GUSTAV PRO

Owner’s manual

MAGURA
PERFORMANCE COMPONENTS

Contents

1 Introduction

Dear Customer,

Congratulations on the purchase of this latest-generation, powerful, low-maintenance MAGURA GUSTAV PRO hydraulic disc brake with Easy Tube Technology (ETT).
This owner's manual provides you with all the information on the correct installation, required tools, safe use, maintenance and adjustment options for your brake.
Please read it through carefully before installing or using your MAGURA GUSTAV PRO. Please observe and follow all installation, operation and maintenance instructions in this owner's manual. Keep this owner's manual in a safe place for anyone else that may use your MAGURA product. Anyone that uses, maintains, repairs, cleans or disposes of this MAGURA product must be familiar with the contents of these user instructions. Make sure that anyone using the brake reads, understands and observes this owner's manual.
If you pass on your MAGURA product, remember to pass on the owner's manual to the new owner.
If you have any further questions, please contact us via the contact form on our website (magura.com) or via our social media chats on Facebook & Instagram.

2 Safety instructions

2.1 Types of pointers used

This manual contain four different types of pointers. These are highlighted in grey and marked with a specific symbol.

Note: Important information about your brake and its use,

Warning: This symbol warns of misuse which could result in damage to the product or the environment.

Danger: This symbol indicates a possible risk to your life and health.

Important bolted connection: Make sure that you maintain the correct tightening torque at all times.

2.2 General safety instructions

Always remember that cycling is dangerous, both for the rider and other road users, as well as the bicycle and its parts. Despite the use of protective equipment and all safety devices, accidents can occur that can lead to serious injury or even death. Always act mindfully and sensibly!
Only carry out installation and maintenance work yourself if you have sufficient technical skills and the proper tools.

If you do not have sufficient technical knowledge, have assembly and maintenance work on your brakes carried out by a specialist workshop for bicycles or an authorised MAGURA service centre.

Never carry out any work or make any changes to your MAGURA product that are not expressly authorised and described in this manual.

Always adhere to the specified torques for screw connections and use a torque wrench during the installation.

When installing and maintaining your brakes, use only MAGURA original parts – MAGURA disc brake rotors, brake pads, adapters and screws as well as MAGURA Royal Blood (mineral oil) when bleeding/filling.

Never use DOT brake fluid.

2.3 Before your first ride

Familiarise yourself with the position of the brake levers. As a general rule, the brake lever for the front brake is on the left and the brake lever for the rear brake on the right.

Modern brakes might be more powerful than you are used to. Carefully familiarise yourself with the operation and braking action of your MAGURA GUSTAV PRO brakes before your first ride on safe terrain without traffic. Do this before riding on the road or travelling on difficult terrain.

The braking action of a disc brake that has never been used before may initially be much less than you are used to. To achieve full braking performance, the brake system (pads and discs) must be bedded in first. See section 5.3 for more information.

Once you are more familiar with the braking behaviour of your MAGURA GUSTAV PRO, practise emergency braking. You are braking properly and safely if you use both brakes equally. The wheels must not lock under any circumstances. Otherwise there is a risk of the wheels slipping out to the side and causing a fall.

2.4 Before each ride

Before every ride, please check that:

- Your brakes are working perfectly, the pressure point can be clearly felt and does not change.
- No damage (e.g. cracks, traces of oil, etc.) can be seen anywhere on your brake, even when the brake lever blade is not applied.
- The brake discs and pads are not worn. Brake discs and pads must not be contaminated with lubricating substances (oil, grease, silicone, wax, etc.).

Never set off on a ride if you are not completely sure that your brake system is in perfect condition. In this case, have it checked by a specialist retailer first.

Please also carry out the following checks after an accident or if your bicycle has fallen over.

2.5 During the ride:

Always adjust your speed to the prevailing weather conditions, road conditions, terrain and total weight carried by the bike. Braking distance increases considerably, especially in wet conditions and with a higher overall weight. Always look ahead and be ready to brake at all times.

Do not brake continuously or only with one brake on long or steep descents. This could result in the brakes overheating and a loss of braking force. It is better to brake sharply for a shorter time when taking bends or if you are moving too fast. If the riding situation allows, release the brakes briefly when possible. This gives them a chance to cool down and helps to preserve your braking force.

