



Only use mineral brake fluid from a new bottle. NEVER use old fluid,

or fluid that has been bled out of the system. Old fluid can contain water and this will compromise the performance and function of

Contact with eyes may result in irritation. In the event of eye contact,

flush with fresh water and seek medical assistance immediately

• When assembling the fasteners, always make sure they are

back into the caliper with a clean piston press tool.

Must use a torque wrench to assemble the fasteners.

When installing new brake pads, be very careful to avoid

• Only correct mounting of the system and it's various support

Except bleed port screws, all screws require to apply medium

Use a torque wrench provided with the required hex or TORX®

Never apply the lever without the pads in place or with the wheel

• Before each use make sure all the screws and bolts are tightened to

elements will ensure the safety of the cyclist and the exceptional

removed. If this does happen, you will have to press the brake pads

tightened to the correct torque setting.

inserts to install the fasteners.

contamination with oil or grease.

the correct torque found in the manual.

performance of RIDEREVER disc brakes.

strength threadlocker before assembly.

GENERAL MAINTENANCE OPERATIONS

• Remove circlip 38 and unscrew pad fastening

pin 39, using a 3 mm Allen wrench.

• Assemble fastening pin 39 using a 3 mm

Allen wrench at a tightening torque of 2 Nm±5%, then refit circlip 38.

original position, dis-assemble caliper to push them back evenly (be careful not to

twist the pistons) with a piston press tool.

Insert RIDEREVER 2 in 1 spacer (if you are

press tool may cause pistons damaged and

not going to mount the caliper back on bike)

Use tools other than professional piston

In case of piston coming out from it's

may lose function.

MINERAL OIL

CAUTION!

the system.

CAUTION!

TOOLS REQUIRED

8mm wrench

Piston press

Torque wrench

• T10 TORX screwdriver

Hydraulic hose cutter

Needle insertion tool

1. PAD REPLACEMENT

• Replace new pads 40.

disfunction.

• Brake Bleeding Kit

3mm Allen wrench

Never use DOT brake fluid.

BEFORE ASSEMBLY



Triva TT OPERATION MANUAL

WARNING! BEFORE INSTALLING AND USING RIDEREVER PRODUCT IT IS CRITICAL TO YOUR SAFETY THAT YOU READ AND STRICTLY ADHERE TO THE INSTRUCTIONS IN THIS MANUAL. FAILURE TO DO SO COULD CAUSE SERIOUS INJURY AND/OR INVALIDATE YOUR LEGAL RIGHTS. KEEP THIS MANUAL IN A SAFE PLACE FOR FUTURE REFERENCE AS IT CONTAINS INFORMATION CRITICAL TO YOUR SAFETY.

Note! AS WITH ANY MANUAL, THIS ONE IS SUBJECT TO PERIODIC UPDATES. CONTACT YOUR MECHANIC, OR CHECK FOR UPDATES ON OUR WEBSITE, (www.riderever.com).

IMPORTANT NOTICE

- · Always seek help of a professional mechanic for mounting, disassembling, or adjusting the brake system. Any damage caused by improper assembly or follow-up maintenance will not covered by the warranty.
- This manual provides information for mounting, using, and maintaining the braking system in a proper and safety ways. Follow manual procedures to ensure the best performance and operating life for your braking system.

CAUTION! Carefully follow SAFETY GUIDELINES for proper braking system function. This may affect the function of the brake.

CAUTION! Directs your attention toward unsafe practices which could result in damage to the equipment and injure yourself.

SAFETY GUIDELINES

- For the best performance, follow the standard mounting procedures.
- Only use products recommended in this manual, to avoid system damage and potential danger.

specifically permitted and described in the manual. • RIDEREVER braking devices offer a higher stopping power than

normal brakes, wheels could be locked up with less effort. Practice several times before riding, to get used to the disc brake system. Be careful as a locked wheel can result in loss of control of the bicycle and can cause injuries.

