



T820/920 & 822/922 BRAKE SETUP

TOOLS

- 5mm Allen Key – for mounting bolts
 - 4mm Allen Key – for brake pad adjusting bolts
 - 3mm Allen Key – for clamping bolt adjustment (certain models)
 - 2.5mm Allen Key – for Noodle and Clamping Bolt adjustment
 - 2mm Allen Key – for brake adjustment screws
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T-820 / 920



T-822 / 922

Instructions – Front (T-820/920) Brake Set Up

These brakes feature a center pull design and are a frequent choice of product managers for their Time Trial and Triathlon bikes.

1. Mount Left side caliper arm first, always.
2. Mount Right side caliper arm.
3. Route the Cable – T-820/920 features a unique center pull design with the brake cable running through a straddle carrier triangle that attaches to the brakes.
 - a. Route the main brake cable thru the center of the straddle carrier and secure the cinch bolt on the rear to set the initial brake tension .
 - b. After the initial set up on the brakes, simply go back and fine tune the brake by adjusting the amount of brake cable extending thru the straddle carrier.
 - c. You can fine tune the distance between brake pads and rim by turning the in-line barrel adjuster that many companies include.
4. The straddle carrier also has a quick release mechanism on the upper right corner of the left caliper arm. Simply unclip it from the caliper arm and the brake will release tension, allowing for removal of your wheel.
5. Balancing the Brakes – the brakes are most effective when they are properly centered. To balance the springs:
 - a. R and L brake arm each have a 2.5mm adjustment screw to center the brakes. Simply twist the adjustment screw until the brake is centered.
 - b. **Adjustment Screw Troubleshooting:** Occasionally, when mounting the brake calipers on the posts, the small spring tension adjuster plate that aligns the brakes will slip and cover the hole that the adjustment screw sits in. If this happens it is impossible to align the calipers or seat the screw. Fortunately it is an easy fix. Using a small screwdriver or pen simply slide the tension spring adjuster plate counter-clockwise until the adjusting screw bolt hole is visible, then proceed with installing the adjuster screw. See photos below for details:



Tension Adjuster Plate – Correct Position



Tension Adjuster Plate – Blocking Adjuster Screw

Instructions – Rear (T-820/920) Brake Set Up

When used on the rear the T-820 is usually mounted under the bottom bracket.

1. Mount Left side caliper arm first, always.
2. Mount Right side caliper arm.
3. Route the Cable – T-820/920 features a unique center pull design with the brake cable running through a straddle carrier triangle that attaches to the brakes.
 - a. Route the main brake cable thru the center of the straddle carrier and secure the cinch bolt on the rear to set the initial brake tension .
 - b. After the initial set up on the brakes, simply go back and fine tune the brake by adjusting the amount of brake cable extending thru the straddle carrier.
 - c. You can fine tune the distance between brake pads and rim by turning the in-line barrel adjuster that many companies include.
4. Balancing the Brakes – the brakes are most effective when they are properly centered. To balance the springs:
 - a. R and L brake arm each have a 2.5mm adjustment screw to center the brakes. Simply twist the adjustment screw until the brake is centered.

Adjustment Screw Troubleshooting: Occasionally, when mounting the brake calipers on the posts, the small spring tension adjuster plate that aligns the brakes will slip and cover the hole that the adjustment screw sits in. If this happens it is impossible to align the calipers or seat the screw. Fortunately it is an easy fix. Using a small screwdriver or pen simply slide the tension spring adjuster plate counter-clockwise until the adjusting screw bolt hole is visible, then proceed with installing the adjuster screw. See photos below for details:



Tension Adjuster Plate – Correct Position



Tension Adjuster Plate – Blocking Adjuster Screw

Instructions – Front (T-822/922) Brake Set Up

1. Mount Left side caliper arm first, always.
2. Mount Right side caliper arm.
3. Choose Which Side Pulls – T-822/922 brakes give you the choice of mounting the pull on either the right ('R) or left side (L) as best suits your needs. Decide how you want to mount the noodle and then you're ready
 - a. Be sure to mount the cable clamping plates on the opposite side from the noodle.
 - b. Cable clamping plates (2) must be perpendicular to the ground to the 2.5mm mounting screws, allowing the screw to seat properly, with the O-ring secured inside, towards the center of the brake/wheel.
 - c. Once you have secured the side opposite the noodle, go back and tighten the 2.5mm mounting screws on the same side as the noodle. This helps set the alignment of your noodle in a fixed position.
4. Route brake cable through the Noodle/right side caliper, and then through the cable clamping plates and left side caliper. Now your brake are ready to be dialed in!
5. Balancing the Brakes – the brakes are most effective when they are properly centered. To balance the springs:
 - a. R and L brake arm each have a 2.5mm adjustment screw to center the brakes. Simply twist the adjustment screw until the brake is centered.
 - b. **Adjustment Screw Troubleshooting:** Occasionally, when mounting the brake calipers on the posts, the small spring tension adjuster plate that aligns the brakes will slip and cover the hole that the adjustment screw sits in. If this happens it is impossible to align the calipers or seat the screw. Fortunately it is an easy fix. Using a small screwdriver or pen simply slide the tension spring adjuster plate counter-clockwise until the adjusting screw bolt hole is visible, then proceed with installing the adjuster screw. See photos below for details:



Tension Adjuster Plate – Correct Position



Tension Adjuster Plate – Blocking Adjuster Screw

Instructions – Rear Brake Set Up (T-822.1/922.1)

5. T-822.1 is typically mounted under the bottom bracket.
6. Mount Left side caliper arm first, always.
7. Mount Right side caliper arm.
8. Choose Which Side Pulls – T-822/922 Series brakes give you the choice of mounting the pull on either the right (‘R) or left side (L) as best suits your needs. Decide how you want to mount the noodle and then you’re ready
 - a. Be sure to mount the cable clamping plates on the opposite side from the noodle.
 - b. Cable clamping plates (2) must be perpendicular to the 2.5mm mounting screws, allowing the screw to seat properly, with the O-ring secured inside, towards the center of the brake/wheel.
 - c. Once you have secured the side opposite the noodle, go back and tighten the 2.5mm mounting screws on the same side as the noodle. This helps set the alignment of your noodle in a fixed position.
9. Route brake cable through the Noodle/right side caliper, and then through the cable clamping plates and left side caliper. Now your brake are ready to be dialed in!
10. Balancing the Brakes – the brakes are most effective when they are properly centered. To balance the springs:

- a. R and L brake arm each have a 2.5mm adjustment screw to center the brakes. Simply twist the adjustment screw until the brake is centered.

Adjustment Screw Troubleshooting: Occasionally, when mounting the brake calipers on the posts, the small spring tension adjuster plate that aligns the brakes will slip and cover the hole that the adjustment screw sits in. If this happens it is impossible to align the calipers or seat the screw. Fortunately it is an easy fix. Using a small screwdriver or pen simply slide the tension spring adjuster plate counter-clockwise until the adjusting screw bolt hole is visible, then proceed with installing the adjuster screw. See photos below for details:



Tension Adjuster Plate – Correct Position



Tension Adjuster Plate – Blocking Adjuster Screw

T- 820/822 and 920/922 Series Variations:

- **Wide Rims:** Many high performance manufacturers like Zipp and HED are moving to a wider 25mm cross section rims. These rims require a wider spacing for the brakes to align properly and function correctly. If you are using this new generation of rims with your T-822/922 brakes simply remove the larger in-board washer from the pad holder. The pad holder will then seat against the brake caliper and allow additional spacing for the wider rim.
- **T820 / 920:** The TRP 820 and 920 series brakes differ from the 822/922 in that they are center pull design. This creates a few unique set up options. The 820/920 brakes require the use of an in-line barrel adjuster. Many high performance manufacturers like Zipp and HED are moving to a wider 25mm cross section rims. These rims require a wider spacing for the brakes to align properly and function correctly. If you are using this new generation of rims with your T-822/922 brakes simply



T- 822 / 922



T-822.1 / 922.1
