works by pushing air up through the center of the disk. They did this to get less heat fade and more consistent performance. The downfall is that these new rotors are about three ounces heavier.

A new Moto style lever is also employed. It has very detailed CNC work, and is unusually long. When mounting, we had to put the perch almost three inches away from the grip to get the most comfortable position for our hands. This is not entirely a bad thing. For one, you get more leverage, which equals great power and modulation. And two, because the lever can be mounted so far inboard, it easily clears the shifter pod.

These brakes have two adjustments to the levers. There is the usual reach adjustment set screw and, new for Hope, is the addition of a bite-adjusting barrel, this adjusts the pad clearance from the rotor. The benefit is that you can now adjust out any rubbing between the pads and disk.

How do they work?

Absolutely amazing! We've had a full month of non-stop riding through both Mammoth Mountain and the Whistler Bike Park. These are two places that are extremely hard on brakes (the high speeds at Mammoth are enough to glaze any rotor, and the mud and roots in Whistler can destroy just about anything). At the beginning of the season we took one trip to Mammoth Mountain with one of the more-common mtb brakes. These brakes performed amazingly on the local trails around town. However, performance suffered greatly once they met with the steeper, higher speeds of Mammoth Mountain.

When other brakes literally could not take the heat, Hope stepped up to the plate. There were two trails specifically that our other brakes where failing on, Kamikaze and Velocity. The 40- and 50-mph speeds had turned our rotors violet blue and the pads lost their bite.

Once we reached Mammoth with the new Moto V2, our agenda was multiple runs down each of these two trails. Each time we would get to the bottom and look for discoloration on the rotors, and each time there was none. The energy absorbed was nothing the vented rotors couldn't handle.

The next stop was Whistler. Rain had been coming down for days so the trails were nice and soupy. It was a perfect change from the dusty pumice of Mammoth. To really put these brakes through their paces, we felt it was best to stay in the mud and roots up top on the Garbanzo ski lift.

The brakes themselves remained absolutely perfect throughout the trip, but a slip on a wall ride made for a good mechanical test. What happened was the rear brake went out when a test rider slipped sideways on a wall ride and knocked the hose fitting loose. I'm embarrassed to say it took us a few pumps of the lever to figure out what had happened (by that time, all the fluid had been pumped out onto the caliper, brake pads, and disc).

This gave us a good chance to bleed the brakes and see how the pads work after contamination.

For the bleeding we first removed the caliper to get the brake hose vertical. Next, we opened up the reservoir and then the trick turned out to be that you must pump the brake lever a few times before cracking open the bleed nut at the caliper. Once the bleed nut is open, keep pumping and you will see the air start to come out of line, also don't forget to add brake fluid to the reservoir. This was repeated three or four times and the brake started feeling like new again.

For the pads and rotor, we just gave both a thorough washing with liquid dish soap and, to our surprise, they were also working like new again.

The bottom line

Hope's new Moto V2 brake is a superb piece of equipment. During each run down the mountain, the new brake stayed consistent (the lever always engaged at the same point and the power was always the same). The result was less arm pump and greater modulation.

For high-speed riding, or mountain resort riding, we can say with confidence the Hope V2 is the best brake now on the market. Nothing has matched its consistent feel under high loads of braking. If you're someone who is unusually hard on brakes, the Moto V2 is a blessing. Hope has definitely raised the bar with this one.