2.6 Transport & storage

Always place the transport devices between the brake pads when the wheel is removed and never pull the brake lever blade if the transport device is not in place.

The transport devices are designed in such a way that the brake pads are pushed back slightly when they are inserted. Once you have removed the transport devices from the brake pads and refitted the wheels, pump the brake lever blades until you feel a clearly defined pressure point.

The brake hoses must not kink when transporting or packing your bicycle.

Do not store your MAGURA brake anywhere with an ambient temperature below -15°C (5°F) or above 55° C (131° F).

Do not empty the brake before transporting the bike in an aircraft.

2.7 Disposal

Dispose of any used lubricants and oils in an environmentally friendly way and in accordance with applicable legal regulations. They must never be allowed to enter the sewage system or sources of groundwater.

3 Intended use

Any use other than the intended use can cause accidents that can result in serious injuries or even death.

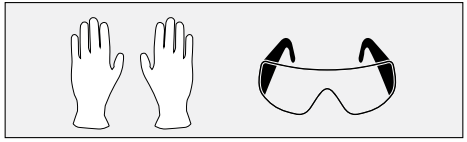
MAGURA GUSTAV PRO disc brakes are exclusively developed and intended

- For mounting on bicycles approved according to DIN EN ISO 4210, DIN EN 15194 or DIN EN 17404 (eMTB).
- For mounting on standard touring, trekking and mountain bike handlebars.
- For use with wheels which have hubs with the corresponding mounting option for the disc brake rotor (6-hole (IS), Centerlock)

Before replacing the brakes on your bicycle or pedelec, you must contact your specialist retailer or bicycle manufacturer for information. Not every brake may be used on every bicycle or pedelec.

4 Assembly

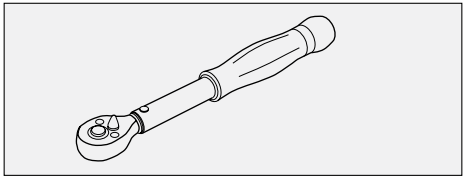
Wear suitable protective clothing, protective gloves and safety glasses during all installation and maintenance work. If not, you may stain your clothes or suffer injuries caused by lubricants and other supplies.



Do not unpack your MAGURA GUSTAV PRO in the presence of children. They can swallow small parts and pieces of film and choke on them.

Before unpacking lay out a dirt-resistant sheet to protect your work area.

A precise tightening torque must be applied when tightening all screw connections. It is given in Newton meter (Nm). You must use a torque wrench to apply a precise tightening torque. If you do not own one, have this work carried out by a specialist dealer! Bolted connections that have not been tightened correctly can become loose or even break! This can result in serious falls!



The hydraulic brake system of your MAGURA GUSTAV PRO comes pre-filled. Once the brake lever and brake calliper have been fitted, use MAGURA Easy link 3 to establish a hydraulic connection.

4.1 Fitting the brake lever

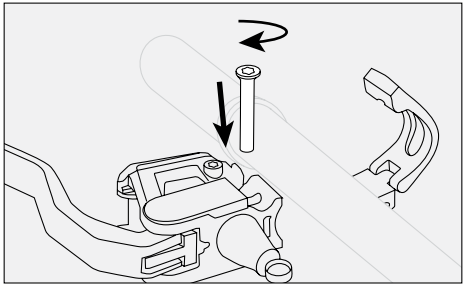
The size of your handlebars must match the clamp diameter of the brake lever.

The brake lever is a flip-flop brake lever. The brake levers can be mounted on the right- and left-hand side of the handlebars. The clamp must always be positioned so that the screw is screwed in from above.

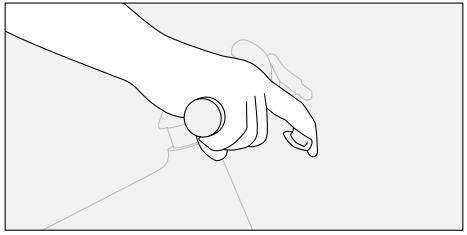
On the left-hand brake lever, the Easy link clip is located at the top of the brake lever and the brake lever blade mounting bolt is located at the bottom.

On the right-hand brake lever, the Easy link clip is located at the bottom of the brake lever and the brake lever blade mounting bolt is located at the top.

Position the brake lever on the handlebars. Fit the two-part clamp.