· Never carry out any work or make any changes (e.g. disassembly, grinding/painting etc.) to your RIDEREVER product that are not

- Wet weather impairs traction and braking force, making it much more difficult to control the bike. More attention must be paid
- while riding in wet conditions in order to avoid accidents. The required braking distance will be longer during wet weather.
- Reduce your speed and apply the brakes early and gently.
- Test the brakes and your braking technique on flat, even ground before using the bike in more severe conditions. The efficiency of the brakes depends on many factors other than
- brake system itself. These include the speed of the bike, wheel-terrain contact, brake lever application force, correct installation and maintenance, hydraulic brake fluid, levers, brake shoes or pads, condition of the bike, loading weight, correct braking technique, weather conditions, terrain spec., and so on.
- Always fit the spacer between brake pads when transporting bike with wheels off
- Do NOT use brake pads supplied by other manufacturers. This will void your warranty. Only use original RIDEREVER products.
- Disc brakes have a burn-in period, and the braking force will gradually increase as the burn-in period progresses. Make sure that you are aware of any such increases in braking force when using the brakes during the burn-in period. The same thing will happen when the brake pads or disc brake rotor are replaced.

2. CALIPER INSTALLATION

concave & convex fitting)

wrench on torque 5~7Nm.

• Assembly adapter on fork with washer

attached screws M5*14.7 x 2pcs by T25

Torx wrench. (don't completely tighten)

Slightly loosen screws, pull brake lever

Keep the brake lever pulled and tighten

Choose screws which is 6~8mm longer

than the mounting hole, with washer and

medium strength threadlocker applied

(Insert screw into mounting hole, check

- For 140 rotor (without adapter):

- For 160 rotor (with adapter):

RIDEREVER user manual.

if protruding length meets this standard.)

· Assembly caliper on frame with chosen

screws (washer attached) by T25 Torx

• Attach caliper on RIDEREVER FF-2 adapter with "UP" faces

· Use 8mm wrench to cc while keep pushing the oil housing at the

Please refer to step of "Operation for air exhaust process" in the

• Please refer to "Function inspection manual" to ensure that brake

* must cut the oil hosing from caliper side (without SEZ-plug) and use

CAUTION! It is essential to use a torque wrench to assemble the

compression nut (fasteners) with appointed torque setting. Incorrect

WARNING! Pay attention while using cutting tools since

its blade is very sharp and could cause severe injuries if not used

properly. Do not use blades or hacksaws that might compress or

break the hose, it can cause fluid leaks and system malfunctions.

only under correct assembly with suggested parts.

· A hose that is too short will reduce bicycle handling and in case of

severe cornering may stretch the hose resulting in its detachment

from the lever or caliper. Never use a hosw with improper length.

Rider's safety and RIDEREVER brake performance can be ensured

CAUTION! Do proceed bleeding process every time after

Riderever insert pin and olive bushing(compatible w/Shimano)

assembly may cause hose detachment and lead to severe

same time. Recommended tighten torque is 8Nm

function works normally after installation.

consequences for users and people around.

re-assemble hose back to the system.

front, tighten screws M5 * 13 x 2pcs by T25 Torx wrench on

wrench. (don't completely tighten)

2-3 times to align caliper and rotor.

the screw sets on torque 5~7Nm.

2-1 FLAT MOUNT TYPE

2-1-1 Front wheel

2-1-2 Rear wheel

Caliper assembly:

Brakes are essential for the safe use of a bicycle. The improper setup and usage can make you lose control and cause accident, with unpredictable consequences and potentially serious injuries.

• Caliper should mount on the frame or fork with no interference.

· All screw sets should have washer assembled, and medium strength

threadlocker applied. (Pair washers should pay attention to the

• Attach caliper on RIDEREVER FF-1 adapter in correct direction (for

140 or 160mm rotor). Tighten screws M5*13 x 2pcs by T25 Torx

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20 times.

instructions.

WARNING!

any adjustment/maintenance.

caught in the openings of moving discs.

BEFORE EACH RIDE

torque 5-7Nm. • Assembly adapter on frame with chosen screws (washer attached) by t25 Torx wrench. (don't completely tighten)

