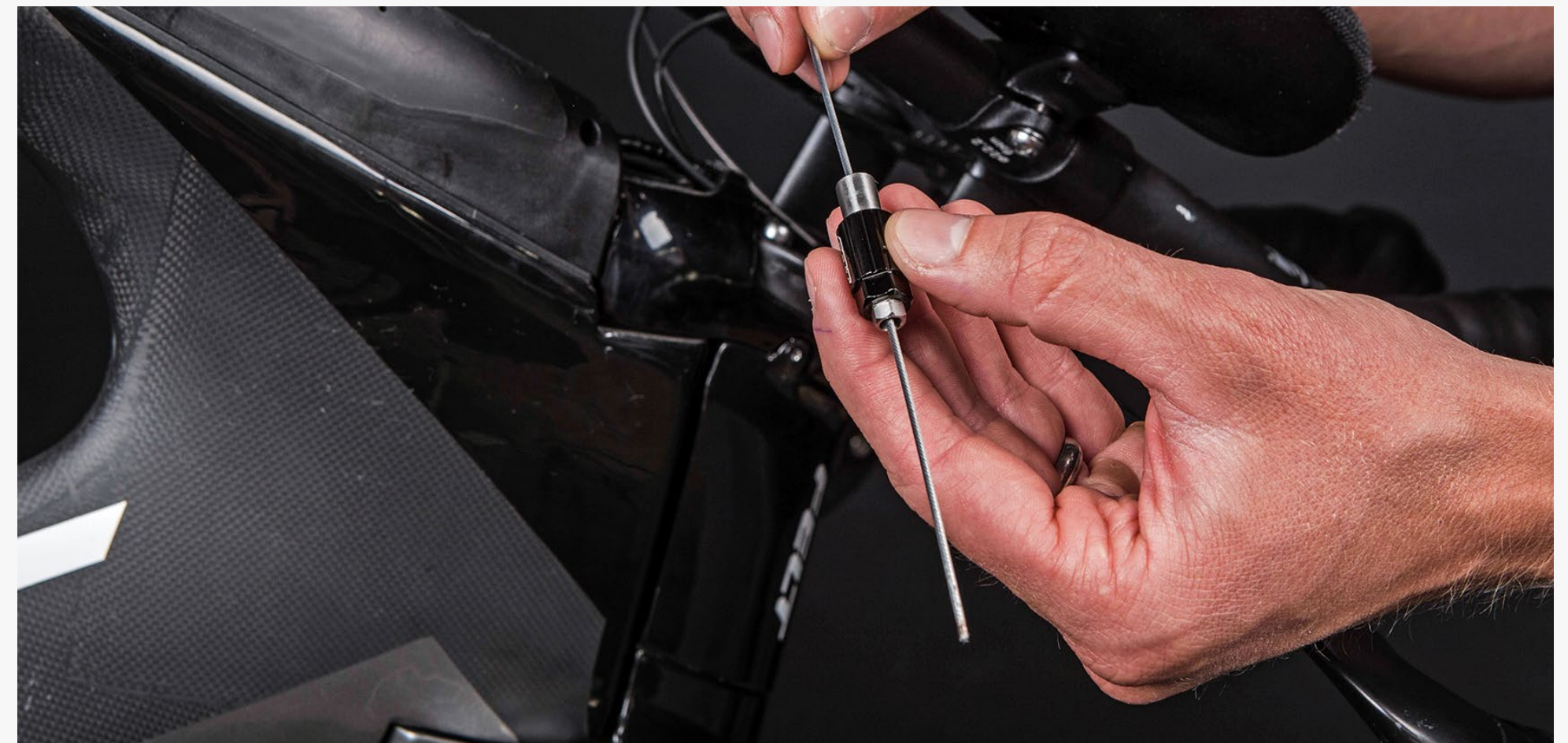


Step 5b: Remove the stem topcap by loosening the M6 bolt with a 4mm wrench.

NOTE: If you are changing the cable housing, use existing housing as a guide by inserting a used or spare inner wire. Then remove the old housing while leaving the inner wire either in the frame or in the handlebar depending on what part you are working on. Thread new housing over the inner wire.