Insert the clamping screw from above through the two-part clamp into the brake lever and tighten it by turning in a clockwise direction.
Position the brake lever so that, when you place your index finger on the brake lever blade, it forms a straight line across your wrist and forearm. When braking, only your index finger should be on the lever.



Tighten the clamping screws until a tightening torque of 5 Nm (44.3 lbf in) is reached.

You should be able to turn the brake lever by hand, forcing a little if necessary. This reduces the risk of irreparable damage being caused to the brake lever or handlebars in the event of a fall.

4.2 Fitting and aligning the brake hose

Route the brake hose on the outside or inside of your frame, depending on its requirements.

There are various routing aids available to make it easier to route the brake hose through the bicycle frame.

Always set the length of the brake hose to be as short as possible and as long as necessary.

The brake hose must not be squeezed, pinched or overstretched in any riding situation (e.g. by steering, suspension).

The full steering angle must be unimpeded in both directions.

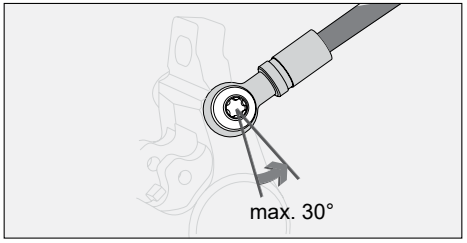
The full function of the suspension elements must be guaranteed without hindrance.

The brake hose must always be at least 20 mm from the brakes discs no matter what position the bike is in (steering, suspension).

MAGURA's rotateable ETT calliper banjo attachment allows you to elegantly align the brake hose.

To adjust the banjo brake calliper connection, turn the screw approx. 30° anti-clockwise. Hold the screw plug in this position.
Turn the ETT calliper banjo attachment connection to the desired position on your fork or rear frame.

Lay the brake hose without kinks and in such a way that it does not restrict steering movements. It should not be touching any other parts.



Tighten the banjo bolt until a tightening torque of 3 Nm (26.5 lbf in) is reached.

4.3 Fitting the brake calliper

The brake calliper is already connected to the MAGURA Disc Tube 2.2 (brake hose) and filled.

Mount the brake calliper when the wheel is correctly installed and with the brake disc mounted on the wheel.

Never touch a hot or rotating disc brake rotor.

The mounting bases for the brake calliper must be milled flat, free from burrs/paint residue and provided with corrosion protection.

4.4 Fitting a QM adapter

Fit the appropriate MAGURA QM adapter if required. You can find the right adapter in the MAGURA "original spare parts" range.

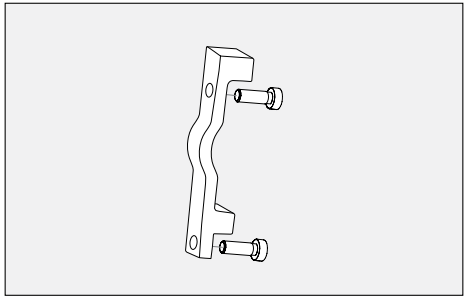
A maximum of one MAGURA QM adapter can be fitted per brake calliper.

MAGURA QM adapters are usually labelled with a directional arrow. This must point upwards (UP) when fitted.

Apply fresh screwlock (medium-strength) to all retaining screws.

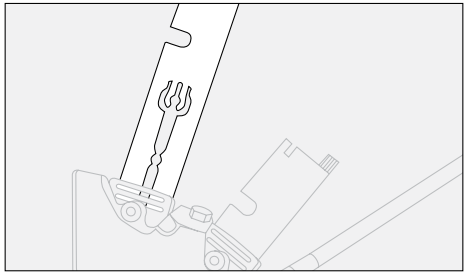
The MAGURA push-through adapters must then be screwed together with the brake calliper. The following installation step is not required for push-through adapters.

Only screw on the MAGURA QM adapter suitable for your brake disc and mounting base using the retaining screws supplied.

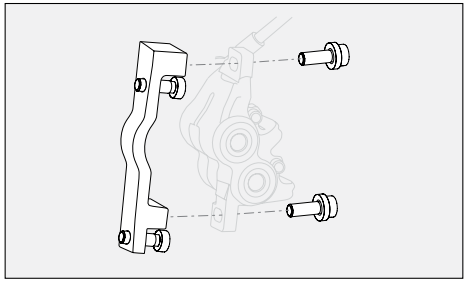


Tighten the retaining screws of the QM adapter until a tightening torque of 6 Nm (53.1 lbf in) is reached.

