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# INSTRUCTIONS

## RADIAL CALIPERS

ENGINEERED FOR EXCELLENCE

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User Manual Rev.: 00

[WWW.TALOSPERFORMANCE.COM](http://WWW.TALOSPERFORMANCE.COM)

## JOIN US ON THE RIDE TO PERFORMANCE |

In a world where every second counts, having the confidence to brake effectively can make all the difference. Our team combines expertise, quality, and a deep passion for motorcycles to deliver performance brake systems that are as powerful as they are reliable. This commitment to excellence ensures that when you're on the road, you can focus on the journey ahead, knowing that Talos Performance has your back—every stop of the way.

### Before you start

Please carefully follow the instructions in this guide, which will allow for the correct mounting and use of the product. For your protection and safety, Talos Performance expressly requires that you have the installation of the product performed by skilled personnel. Improper installation, repair or maintenance, can cause accidents. Keep this user guide as a reference for the future. Talos Performance accepts no liability for any damage, of any kind, which may be caused, directly or indirectly, to persons or things as a result of incorrect assembly or failure to observe all the assembly instructions. We also invite you to comply with the provisions of the Highway Code and Traffic rules and/or to additional regulations in force in your Country.

### General conditions

! – Attention: Descriptions preceded by this symbol contain information, instructions, or procedures, which, if not followed, may result in death or serious injury.

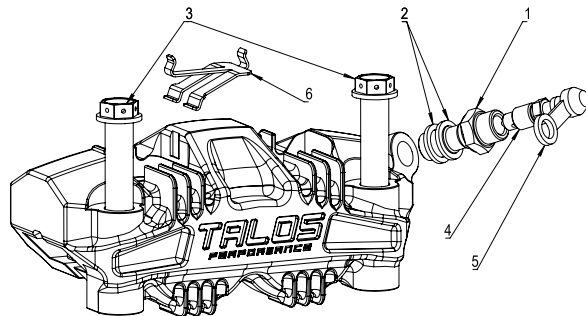
Carefully read, understand and follow these instructions, they are an essential part of the product. If you have any doubt whatsoever regarding installation or use of your Talos Performance product, please see your authorized Talos Performance dealer for assistance (authorized dealers listed on [www.talosperformance.com](http://www.talosperformance.com)).

After installing any Talos Performance product, please check that all related components of the motorbike function e.g. brakes, clutch, steering. We strongly suggest to repeat these checks periodically, especially after long trips or prolonged periods of not using the bike.

Your Talos Performance products require regular inspection and maintenance. The more you ride the more often you must inspect your Talos Performance products. If your products are leaking, bent, deformed, cracked, chipped or worn, no matter how slight, immediately have a Talos Performance dealer inspect the products before you ride again. In any case never try to repair or modify the Talos Performance products or their components, always replace with Talos Performance original components. Talos Performance products may not be compatible with your motorcycle or with other aftermarket equipment installed before. For your safety Talos Performance ask that you always contact your Talos Performance dealer.

### 1. SCOPE

To show the correct procedures for the mounting and use of Talos Performance front brake caliper.



- 1 — BANJO BOLT
- 2 — COPPER WASHER
- 3 — LOCK BOLT (NOT INCLUDED IN THIS KIT)
- 4 — BLEEDER
- 5 — RUBBER CAP
- 6 — SPRING

! – Before beginning to mount the product please check the completeness of the kit. Warning: Make sure that the motorbike is standing firmly before beginning to work, as a fall may lead to damage to the motorbike or injury to you or others. Also make sure that the temperature of the exhausts and the engine are similar to the ambient temperature.

Note: It is highly recommended that the parts under the caliper be covered with a cloth or paper towels to prevent the spill of brake fluid.

Note: bolts fixing the two halves together cannot be removed if has.

## 2. FRONT BRAKE CALIPER - DISASSEMBLY

First remove the banjo bolt [1] from the brake caliper. By removing the banjo bolt [1] and connection the brake line is no longer connected to the caliper, allowing for easy removal of the caliper.

**WARNING:** When removing the banjo bolt [1], fluid will flow from the brake line through the banjo bolt [1]. It may be best to stop the flow of the fluid using a paper towel.

**WARNING:** Please take care that the brake fluid does not come in contact with components that could be damaged.

Unscrew the locking bolt [3] from the fork leg.

Begin to move the caliper in order to remove it.

**WARNING:** It is recommended that the area for the assembly of the banjo bolt [1] on the caliper be rotated upward during the the disassembly process to prevent any leakage. Pour out excess brake fluid still in the original brake caliper, disposing of this excess brake fluid in the appropriate manner.

