



CAUTION: READ THIS BEFORE INSTALLING YOUR BRAKES!

Riding bicycles can be dangerous. These instructions should be read thoroughly before installation. Failure to follow these instructions before installing and using Hope Technology Components can result in severe injury or death.

- 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 may cause serious or fatal injuries.
- During installation, keep your fingers away from rotating disc rotor..
- Please refer to our website how to videos and technical documents for more information including servicing and maintenance: www.hopetech.com / Tech support.
- This brake system has been designed to be used only on two-wheel vehicles with human propulsion. Any other application is not advisable and could result in the failure of this product.
- A brake mount is required, you must use a Hope Technology Postmount to Radial Mount adaptor.
- Before each ride always check the brake for proper function, the brake pad for wear (0.5mm of pad material left minimum) and that there is no system damage resulting in fluid leaks.
- Your brake system will generate heat during braking. Never touch either the disc or caliper after long braking period as this could cause severe burns.
- It's common sense to check that your wheel's retention systems and frame components 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 ability.
- Brake pad contaminated with brake fluid, chain lubricant or unsuitable bike cleaner will need replacing because the overall brake performance will be greatly diminished.
- If you have any doubts or questions, please contact your dealer or the appropriate distributor for your country.
- If you decide to ignore these important safety warnings and instructions, you are doing so at your own risk and Hope Technology cannot be held responsible for any consequences resulting from the misuse of the brake system.



BOX CONTENTS

- Brake system: Fully bled
- Postmount to Radial Brake mount adaptor
- Caliper and Brake mount bolts
- Brake Pads (3 sets)

TOOLS REQUIRED

- Torx T10 driver · Torx T25 driver · 4mm Hex · 5mm Hex
- 8mm Spanner · Flat blade screwdriver

FITTING THE BRAKE SYSTEM

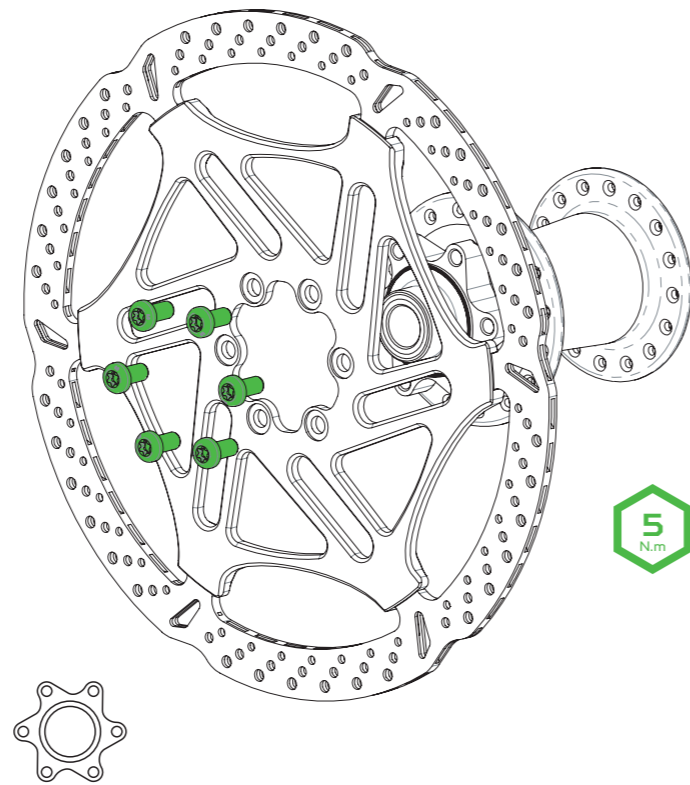
All brakes are supplied with a 2m hose length. This means most brake hoses will need to be shortened during installation. We recommend leaving brake hoses uncut for initial fitting and set-up, once good function is confirmed then proceed to shortening the hose and bleeding the brake system.

ATTACHING THE ROTOR TO THE HUB

CAUTION: The V6 brake system is compatible with a disc thickness from **2.3mm to 3.3mm only**.

