

Campagnolo®

BRAKES



**WARNING!**

Carefully read, follow and understand the instructions given in this manual. It is an essential part of the product, and you should keep it in a safe place for future reference.

MECHANIC QUALIFICATION - Please be advised that many bicycle service and repair tasks require specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly service or repair your bicycle. If you have any doubt whatsoever regarding your service/repair ability, please take your bicycle to a qualified repair shop.

"AN ACCIDENT" - Please note that throughout this manual, reference is made that "an accident" could occur. Any accident could result in damage to your bicycle, its components and, more importantly, could cause you or a bystander to sustain severe personal injury or even death.

INTENDED USE - This Campagnolo® product is designed and manufactured for use only on road racing style bicycles that are ridden **only** on smooth road or track surfaces. Any other use of this product, such as off-road or on trails **is forbidden**.

LIFESPAN - WEAR - INSPECTION REQUIREMENT - The lifespan of Campagnolo® components depends on many factors, such as rider size and riding conditions. Impacts, falls, improper use or harsh use in general may compromise the structural integrity of the components and significantly reduce their lifespan. Some components are also subject to wear over time. Please have your bicycle regularly inspected by a qualified mechanic for any cracks, deformation, signs of fatigue or wear (use of penetrating fluid or other visual enhancers to locate cracks on parts is recommended). If the inspection reveals any deformation, cracks, impact marks or stress marks, no matter how slight, **immediately** replace the component; components that have experienced excessive wear also need **immediate** replacement. The frequency of inspection depends on many factors; check with your authorized Campagnolo® representative to select a schedule that is best for you. If you weigh 82 kg/180 lbs or more, you must be especially vigilant and have your bicycle inspected more frequently (than someone weighing less than 82 kg/180 lbs) for any evidence of cracks, deformation, or other signs of fatigue or stress.

Check with your mechanic to discuss whether the components you selected are suitable for your use, and to determine the frequency of inspections.



Important PERFORMANCE, SAFETY and WARRANTY Notice - The components of Campagnolo® 9S, 10S and 11s transmissions, as well as the brakes, rims, pedals and all other Campagnolo® products are designed as a single integrated system. Not to affect safety, performance, longevity, functionality and the **WARRANTY**, use exclusively the parts and components supplied or specified by Campagnolo S.r.l., without interfacing or replacing them with products, parts or components manufactured by other companies.

Note

Tools supplied by other manufacturers for components similar to Campagnolo® components, may not be compatible with Campagnolo® components. Likewise, tools supplied by Campagnolo s.r.l. may not be compatible with components supplied by other manufacturers. Always check with your mechanic or the tool manufacturer to insure compatibility before using tools supplied by one manufacturer on components supplied by another.

The user of this Campagnolo® product expressly recognizes that there are risks inherent in bicycle riding, including but not limited to the risk that a component of the bicycle can fail, resulting in an accident, personal injury or death. By his purchase and use of this Campagnolo® product, the user expressly, voluntarily and knowingly accepts and/or assumes these risks, including but not limited to the risk of passive or active negligence of Campagnolo s.r.l. or hidden, latent or obvious defects in the product, and agrees to hold Campagnolo s.r.l. harmless to the fullest extent permitted by law against any resulting damages.

If you ever have any questions, please contact your mechanic or your nearest Campagnolo® dealer for additional information.

SAFETY RECOMMENDATIONS

- Never make any modifications whatsoever to any component of any Campagnolo® product.
- Parts which have been bent or otherwise damaged in an accident or as a result of any other impact must not be re-straightened. They must be replaced immediately with original Campagnolo® parts.
- Wear clothes which are snug-fitting and which make you visible to traffic, such as neon fluorescent or other bright colors.
- Avoid biking at night because it is more difficult for you to be seen by traffic, and it is more difficult for you to see obstructions on the ground. If you do ride at night, you should equip your bicycle with and use a headlight and a tail light.
- Never use a bicycle or bicycle component unless you are thoroughly familiar with its use and maintenance history. "Used" equipment may have been misused and abused, and can unexpectedly fail resulting in an accident.
- Always wear a properly fitted and fastened bicycle helmet that has been approved by ANSI or SNELL.

