

DSK-330R ROAD MECHANICAL DISC BRAKE INSTRUCTIONS

Thank you for choosing this Promax brake system. With a focus on innovation and pushing bicycle technology forward, all of our products are designed and manufactured without compromise to meet the demands of riders everywhere.

To ensure the best performance and reliability, please follow the instructions provided. If you have any questions please contact an authorized dealer or Promax representative. Enjoy and ride safely!

▲ WARNING: Cycling can be dangerous. Bicycle products should be installed and serviced by a professional mechanic. Never modify your bicycle or accessories. Read and follow all product instructions and warnings including information on the manufacturer's website. Inspect your bicycle before every use and always wear a helmet.

For additional Product Safety and Warranty information please see promaxcomponents.com/safety



INCLUDED HARDWARE

- | Qty | Description |
|-----|--------------------|
| 1 | Brake Caliper Disc |
| 2 | Brake Pads |
| 2 | Mounting Bolts |

TOOLS FOR CALIPER INSTALLATION:

- 5mm hex wrench
- Torque wrench with 5mm hex socket

TOOLS AND MATERIALS FOR RECOMMENDED BRAKE CABLE AND HOUSING INSTALLATION:

- 5mm cable housing
- Housing end caps
- Cable tip
- Housing cutter
- Cable cutter and crimper
- Awl
- T-25 Torx wrench

DISC BRAKE INSTALLATION

Disc brake installation is a six-step process. For optimal performance of brakes, with each caliper replacement, we recommend also replacing brake rotor, brake cable and cable housing. These steps below are shown as optional!

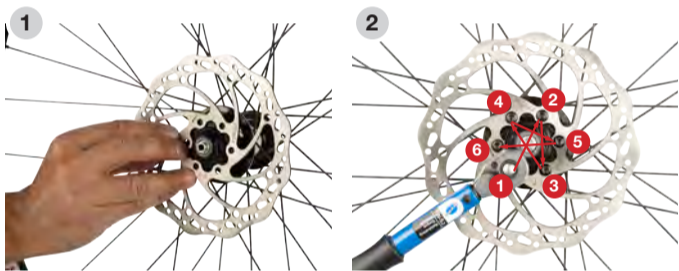
1. Install brake rotor (optional).
2. Adjust brake caliper and mount loosely to frame.
3. Install brake lever. Measure and cut new housing (optional).
4. Thread brake cable through brake lever and housing and secure to caliper (optional).
5. Apply brake lever and tighten caliper mounting bolts.
6. Trim excess cable, adjust, and perform brake pad bed-in procedure.

PROMAX DISC BRAKE CALIPER AND ADAPTER CONFIGURATIONS

| FORK/FRAME TO CALIPER MOUNT CONFIGURATION | MOUNT TYPE | ROTOR SIZE | | |
|---|--------------------|-------------------|---------------------------|-------------------|
| | | 140mm | 160mm | 180mm |
| Post Mount to Post Mount | 140 Post Mount | None / Direct Fit | PM180F | - |
| | 160 Post Mount | - | None / Direct Fit | PM180F |
| | 180 Post Mount | - | - | None / Direct Fit |
| IS Mount to Post Mount | 160 IS Mount FRONT | - | IS160F | IS160R / IS180F |
| | 140 IS Mount REAR | IS160F | IS160R / IS180F | IS180R |
| Flat Mount to Flat Mount | Flat Mount FRONT | FH160F / FH140F | FH160F / FH140F / FM160F* | - |
| | Flat Mount REAR | None / Direct Fit | FM160R | - |
| Flat Mount to Post Mount | Flat Mount FRONT | FP140F | FP160F | - |
| | Flat Mount REAR | FP140R | FP160R | - |

*For better cable routing use FM160F with flat mount calipers

STEP 1: INSTALL BRAKE ROTOR (OPTIONAL)



▲ WARNING: Avoid touching the rotor face with your bare hands. Gloves are recommended as fingerprint oil and grease deposits on the rotor face can contaminate the brake pads, resulting in a significant loss of braking force. Handle the brake rotor only by the radial spokes or center mounting ring. If you accidentally touch the rotor face, clean with a rag and isopropyl alcohol.