• All RIDEREVER brake systems requires a break in (bedding in) period

to obtain top performance. We recommend riding bike on a flat

• Each pad should have a thickness of 0.5mm or more. Less than that

• Front and rear brakes should work correctly with sufficient braking

• Make sure there are no fluid leaks in the system by applying the lever

• The lever for rear brake is suggested to set on your habitual side, to

ensure you a better stability during sudden brake. The wrong setting

can cause rollover with serious injury. Have professional mechanic

All fasteners should be tightened to the correct torque spec. Find

• NEVER touch the caliper or rotor immediately after use, as disc brakes

may get VERY HOT. Make sure the brakes have cooled down before

• Never put your hand near or inside rotating parts. The disc brake

• Be careful not to allow any oil or grease get onto the rotor or pad,

otherwise the brakes may not work correctly. If any oil or grease gets

on the pad, you should replace the pad. If any oil or grease gets on

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rotor is sharp enough to inflict severe injury to your fingers if

related information (torque & tool) in the following operating

mechanic if there are fluid leaks, as it can cause a serious

and holding it down as far as it will go. Check the hose connections and the brake fluid reservoir for any leaks. Consult a professional

is considered worn. Change it for your own safety.

swap the lever position if they are incorrect.

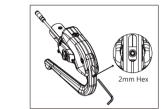
surface under speed of 15 km/h and braking it to speed 5 km/h for

20 times, than increase to a higher speed 30 km/h to brake another

- Slightly loosen screws, pull brake lever 2-3 times to align caliper
- Keep the brake lever pulled and tighten the screw sets on torque 5~7Nm.

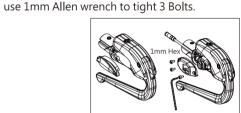
3. BRAKE LEVER REACH ADJUSTMENT

• Use 2mm Allen wrench to adju st the lever reach if need as shown



4. GEAR SHIFTERS INSTALLATION

· For Shimano users: You will be able to install Shimano shifter SW-R9150 onto the lever by add additional RIDEREVER Shifter button. You may need to purchase RIDEREVER Shifter button if the standard lever is installed. Remove the original standard cover and install the Shifter button,



※ For other operations, please refer to "General Maintenance Operations"

ASSEMBLY the rotor, you should clean the rotor. If this is not done. The brakes

TOOLS REQUIRED The following tools are necessary to install the RIDEREVER hydraulic disc brakes.

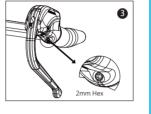
- T10 Torx screwdriver • 1mm Allen wrench
- 2mm Allen wrench Torque wrench



1. BRAKE LEVER INSTALLATION

Slide the brake lever onto the base bar (ID19-20.5mm), as shown in fig 1 &2 You may lightly tighten the clamping Screws by 2mm Hex key to hold the lever in place. Tighten the two brake lever clamp screws

to 2-3Nm and check if any slipping.



1-1 Lever hose mounting

- Take out 1a from lever and remove 1b from hose • Insert the hose 1c to 1d nut and make sure the hose is pushed to
- the end firmed(insertion safety depth must exceed the Installation marking line on hose, as shown in Fig 5
- Tight 1d nut by torque wrench with a torque setting at 8Nm After hose mounted.



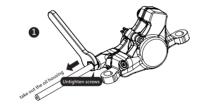




2. HOSE LENGTH ADJUSTMENT

• SEZ plug is mainly ussed for Triva hydraulic disc brake, for modifying hose length, please cut from caliper side.

Cutting and installation of oil housing(caliper side) If need to adjust housing length, please refer to the following steps.



- Untighten caliper screws completely, then take out the oil housing, as shown in Fig 1.
- Use oil housing cutter to cut it to preferred length. (Please make sure that the incision is flat and smooth. It may result in oil leaking if the incision is askew)



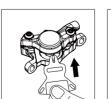
- Use needle insertion tool to insert new needle into the oil housing. (Please
- make sure the needle surface is flush with oil housing surface.)



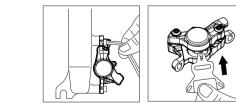
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• Remove RIDEREVER spacer from the caliper unit as shown in

- Install the brake pads in the caliper, see PAD REPLACEMENT,
- Fit the caliper on the bicycle, see ASSEMBLY, Page 7.

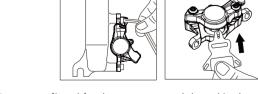






• Insert the suitable RIDEREVER bleed block in the caliper unit,

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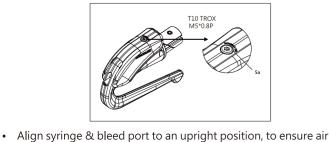


· Remove caliper bleed port screw, and thread in the syringe CS (Caliper Syringe)

4. Bleeding to brake lever

as shown in the figure.