DO NOT RIDE YOUR BICYCLE IF IT DOES NOT PASS THIS PRE-RIDE TEST CORRECT ANY CONDITION BEFORE YOUR RIDE.

- Be sure that all of the components of your bicycle, including but not limited to your brakes, pedals, handgrips, handlebars, frame and seating system, are in optimum condition and suitable for use.
- Be sure that none of the components of bicycle are bent, damaged or out of alignment.
- Check you brake pads and cables to be sure they are in good condition.
- Test your brakes in the beginning of your ride to make sure that they are operating properly.
- Learn and follow the local bicycle laws and regulations, and obey **all** traffic signals, signs and laws while you ride.

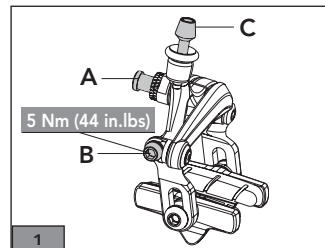
1 - TOOLS

5 mm Allen wrench - 2 mm Allen wrench - Torque wrench - 12 mm open end wrench.

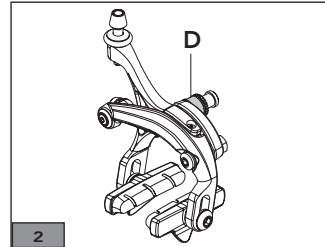


2 - ASSEMBLY

- Fit the brake on the frame or the fork and tighten the socket-head nut (A - Fig. 1) using a 5 mm Allen wrench.
- Secure the cable by tightening the cable retainer screw (B - Fig. 1) with a 5 mm Allen wrench or Torx T25 wrench to a torque of **5 N.m - 44 in.lbs.**

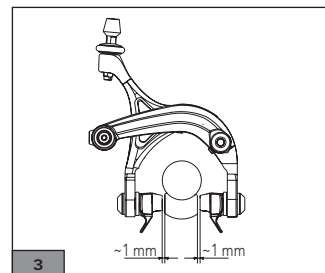
**WARNING!**

Please be sure that you tighten the cable sufficiently, without crushing the cable, so that it does not slip when brakes are applied. A loose or damaged cable can cause the brake system to malfunction resulting in an accident, personal injury or death.



- Initially center the brake in relation to the wheel using the lock-nut (D - Fig. 2) and a 12 mm open end wrench in order to position the brake pads about 1 mm from the surface of the rim (Fig. 3).

If necessary, perform fine adjustment using the cable tension adjustment screw (C - Fig. 1).



! WARNING!

When mounting the brake to the frame always make sure that at least 6 threads of the brake's centre bolt are engaged with the internally threaded sleeve (Fig. 4). If fewer threads are engaged, the centre bolt may fail during use, resulting in brake detachment from the frame an accident, personal injury or death.

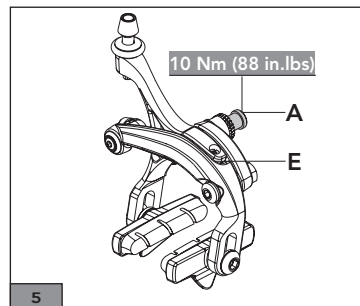
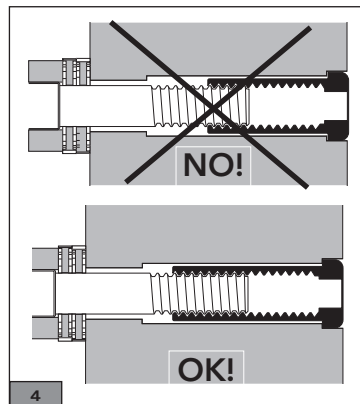
• In order to assure full compatibility with various frame thicknesses, brakes are available in three versions:

- with 10 mm socket-head nut (standard)
- with 18 mm socket-head nut (long)
- with 25 mm socket-head nut (extra-long)

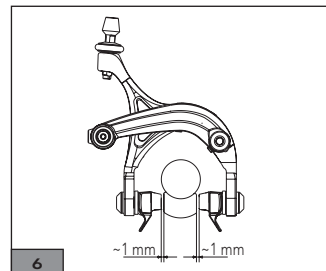
• Secure firmly the brake to the frame by tightening the nut (A - Fig. 5) with a torque wrench to **10 Nm (88 in.lbs)**.