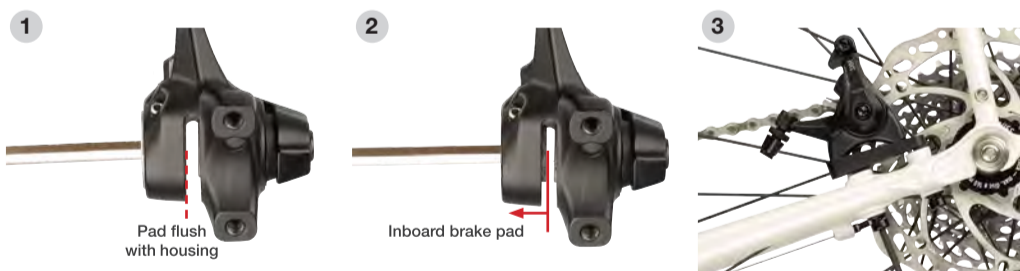
Remove the wheel per manufacturer's instructions.

Position the rotor onto 6-bolt hub with the direction arrow following the forward rotation of the wheel.

While applying a clockwise rotation to the rotor use T25 Torx wrench to install and tighten the bolts 1/4 turn at a time following the pattern shown. Continue until the bolts are tightened to 5Nm.

Reinstall the wheel per manufacturer's recommendation.

STEP 2: ADJUST BRAKE CALIPER AND MOUNT LOOSELY TO FRAME



Remove brake pad spacer. Adjust inboard brake pad so it is flush with caliper using 5mm hex wrench.

To set proper pad position use a 5mm hex wrench and turn clockwise 360 degrees.

Loosely install caliper and adapter to the frame. (See Adapter Chart at left.)

STEP 3: INSTALL BRAKE LEVER. MEASURE AND CUT NEW HOUSING (OPTIONAL)



NOTE: To ensure the best performance we recommend installing a new brake cable and housing with any new caliper installation.

Undo the drop bar grip tape. Pull out old brake cable through the shifter and remove old brake cable housing.

Use old cable housing as a rough guide to measure new cable housing length. Test-fit housing along frame.

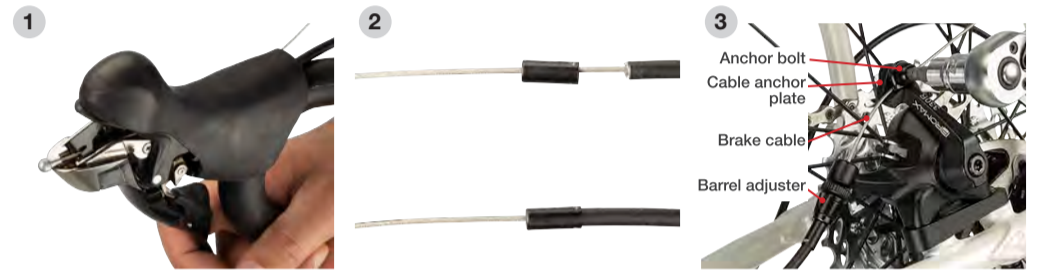
If old housing is not available, loosely run housing along the frame where needed. Ensure housing makes smooth bends between cable stops and that handlebars can rotate completely in both directions without pulling housing out.



Cut cable housing to length.

To ensure cable housing is free of burrs, use an awl to re-form the cut end.

STEP 4: THREAD BRAKE CABLE THROUGH BRAKE LEVER AND HOUSING AND SECURE TO CALIPER (OPTIONAL)



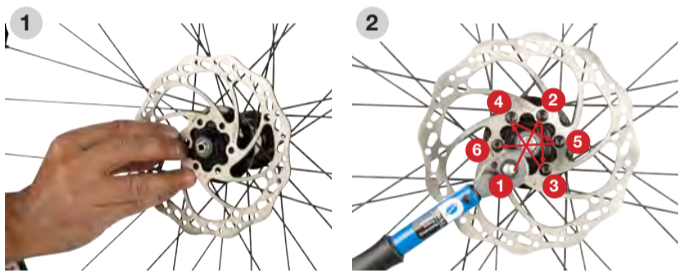
Install cable into the brake lever following the manufacturer's instructions.

Install end caps on each end of the brake housing and thread on to the brake cable. Ensure the cable moves smoothly with no binding.

CAUTION: Brake cable binding must be corrected before proceeding with the installation. Check for crushed cable ends, housing or cable kinks, or frayed cable housing strands that touch the cable.

Route cable and housing to the brake caliper and into the barrel adjuster. Thread cable under cable anchor plate, pull taut and tighten cable anchor bolt to 6Nm. Do not trim excess brake cable yet.