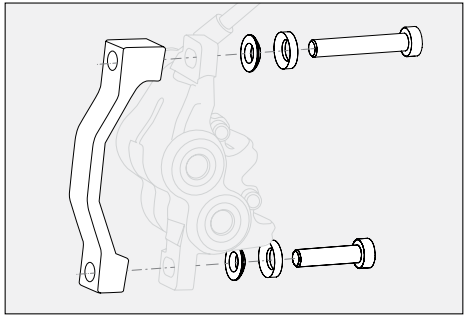
Install the wheel with the brake disc fitted. The hub must be pushed correctly between the dropouts.
Remove the assembled MAGURA transport devices from the brake.



Carefully guide the brake calliper over the mounted brake disc.
Place the brake calliper on the mounting base or the MAGURA QM adapter.



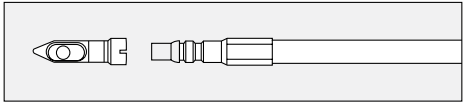
Use a 5 mm Allen key to tighten the retaining screws slightly to secure the brake calliper. It should still be possible to easily slide the brake calliper.
When using the MAGURA push-through adapter, place it on the mounting base together with the brake calliper.
Ensure that the convex and concave washers are positioned correctly.



Use a 5 mm Allen key to tighten the retaining screws slightly to secure the brake calliper. It should still be possible to easily slide the brake calliper.

Check the path and length of the brake hose.

If your brake hose has already the correct length when you first fit it, pull off the Easy link transport cap from the brake hose. Establish the hydraulic connection as described in section 4.6.



If you need to shorten the hydraulic hose, read section 4.5 "Shortening the brake hose".

4.5 Shortening the brake hose

Do not actuate the brake lever blade if your brake system has already been hydraulically connected.

When you fit a new brake system, the brake lever is closed with the Easy link 3 transport device. Pulling the lever will have no effect.

Handle the open brake hose with care.

Use a clean, absorbent and lint-free cloth to catch any oil that escapes.

Before shortening the brake hose, the handlebars and stem should be in their final position and no longer need to be raised, lengthened or otherwise adjusted.

The full steering angle in both directions must be unimpeded.

The full function of all suspension elements must be guaranteed without hindrance.

Only use a suitable hose cutter or sharp knife to shorten the brake hose.

Shorten the brake hose on the brake lever side.

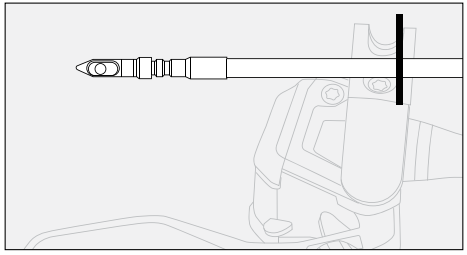
With a new brake system, the brake pistons must not be pressed back. They are already in the correct position.

If your brake hose is or was already hydraulically connected before shortening, read the section 4.8. Then proceed as follows.

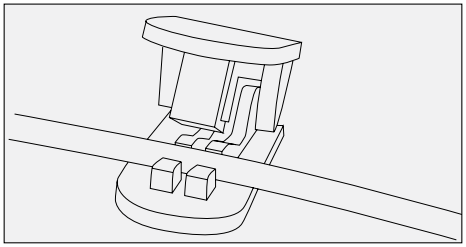
Carefully determine the length of your brake hose.

If the brake hose is cut too short, it can become unusable.

To do this, hold the brake hose against the brake lever and mark the point where to be cut.



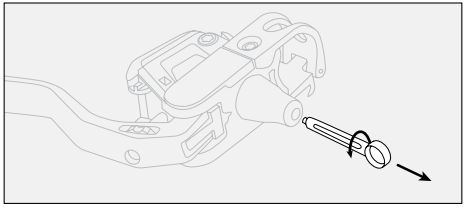
Cut the brake hose at a right angle using a suitable hose cutter (MAGURA hose cutter).



Hold the brake hose securely at the point where it should be cut.

