

# INSTALLATION

The CRS C4 by Clarks 4 piston brake system is compatible with post mount frame fittings, with mounting centres of 74.2mm (standard). It can also be converted for International Standard fixings when using the appropriate brackets.

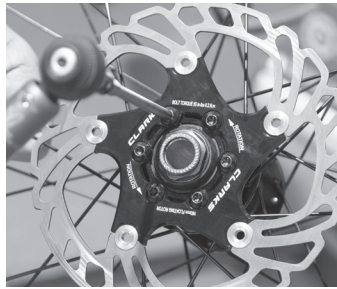
**Please note:** As hydraulic disc brake callipers are self adjusting do not apply any pressure to the lever until the brake set has been fully assembled with the rotor and calliper in place.

**Tools required** - Torx T25 driver, 5mm Allen key.



**1** - Fit the front and rear lever assemblies to the handlebar. Tighten the lever clamp bolts using a T25 Torx driver.

Recommended torque setting - 6-8NM



**2** - Fit the rotors to the front and rear wheels using the 6 x T25 Torx head bolts supplied. Finger tighten all bolts, then torque up all bolts, tightening opposite bolts going around the rotor to avoid distortion. Fix the wheels back into the frame.

Recommended torque setting - 6.2NM



**3** - Remove the calliper pad spacer and fix the callipers to the mounting points on the front and rear forks. If required - fasten the I.S. bracket (or Post Mount bracket) to the bike fork mounting points using 2 x M6 x 18mm bolts supplied, and then fix the calliper to the bracket. Do not tighten the calliper bolts at this stage.

Recommended torque setting - 11-13NM.



**4** - With the calliper in place over the rotor, apply pressure to the lever. This will help to centralise the callipers over the rotor. With the brake lever still applied tighten the calliper bolts to the Post Mount or I.S. fixings.

Recommended torque setting - 11-13NM.



**5** - Check that the calliper is aligned in relation to the rotor and that the rotor is central between the pads. If not adjust accordingly by adjusting the calliper fixing bolts. The rotor should not 'scuff' against the pads.



**6** - If your frame allows, route all hoses, correctly fastening them against the frame. Make sure that the hoses do not impede the steering and are not kinked.

**Always test your brakes for effectiveness before riding your bike.**

## BEDDING IN PERIOD

To achieve maximum braking performance the new pads will need to be bedded in.

To do this ride a short distance whilst alternatively, gently applying the brakes on and off without attempting to stop. This process pairs the pads with the rotors. Expect the brake performance to significantly improve over the first few rides through use.

## REACH ADJUSTMENT

The C4 brake system has reach adjustment. This allows the rider to adjust the distance between the lever blade and the handlebars, allowing the rider to create the perfect set up for hands and finger strength.

Turn the reach adjustment screw located on the inside of the lever blade. Clockwise to increase the distance from the handlebar. Anti-clockwise to decrease the distance from the handlebar.

## BLEEDING PROCEDURE

**Please note:** The CRS C4 uses mineral oil. If the oil contaminates the pads during the bleeding procedure the pads must be replaced.

**Tools required** - 1 x Syringe filled with fluid (fill), 1 x Syringe with a small amount of fluid (drain), T15 Torx head, protective gloves, protective goggles.



**1** - Remove the calliper bleed bolt and attach the syringe (fill). Finger tighten the syringe only.



**2** - Remove the lever bleed bolt and attach the syringe (drain). Finger tighten the syringe only.



**3** - Gradually depress the syringe at the calliper, pushing the fluid from the calliper through to the lever syringe.



**4** - Continue this process until no air bubbles can be seen exiting the system into the drain syringe.



**5** - Remove the drain syringe from the lever. Securely fasten the bleed nipple back into position. Wipe up any fluid that has spilled from the lever.



**6** - Remove the fill syringe from the calliper. Securely fasten the bleed nipple back into position. Wipe up any fluid that has spilled from the calliper.



**7** - Test your brakes. If all the air has been cleared from the system, the lever should feel 'firm' and 'responsive'.



Brakes are a safety critical product. Clarks recommend that they are fitted and maintained by a qualified cycle mechanic. Always test your brakes before riding.

Fitting and maintenance demonstration videos available at [www.clarks.bike/how-to-videos.html](http://www.clarks.bike/how-to-videos.html)



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