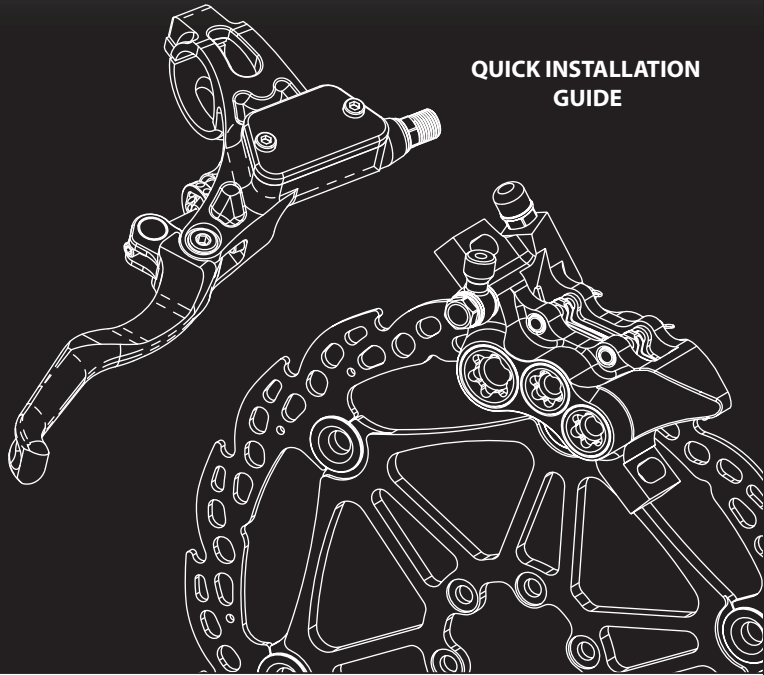


Moto 6



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HYDRAULIC DISC BRAKE SYSTEM



QUICK INSTALLATION GUIDE



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DESCRIPTION

This **Moto 6** brake system will provide awesome braking power yet be very progressive, the system has been designed to be used for downhill and free ride.

The **Moto 6** brake system uses the **Moto** lever that gives a smooth, solid and progressive feel. It features the Bite Point Control (BPC) to adjust lever feel, lever reach adjustment is also possible.

The **MONO6** one piece caliper is machined from a solid billet of aluminium and designed to offer both power and stiffness. Depending on forks, frame and rotor size, an adaptor bracket may be required.

The fitted braided hose will help prevent any damage that could occur in extreme riding conditions.

The rotor is available with two different options, the standard full stainless steel disc or the floating rotor with aluminium carrier.



WARNING

- **Don't overestimate your technical capacities. 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.**

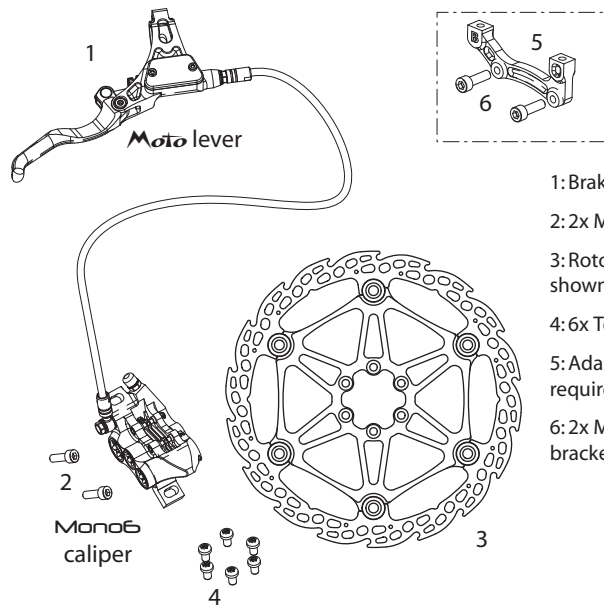
- **Brake pads contaminated with brake fluid, chain lubricant or unsuitable bike cleaner will need replacing because the overall brake performance will be greatly diminished.**

- **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
- 2: 2x M6x18 caliper bolts
- 3: Rotor (ϕ 203mm floating shown)
- 4: 6x Torx T25 disc bolts
- 5: Adaptor bracket (if required)
- 6: 2x M6x18 adaptor bracket bolts (if required)

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

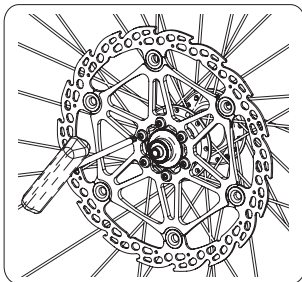
INSTALLATION STEPS

1. Attaching the disc rotor to the hub

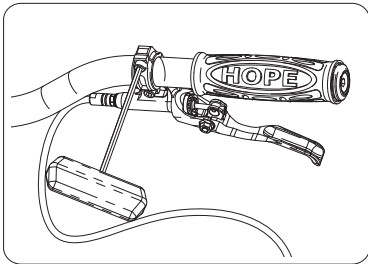
- Attach the disc rotor to the hub using the 6 Torx 25 bolts.
- Make sure that the laser marked arrow on the disc is pointing in the same direction as the forward wheel rotation.