! WARNING!

A loose nut can cause the brake system to malfunction resulting in an accident, personal injury or death.



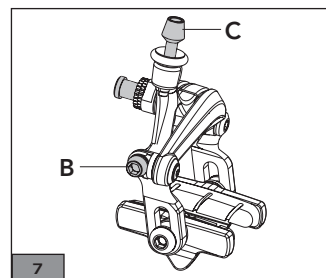
- If your brakes are fitted with the adjustment screw (E - Fig. 5), then correct centering (Fig. 6), using a Phillips screwdriver.



3 - ADJUSTING THE BRAKE PADS

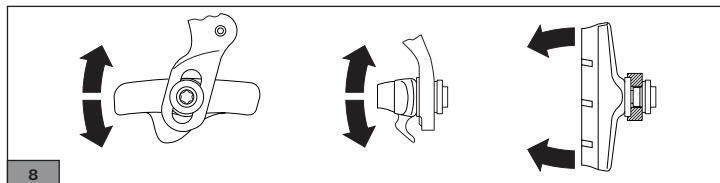
• Periodically check the brake pads to insure that they are about 1 mm from the surface of the rim (Fig. 6). If this is not the case, adjust the distance using the cable tension adjustment screw (C - Fig. 7). If this proves insufficient, loosen the cable securing screw (B - Fig. 7), adjust the distance of the pads to the rim, reset the position of the cable and secure it again by tightening the cable retainer screw (B - Fig. 7).

• For pad-holders equipped with orbital articulation which can be oriented in all directions (Fig. 8): adjust the brake pads so that they are centered in height in relation to the braking surface of the rim and parallel to it horizontally and vertically.



! WARNING!

Please be sure that you tighten the cable sufficiently, without crushing the cable, so that it does not slip when brakes are applied. A loose or damaged cable can cause the brake system to malfunction resulting in an accident, personal injury or death.

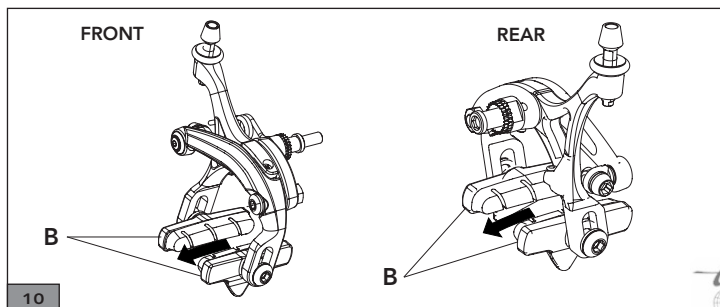
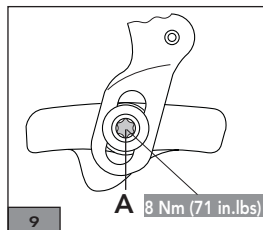


- Clamp the pad-holders by tightening the 5 mm Allen screw or Torx T25 screw (A - Fig. 9) to a torque of **8 Nm (71 in.lbs)**.

**DANGER!**

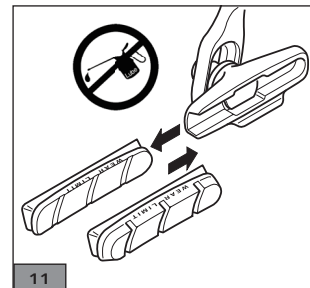
For brakes equipped with pad-holders, always make sure that the closed part of the pad-holder (B) faces in the driving direction, as shown in figure 10.