• Use T10 Torx screwdriver to remove brake lever bleed port screw 5a, and thread in the syring LS(Lever Syring)



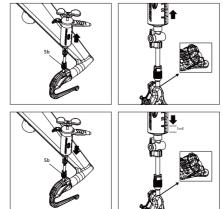
- bubble have clear way out. • Press CS & pull LS, leading air bubbles out of the system while oil
- circulates. • When CS syringe oil level is 5ml, revert the operation (Press LS
- & pull CS).
- Do keep 5ml oil for both CS and LS throughout the whole operation, and ensure that no air bubbles enter the system again.

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- completely flown out and collected in the syringes (when there is no more air in the system, syringe operation becomes harder) Press brake lever and release it slowly while pressing CS. This helps oil flowing for the final check.
 - Circulate the oil from CS to LS 2-3 times to confirm there are no air bubble remaining.

Repeat this operation for at least 3-4 times until the air bubbles have

- Slightly press on both syringes at the same time to fill the system. (try to keep CS side at the lowest level 5ml in the end.)
- Lock valve 4 on the CS, then remove CS from caliper. • Tightening caliper bleed port screw by with a torque of 2 Nm±5%.
- Immediately clean any oil leaks using a clean fabric and isopropyl
- alcohol.



- Press brake lever and release it slowly while pressing LS. Repeat it several times, to ensure oil filling in the system.
- alcohol.
- Lock valve 4 on the LS, then remove LS from brake lever. Tightening brake lever bleed port screw 5a with a torque of 2 Nm±5%. Immediately clean any oil leaks using a clean cloth and isopropyl

• In order to keep brake preformation as normal, please re-bleeding mineral oil and exhaust air after cutting the housing to complete the installation.

WARNING! Brake bleeding is one of the most important steps to ensure a perfect operation for hydraulic system. The presence of air inside the system reduces its performance.

RIDEREVER RECOMMENDS:

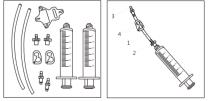
- Bleeding process should be performed by well trained mechanics. Do seek for professional helps.
- Use Elite/Pro JAGWIRE bleed kit.

3. BRAKE SYSTEM BLEEDING

• Use RIDEREVER or Finish Line™ Mineral Oil only.

If users lack of professional training decide to perform this operation by themselves, do follow these instructions with the maximum attention and consider that they are operating at their own risk.

• Fit the two syringes with assembled hose set (including 1. hose, 2. fitting, 3. front fitting, and 4. valve.



- Insert 15ml RIDEREVER Mineral oil in each syringe. • Remove the brake caliper from the bicycle, unscrewing the proper
- screws as shown in the figure. • Remove the caliper pads, see PAD REPLACEMENT, page 10.

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2 YEARS LIMITED WARRANTY This limited warranty is expressly limited to the repair or replacement

of a defective product, at the option of RIDEREVER, and is the sole remedy of the warranty. This limited warranty applies only to the original purchaser of the RIDEREVER product and is not transferable. This warranty applies only to products purchased through an authorized dealer or distributor. The original purchasing receipt is required for claim applying.

This warranty does NOT cover the following: · Damage due to improper assembly or follow-up maintenance or

- lack of skill, competence or experience of the user or assembler.
- Products that have been modified, neglected, used in competition or for commercial purposes, misused or abused, involved in
- accidents or anything other than normal use. • Installation of components, parts or accessories not originally
- intended for or compatible with the RIDEREVER product. • Natural wear and deterioration from normal use and aging.
- Man-made damage during bicycle assembly, include but not limit to remove, refit, or re-adjust on each parts.

In no event shall RIDEREVER be liable for any loss, inconvenience or damage, whether direct, incidental, consequential, or otherwise resulting from breach of any express or implied warranty or condition,

of merchantability, fitness for a particular purpose, or otherwise with

respect to our products except as set forth herein.

This limited warranty gives the consumer specific legal rights, and those rights and other rights may vary from place to place. This limited warranty does not affect your statutory rights. TO THE EXTENT NOT PROHIBITED BY LAW, THESE WARRANTIES ARE

EXCLUSIVE AND THERE ARE NO OTHER EXPRESS OR IMPLIED WARRANTIES OR CONDITIONS INCLUDING WARRANTIES OR CONDITIONS OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. 16

