Piccola Bleeding Instructions

ATTENTION: Working on a hydraulic brake system should be executed by an experienced bike technician only. If you are not sure please ask your local dealer or address directly to Trickstuff.

Trickstuff PICCOLA brakes work on the basis of **Mineral Oil (Trickstuff Bionol)**. The use of DOT or any other fluids will destroy the brake.

Required Tools:

1. Two syringes with M5 nipple
2. Brake oil (e.g. Kryptonol or

   Bionol)
3. Torx T10 key
4. Tool for pushing back the caliper pistons
5. Bleedblock

Please prepare also the tools you might usually need for mounting and dismounting the brake and a clean rag. The final cleaning is best performed with dish liquid and water or with Isopropyl alcohol.

For your safety use glasses and gloves!

For best results please take off the brake from your bike and position the master cylinder higher than the caliper. Please follow exactly the described procedure to make sure you'll get the best bleed of your life.

This bleed touches all cavities of the brake system: The space around the caliper pistons, hose, space close to master cylinder piston, space between primary seal and secondary seal, and reservoir. After a successful bleed you can activate the lever even in upside down position without sucking air.

Step 1:

Press the caliper pistons all the way back into the caliper, install a bleed block and fix it with the brake pad retainer bolt:

Step 2:

Fill the syringe with the M5 nipple to three quarters with brake oil and install on the caliper.

Step 3:

Fill the syringe with the M5 nipple with very few brake oil and install on the master cylinder.

Schritt 4:

Start pushing the oil from the caliper to the master cylinder. Back and forth, back and forth. The last step should be to push the oil from the caliper to the master cylinder.

Step 5:

Push a little oil from the master cylinder into the caliper, take off the syringe and screw in the bleed port screw, without trapping an air bubble under the screw.

Schritt 6:

Hold the master cylinder in the position shown and push / pull the syringe a few times. The sniffer holes form the highest point oft he high pressure chamber – any air in the high pressure chamber migrates into the expansion tank and thus into the syringe.

Schritt 7:

In the following step, the bleeding of the secondary chamber of the brake pump will be described. Since there was no need for an additional hole between secondary chamber and expansion tank for reasons of space, this is a major step.

Hold the brake pump in position as shown in the picture. Now the brake lever, measured at the extreme end of the finger lever, has to be pulled and held approx. 20mm. This slides the primary seal over the sniffer holes and closes the high-pressure chamber. Now the secondary chamber is open to the expansion tank. After repeated pulling and pushing on the syringe the left air will flow into the expansion tank..

If you now turn the pump, that the bleeding hole forms the highest point (the syringe points vertically upwards), pull / push the syringe several times until no more air rises from the expansion tank.

Schritt 8:

Then push the pistons back using the piston return tool. The pistons must disappear completely in the brake caliper housing! Insert the bleed block between the pistons again.

Now you can do a bite point test (with 10 mm thick bleed block). When the pistons are fully depressed, it may take three to four pumping cycles to feel the pressure point. The point of bite hast o be tough and defined.

We describe this with a "dong".

If you do not feel this "Dong", you should repeat steps 2-7.

Step 9:

Important: For correct oilfill in the system, it is necessary to push the pistons back into the caliper before closing the M5 screw. This is the only way to ensure that the system is not overfilled. To do this, use our piston return wood tool or a stable plastic tire lever. Close the bleedinghole with the M5 screw and O-ring.

Now your brake should be perfectly bled. This is the procedure we execute with every brake which is assembled in our workshop in order to supply a hydraulic system absolutely free of air, for a very long time.

Trouble Shooting:

- **Air bubbles do not stop coming out the system – what can I do?**

May be the brass nipples of your bleed kit are defective. Replace the O-rings or screw in the nipples harder.

- **The pressure point is perfect on the work bench, but after installing the brake on the bike it is soft and undefinite.**

This may have several reasons:
- Brake bosses on the frame are not parallel to the rotor plane,
- a deformed rotor due to an unplane rotor flange on the hub,
- unparallelly worn brake pads
- or a poorly adjusted brake caliper on the frame/fork.

Please check reasons step by step and improve parts and installation.

Your Trickstuff-Team wishes good luck, successful work and a happy ride!

Do not hesitate to ask us by telephone or by email.

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