**WARNING:** During disassembly please take care that the brake fluid does not come in contact with components that could be damaged. Brake fluid is corrosive and can ruin the surface of coated parts as well as those plastic and rubber materials. If there is a leak it is possible to dab away the fluid with a cloth or absorbing paper.

## 3. FRONT BRAKE CALIPER - MOUNTING

Manually fasten the brake line fitting to the TALOS caliper.

**IMPORTANT:** It is absolutely necessary to replace the copper washers [2] in order to avoid any sort of leak.

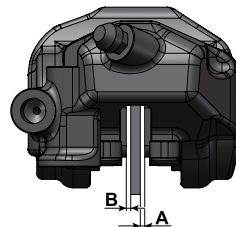
**IMPORTANT:** Before assembly you should check to ensure that the fitting can be assembled with the caliper. TALOS calipers should be assembled with fittings with M10x1 threads.

Now place the brake line on the caliper manually along with the washer [2] and banjo bolt [1].

Fix the bolts which attach the caliper manually onto the fork leg. It's possible also to apply threadlocker.

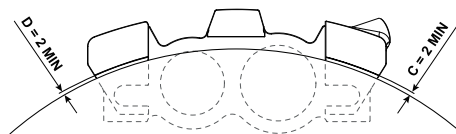
The disc must enter the caliper through the side corresponding to the smaller piston and exit through the other side corresponding to the larger piston.

When assembling the caliper, it is important that the center axis of the caliper is centered over that of the rotor. Misalignment must be 0,15 mm MAX, as shown in the figure below:



$A \neq B : 0.3 \text{ mm MAX}$

The clearance between disc outer circumference and caliper bridge must be 2 mm MIN, with a difference between the two sides of 0.4 mm MAX, as shown in the figure below:



$C \neq D : 0.4 \text{ mm MAX}$

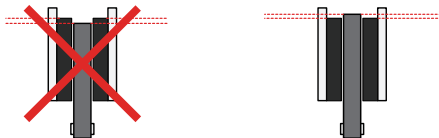
The banjo bolt [1] (previously hand-tightened) should be tightened to a torque of 24-26 N/m.

Tighten the locking bolt [3] of the caliper. Torque the bolts to 30 N/m.

## 4. POSITION OF BRAKE PADS

The pads must be inserted inside the caliper without any interference and without requiring any excessive force.

The pads must not protrude from the disc; the disc may protrude from the pads by 0.5 mm MAX, as shown in the figures below:



To obtain the correct positioning of the caliper, as described above, it can be moved relative to the fork by using the existing clearance between the fixing holes and the caliper bolts.

**INSPECTION:** Verify that the pad pin and cotter pin have been correctly installed; it is suggested to tie the pad pin to the caliper and pads with iron wire through the appropriate holes.

#### 5. BRAKE FLUID

- Use only high boiling point DOT 4 or DOT 5.1 brake fluids.
- Use only brake fluid from a new and sealed container.
- Change brake fluid before each race.

#### 6. BLEEDING THE BRAKE SYSTEM AFTER INSTALLATION

Remove the brake fluid reservoir cap and the rubber diaphragm on the inside the reservoir. Fill the brake fluid reservoir to the MAX indication with brake fluid.

**WARNING:** Ensure that the fluid inside the braking system is compatible with any new fluid added into the reservoir. In the case that the fluid is not compatible, you should replace it completely. Remove the rubber cap [5] from the bleeder [4] and connect it to a tube. It's best if the tube is transparent, this way you can check the stream of the fluid and air.

**WARNING:** Collect any unwanted fluid in a separate container so that it can be appropriately disposed of later.

Since at this point, there is too little brake fluid in the brake system, because the caliper has been replaced, it is first necessary to add more fluid to the system.

This will be accomplished in the following way:

- Loosen the bleeder [4]
- Pull the lever several times so that the brake fluid enters the system
- Repeat the pulling of the lever until the brake fluid has entered the tube
- Fasten the bleeder [4], without releasing the lever
- Let go of the the lever

Now it is necessary to remove excess air from system with the following procedure:

- Loosen the bleeder [4]
- Pull the lever;
- After 2/3 seconds, fasten the bleeder [4], without releasing the lever;
- Let go of the the lever

Repeat the above steps several times.

When the bleeder [4] is fastened the lever should be quite hard to pull.

Remove the tube to dispose of the brake fluid.

Fasten the bleeder [4] to a torque of 8-10 N/m.

Clean the bleeder [4] with a cloth. Cover it with the rubber cap [5].