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 Moto lever to the bars



a) Attach the lever assembly to the handlebars, when you are happy with the orientation of the lever tighten alternatively 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.

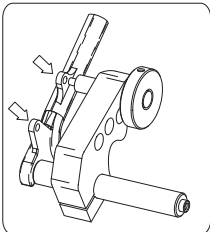
Note: If you are using gear shifters with a window indicator you may have to take it off in order to fit the master cylinder. Use the provided blanking sticker to avoid dirt going into the shifter.

 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 Mono6 caliper to the fork or frame

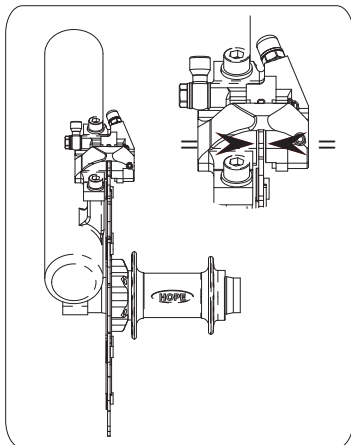
The Mono6 caliper is a postmount type. You will therefore need to use an adaptor bracket to fit it on IS brake mount and on some postmount forks.



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.

Mounting on Postmount type mounts




a) Before attaching the caliper ensure that the brake pads are fully retracted in the caliper. If not gently push the piston back using a plastic tyre lever or something similar. Beware not to damage the pads, take them off if necessary. Push on the left hand side pad backplate to push the right hand side piston and vice versa.

b) Mount the wheel fitted with the rotor, ensuring correct fitment in dropouts.

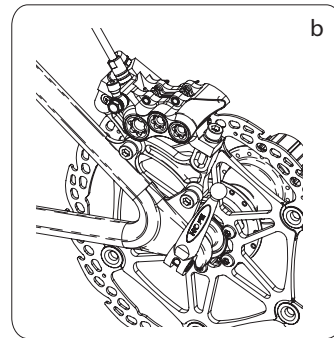
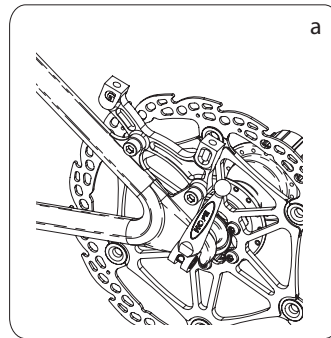
c) Position the caliper on the mount and slightly tighten the two M6 bolts.

d) At both front and rear of the caliper, adjust its position so it is central over the rotor (see arrows) then tighten the two M6 bolts using a 5mm Allen key. Recommended tightening torque 6Nm.

Note: We do not recommend pumping the lever to push pads out to align caliper at this point. See section 4 regarding this purpose.

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

Mounting on IS type mounts

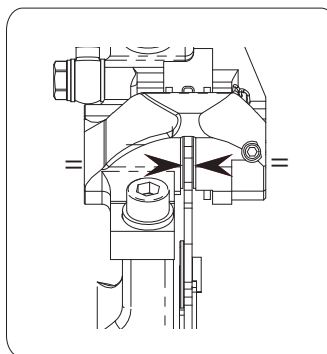


On IS mount you will have to use an adaptor bracket to be able to fit the brake caliper.

a) According to the rotor size and type of mounts, attach the suitable adaptor bracket onto the brake tabs and tighten the two M6 bolts using a 5mm Allen key. Recommended tightening torque 6Nm.

b) Follow the same instructions as fitting the brake onto a postmount (see previous section).

4. Centralise the pads over the disc

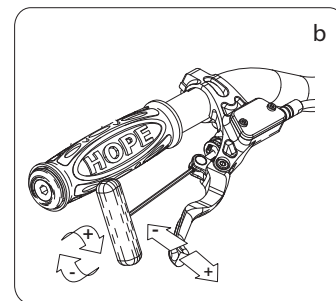
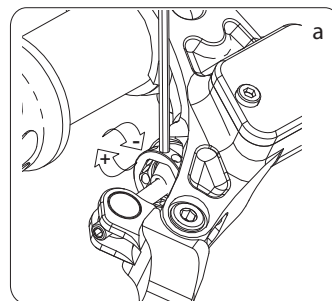


This step is very important and must not be ignored.

Gently pump the lever in order to bring the pads closer to the disc. One pad might make 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



The Moto lever allows two type of personal adjustment to fit all preferences.

a) **BPC (Bite Point Control) adjustment**: This will modify the free stroke of the lever blade before the pads enter in contact with the disc. Thread a 2mm Allen key or similar into the BPC knob driving holes (red knob, see arrow), turn the BPC adjuster clockwise to reduce the free stroke and anti-clockwise to increase the free stroke.

b) **Finger reach adjustment**: This refers to the position of the lever blade relative to the bars. After adjusting the bite point, you will need to set or re-set your lever reach as it will change when adjusting the BPC. Use a 2mm Allen key, turn the adjuster screw clockwise to increase the reach and anti-clockwise to reduce it.

Note: You may have to reproduce step a) and b) several times before reaching your optimum setting. Once you are happy with your BPC setting you shouldn't modify 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.