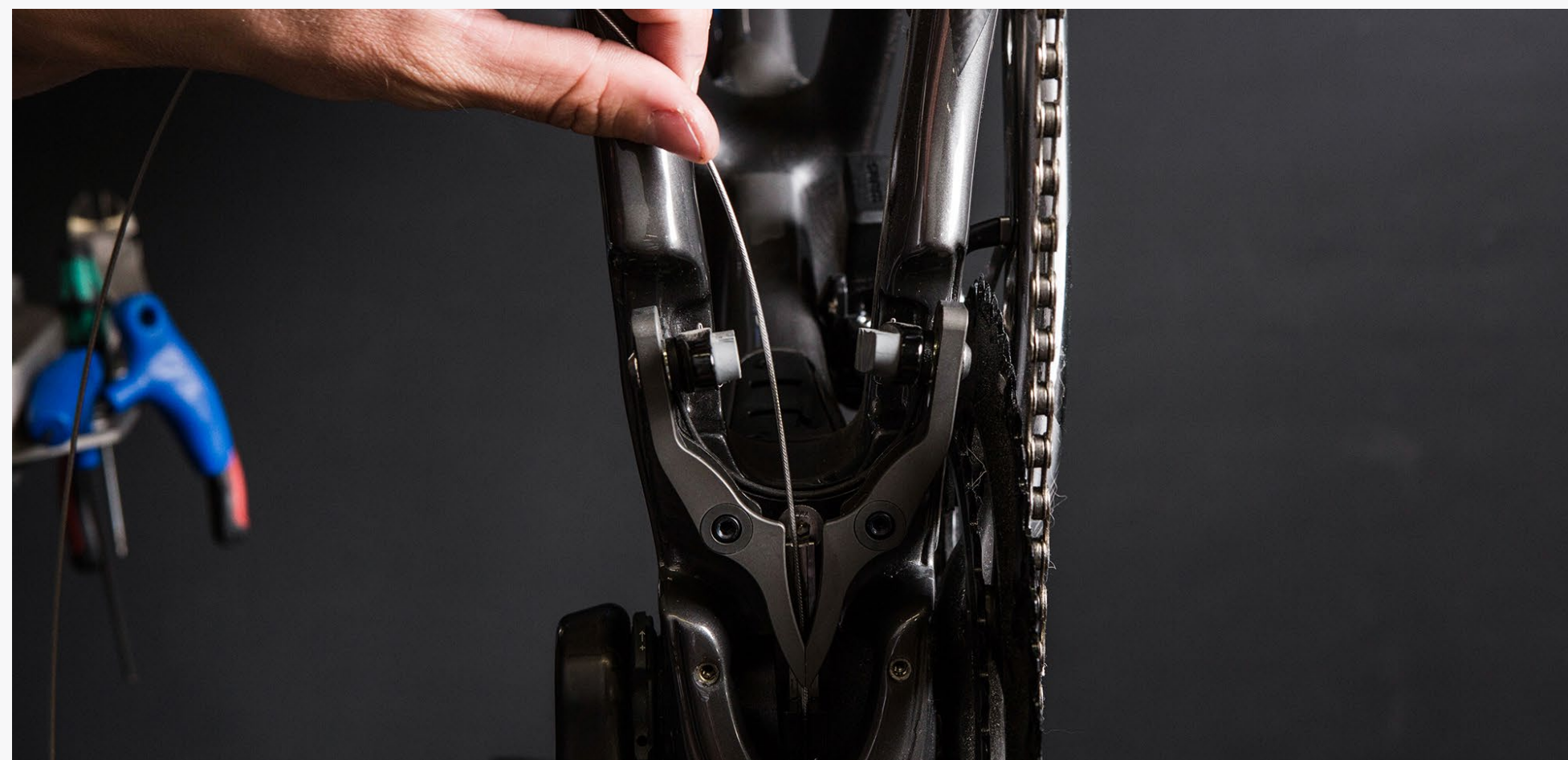
Step 6: Insert the new inner wire into the brake lever.



Step 7: The inline adjuster for the rear brake is located under the aerobar topcap. Please refer to the diagram on the next page to learn how to correctly position the inline adjuster.