It is highly recommended that you use only Hope disc rotors with this brake system. Our rotors have been developed to work in combination with our calipers and brake pads to give the best overall system performance.

- The brake rotor is attached using six bolts.
- Make sure that the laser marked arrow on the rotor is pointing in the same direction as the forward wheel rotation.



6 BOLT STANDARD

Uses 6x M5 screws on Ø44 PCD to fasten disc on to hub. Using a T25 torx driver, tighten the M5 rotor bolts in a cross pattern.

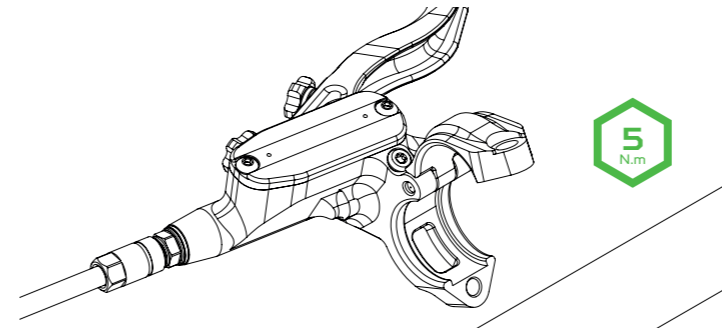
Recommended tightening torque: 5N.m

COMPATIBLE OPTIONS:

- Vented 3.3mm · Fixed or Floating 2.3mm

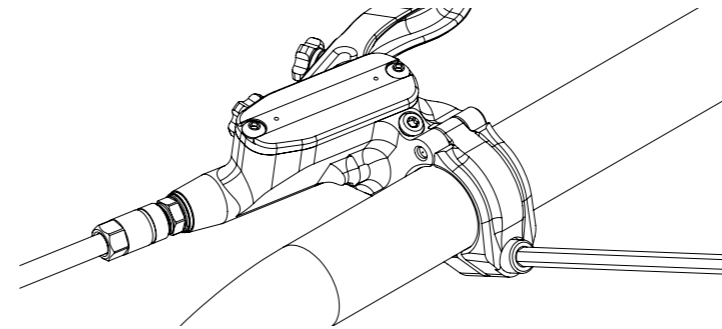
ATTACHING THE LEVER TO THE HANDLEBAR

001 Remove the M5 clamp bolt on the brake master cylinder using a 4mm hex. Open the hinged clamp and position over the handlebar. Re-insert the M5 bolt but don't fully tighten.



002 Position the lever close to its final riding position. Take into account if handlebars will be cut down, stem length or stack height will be altered. Once in position fully tighten the M5 clamp bolt.

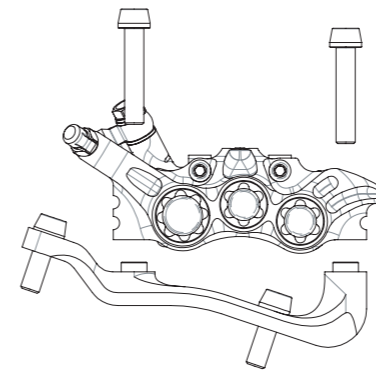
Recommended tightening torque: 4-5 N.m



003 Route the brake hose as close as possible to its final path while leaving the brake system fully intact. Gather any excess hose at the lever end of the brake, this will be removed later when the hose is shortened.

MOUNTING THE CALIPER

001 To ensure that the caliper is properly aligned and to help avoid squealing, bad lever feel or brake pad rub - prior to fitting the brake, it is important that the tabs of your fork or frame are clear of any paint or burrs. Consider having the brake mounts faced for perfect alignment and the best brake performance.