STEP 1: INSTALL BRAKE ROTOR (OPTIONAL)



▲ WARNING: Avoid touching the rotor face with your bare hands. Gloves are recommended as fingerprint oil and grease deposits on the rotor face can contaminate the brake pads, resulting in a significant loss of braking force. Handle the brake rotor only by the radial spokes or center mounting ring. If you accidentally touch the rotor face, clean with a rag and isopropyl alcohol.

Remove the wheel per manufacturer's instructions.

Position the rotor onto 6-bolt hub with the direction arrow following the forward rotation of the wheel.

While applying a clockwise rotation to the rotor use T25 Torx wrench to install and tighten the bolts 1/4 turn at a time following the pattern shown. Continue until the bolts are tightened to 5Nm.

Reinstall the wheel per manufacturer's recommendation.

STEP 5: APPLY BRAKE AND TIGHTEN CALIPER MOUNTING BOLTS

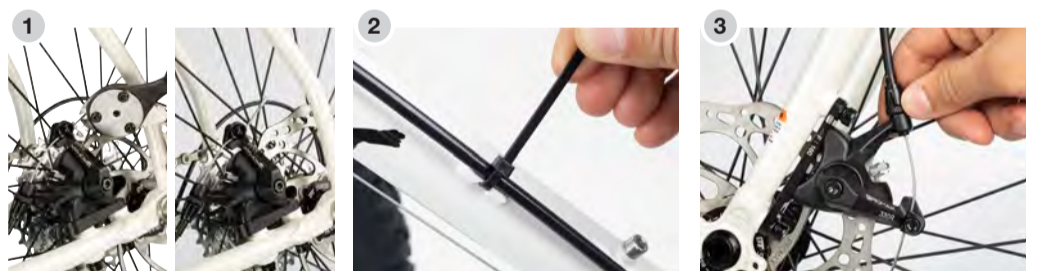


While squeezing brake lever, tighten brake caliper bolts to 5Nm.

Using a 5mm hex wrench, turn inboard pad adjustment 90-degrees counter clockwise. This allows for proper pad clearance.

Spin the wheel to make sure it spins freely. If the brake pads rub the rotor surface, use the pad adjustment to position the pad correctly.

STEP 6: TRIM EXCESS CABLE, ADJUST, AND PERFORM BED-IN



Cut excess brake cable. Check for clearance between the brake cable end and the brake rotor and spokes. Bend and/or trim the brake cable to prevent contact with any moving components. Install and crimp cable tip.

▲ WARNING: Check the brake cable end before riding to ensure it does not contact the brake rotor or spokes. Cable contact with the rotor or spokes can result in serious injury.

Secure housing to frame using zip-ties if needed.

With bike on work stand, rotate the wheel and apply brakes. Rotate barrel adjusters to obtain preferred brake feel. Release the brake lever and spin wheel again to ensure the brake pads do not drag against the rotor. Adjust inboard pad clearance if necessary.

NEW BRAKE PAD BED-IN PROCEDURE

The brake pad break-in procedure is critical to achieving quiet operation, maximum performance and long brake pad life. The procedure heats up the brake pad and "embeds" a thin film of friction material onto the face of the rotor. Perform the break-in procedure immediately after installation and before performing any long rides.

- Accelerate to a moderate speed and firmly apply brakes until you slow to walking speed. Do not lock your wheels during the procedure. Repeat 20 times.
- Accelerate to a faster speed and firmly apply brakes until you slow to walking speed. Do not lock your wheels during the procedure. Repeat 10 times.

▲ WARNING: Disc brakes apply more stopping power than rim brakes. Use less braking pressure than normal during the first few bed-in stops to prevent wheel lockup, crash, and serious injury. Increase brake pressure on each successive braking sequence as you become accustomed to their operation.

ONGOING DISC BRAKE MAINTENANCE

PERIODIC BRAKE PAD ADJUSTMENT

Brake pads wear with use, causing you to move the brake lever more to achieve the same braking effect. Compensate for brake pad wear by rotating the barrel adjuster at the caliper, by moving the brake pads closer to the rotor, or doing both.

CLEANING

Disc brake performance is reduced significantly by the presence of oil or grease, mud, snow or ice on the rotor face. Remove ice and snow before and during your ride. Rinse mud off the rotor using clean water. Remove oil and grease with isopropyl alcohol and a clean rag.

CHECK PAD THICKNESS

Replace brake pads when the pad material is worn to 0.5mm or less (not including the backing plate).

REPLACEMENT PAD SHAPE