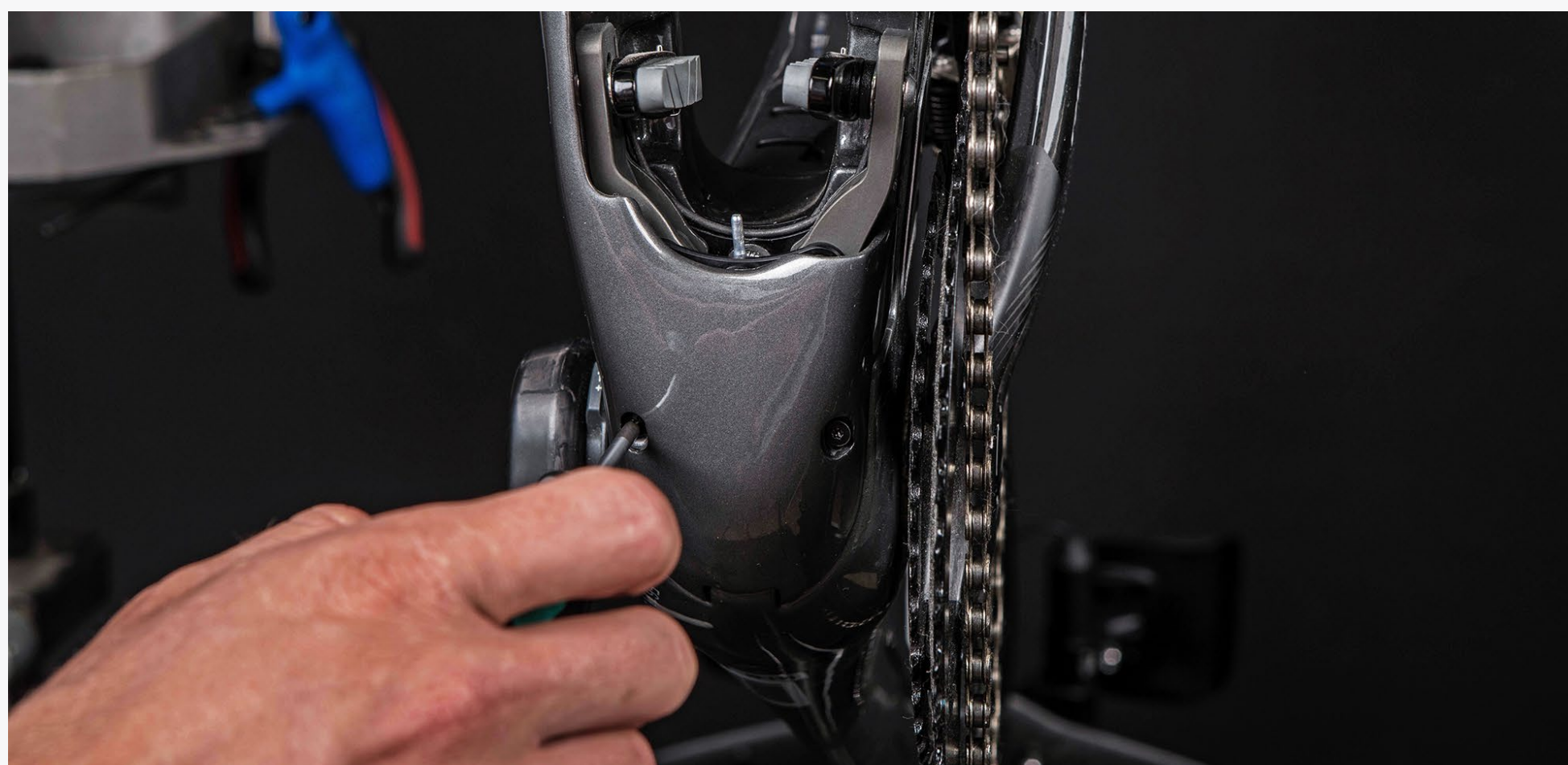
Step 8: Insert the brake inner wire through the inline adjuster as shown above. Make sure that the adjuster isn't screwed in all the way; back it out a few turns so that you have room to increase or decrease cable tension. Note that in the assembly shown above, the housing adapter isn't used because the housing entering the adjuster is Jagwire Elite Link Aluminum housing.



Step 9: Thread the brake wire all the way through to the brake caliper.

steps: 12-19 on
front brake guide
Pages: 6-8

Step 10: Follow steps 12-19 on the Front Brake Installation Guide to finish installation.



Step 11: Install rear brake cover.