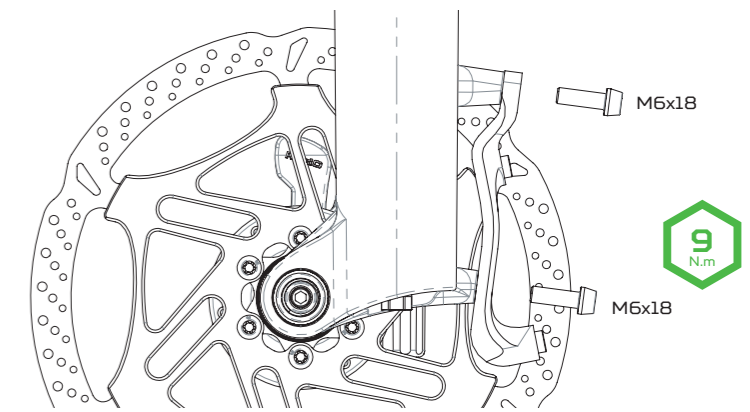


002 The V6 caliper is only compatible with Postmount forks or frame mounts, you'll need to use an adaptor bracket so the caliper fits properly with the selected disc size. Refer to the "V6_Brake_Adaptor_Mount" document to find the suitable Postmount to Radial Mount adaptor.

003 Before attaching the caliper ensure that the installed brake pads and the pistons are pushed fully back into their housing. This is to facilitate the caliper alignment.

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

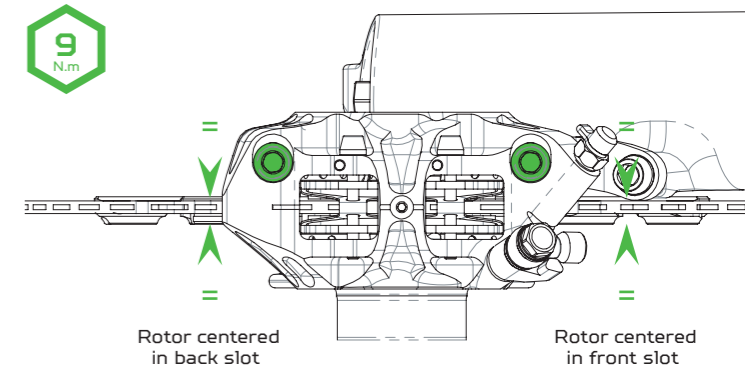
005 Position the adaptor on the brake mount and tighten the two M6x18 screws using a 5mm hex drive. **Recommended tightening torque:** 8-9N.m



006 Position the caliper on the brake mount and slightly tighten the two M6 screws ensuring there is at least 9-10mm of thread engagement.

007 At both front and rear of the caliper, adjust its position so it is central over the rotor (see arrows on figure below) then tighten the two bolts using a 5mm hex. **Recommended tightening torque:** 8-9 N.m

For more information see BRAKES_Tech_Book 'Setting Up Your Brake'



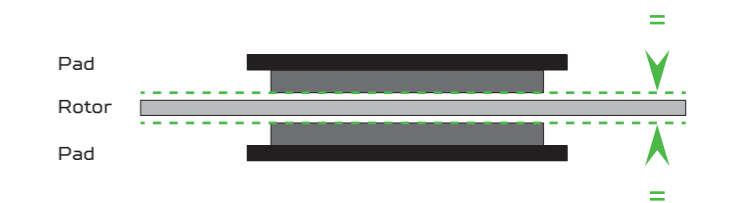
NOTE: Once the caliper is aligned, caliper bolts shouldn't be undone unless changing disc. We **do not recommend** pumping the lever to push pads out to align caliper at any point. (See section regarding the alignment of pads.)

PAD ALIGNMENT

001 Gently pump the brake lever to push the pads out until they contact the disc. Each pad should sit away from the disc an equal amount and travel the same amount when the brake is applied. A disc bending when the brake is applied is evidence of badly balanced pads. All parts of both pads should contact the disc simultaneously.

002 Adjust the pad balance as necessary by levering behind the pads to hold the opposite piston back and allow the opposing piston to come out further.

003 If the pads are at any point going out of balance, reset the system by pushing each piston back and therefore pads away from the disc then proceed to step 001 again. Do not undo caliper bolts.



CHECK BRAKE FUNCTION

Pull the brake lever and check for solid lever feel. Make note of where the bite point is relative to the bars. These checks will become your reference for checking the brake post bleeding and confirming the bleed has been completed successfully.