Incorrect installation of the pad-holder may cause the pad to slip out of the holder, resulting in an accident, personal injury or death.

**4 - REPLACING THE BRAKE PADS****CAUTION!**

Always wear protective gloves before replacing the brake pads.

- To replace brakes equipped with pad holders, slide out the worn pad from the holder (Fig. 11) and insert a new pad.
- To facilitate insertion of the new brake pad, wet the inside of the brake shoe with alcohol. Never use lubricants (Fig. 11).

**WARNING!**

Alcohol is extremely flammable. Use in a well ventilated area. Do not use alcohol near any fire, flame, spark, heat or other source of combustion.

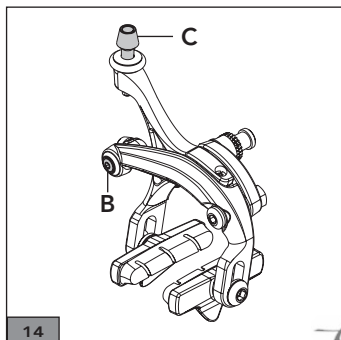
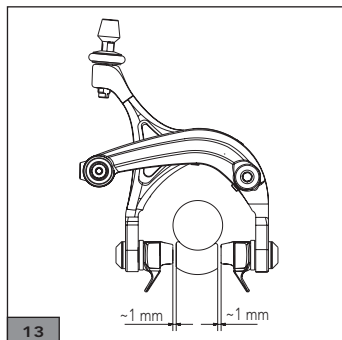
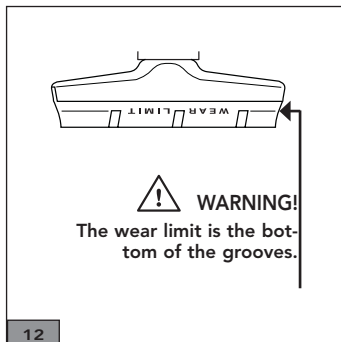
- Make sure that the distance between the brake pads and the rim is about 1 mm, as shown in figure 6 and adjust as necessary.
- When replacing brake pads, cables and casings - only use original Campagnolo® spare parts.

**WARNING!**

When the brakes are first installed on the bicycle, practice using the brakes in a clear, traffic-free area. It is important to understand how the braking system works, operates and "feels" before riding in public.

5 - BRAKE MAINTENANCE

- Check the wear status of the brake pads at regular intervals and replace them when the braking surfaces reach the limit marked by the wording "WEAR LIMIT" or if braking power is in any way insufficient (Fig. 12).
- Periodically check that the brake pads are about 1 mm from the surface of the rim (Fig. 13). If this is not the case, adjust the distance using the cable tension adjustment screw (C - Fig. 14). If this proves insufficient, loosen the cable securing screw (B - Fig. 14), adjust the distance of the pads to the rim, reset the position of the cable and secure it again by tightening the cable retainer screw (B - Fig. 14).

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bike**WARNING!**

Please be sure that you tighten the cable sufficiently, without crushing the cable, so that it does not slip when brakes are applied. A loose or damaged cable can cause the brake system to malfunction resulting in an accident, personal injury or death.

- Check torque setting(s) of the brake, brake pad and cable locking screws at regular intervals.
- Using the bicycle in the rain can lead to a greater accumulation of sand/dirt on the brake pads, with consequent damage to the rims, even in the course of a single outing.
To keep the pads in optimum condition and to avoid wear on the sides of the rims, check your brake pads constantly. Use a file to immediately remove any foreign bodies which could be deposited on the pads themselves.
- When riding in wet conditions, remember that the stopping power of your brakes is greatly reduced and that the adherence of the tires on the ground is considerably reduced. This makes it harder to control and stop your bicycle. Extra care is required when riding your bicycle in wet conditions to avoid an accident.

**WARNING!**

Salt water environments (as found on winter roads and near the seaside) can cause galvanic corrosion on most bike parts. Carefully rinse, clean, dry and re-lubricate all exposed parts to avoid damage, malfunctions and accidents.