After finishing the above, it is necessary to add brake fluid to the reservoir until the level of fluid reaches the appropriate level.

**CAUTION:** during the bleeding process you must always check and, if necessary, restore the fluid level in the reservoir to avoid it running out

**CAUTION:** Brake fluid corrodes paints

! - Bleeding will not eliminate completely the air that is present in the braking system; the small residual air bubbles that remain in the braking system will be eliminated automatically during the initial brake applications: this will result in a shorter lever travel and less elastic feeling.

Notes: If the lever seems too elastic following the bleeding procedure, proceed in the following manner:

- Remove one brake pad from a caliper.
- Apply the brakes several times so as to push-out the pistons about 3-4 mm.
- Push back the pistons (avoid damaging the disc and the pistons).
- Put the brake pad back into the caliper.
- Repeat the above steps on the other pad(s) and/or caliper(s).
- Verify whether brake lever travel has improved.

#### 7. BRAKING SYSTEM FINAL INSPECTIONS

After running a few laps, it is necessary to carry out the following checks:

- The wheels must rotate freely without any residual torque.
- There must not be any interference between disc and caliper.

#### 8. BRAKE EXAMINATION FOLLOWING USE

##### 8.1 Fittings

Verify that there are no leakages from the various components, connections, or fittings. If a leak is found on one of the fittings, either increase the tightening torque, or replace the defective component.

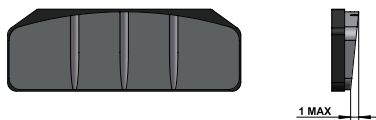
## 8.2 Pads

Pad wear inspection: Pads for steel discs should not have a friction material thickness lower than 2 mm MIN.

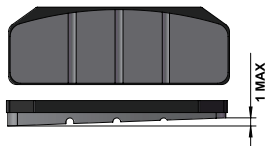
Abnormal wear:

Pads must not show abnormal or uneven wear; the following must be checked:

- Difference in wear between internal and external pads must not exceed 1 mm MAX.
- Pad tangential wear difference must not exceed 1 mm MAX, as shown in the figure below:

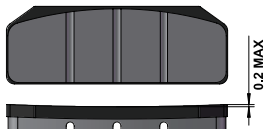


Pad radial wear difference must not exceed 1mm MAX, as shown in the figure below:



Backplate deformation

Backplate flatness error must not exceed 0.2 mm MAX, as shown in the figure below:



In case of excessive backplate flatness error, the pads must be changed.

### RESIDUAL TORQUE

Verify that the wheels may rotate freely, without residual torque; in case of residual torque, check the pads.

## 9. GENERAL NOTES

### 9.1 Overhauling and replacement of the front brake caliper:

They must be overhauled after 5000 km max of running, or when problems arise, or if the temperatures go above 210 degree celsius. We recommend the overhauling of the caliper or replacement of the seal if a temperature of 180 degree celsius is reached.

### 9.2: Miscellaneous:

- Cleaning of the master-cylinder and calipers can only be done with water-based detergents; do not use solvents or paint thinners, these could damage the seals and other rubber components.
- During warehousing the inlet and outlet holes should be protected with the appropriate caps.
- Master-cylinder cannot be disassembled and taken-a part (removing pistons, seals, etc).
- Half-caliper union bolts cannot be re-torqued.
- Replacement of components with non-Talos Performance parts is not permitted.
- Overhauling of racing products must be carried out exclusively by Talos Performance.

## WARNINGS

Talos Performance reserves the right, in its sole discretion, to make changes to the product and this information at any time and without prior notice. Although many catalogs and advertisements depict riders engaged in extreme or stunt riding, this activity is extremely dangerous, increases the risk of an accident, and increases the severity of any injury. The action depicted is performed by professionals under strictly controlled riding conditions. Only you know the limits of your riding ability and only you can control the conditions under which you ride. All riders are strongly urged to take a motorcycle rider safety clinic. Always wear a properly fitted and fastened motorcycle helmet (Talos Performance recommends a full face helmet), that has been approved by ANSI, SNELL, CE, or any other relevant authority, and any other safety equipment necessary for your riding style, such as full finger gloves, boots, and body armor. Be sure to read and follow all the instructions and warnings that originally accompanied your motorcycle, as well as the literature that accompanied any other component parts installed on your motorcycle. Be sure that your tires are inflated to the correct pressure and that there is no damage whatsoever in the tread or sidewall of the tire.

## LEGAL NOTICE

Our products are race use only. Thus Talos Performance declines any responsibility for a different use of its products.