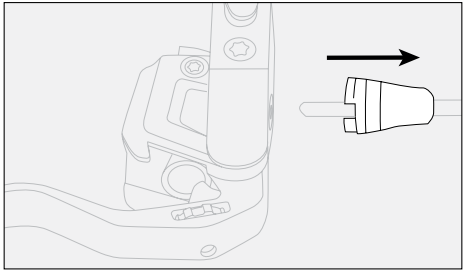
Snapping back the brake hose can lead to oil loss.

Turn the Easy link 3 transport device on the brake lever by 90° and pull it out.

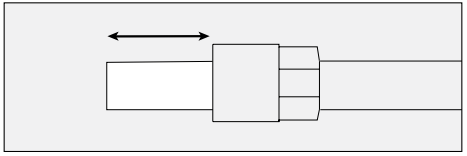


Do not operate the brake lever until you have fully established the connection between the brake hose and the brake lever.

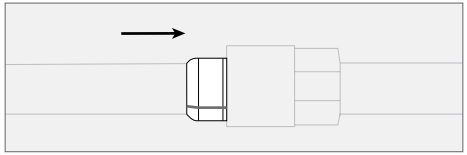
Pull out the Easy link 3 grommet on the brake lever and push it into place so that it covers at least the first 10 cm of the brake hose.



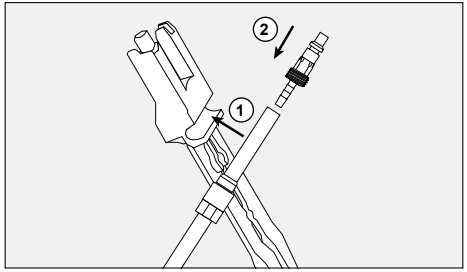
Push the ETT sleeve nut at least 5 cm onto the brake hose with the hexagon at the front.



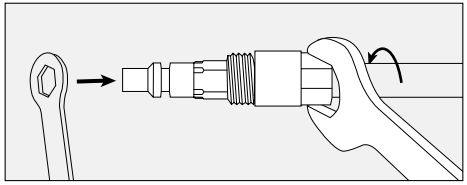
Push the ETT olive into the end of the sleeve nut.



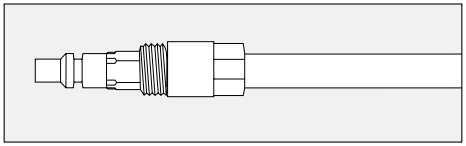
Push the ETT Easy link connector into the brake line and carefully tap it into place using the transport device.



Slide the supplied 5 mm ring wrench onto the hexagon of the ETT Easy link connector. Use it to hold the ETT Easy link connector when screwing on the ETT sleeve nut. Screw the ETT sleeve nut to the ETT Easy link connector using a 7 mm open-end wrench.



The ETT sleeve nut must be screwed over the last thread of the ETT Easy link connector.



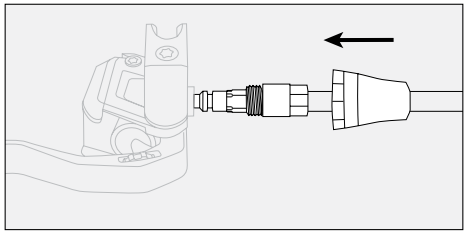
Remove any oil residues.
You can now establish the hydraulic connection. Please read section 4.6 for more information.

As a general rule, you do not need to bleed the air after shortening the brake hose. However, if air has entered the brake system and the pressure is therefore not stable, you must bleed your brake according to the instruction in 5.4.

Insert the wheel with the disc brake rotor fitted or the transport device.

4.6 Establishing the hydraulic connection between brake hose and brake lever

Press the end of the brake hose with the Easy link ETT connector into the brake lever until you feel the Easy link 3 valve engage.

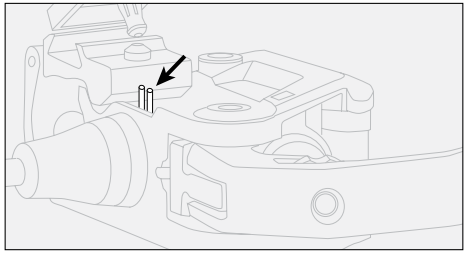


A brake lever cover is only fitted to one side of the brake lever before the initial installation. The brake lever cover, which is not fitted, is supplied with your brake lever in a bag. The Easy link clip is already exposed so that you can press the clip arms together.

If your brake system was already in use, you must remove the brake lever cover to press the clip arms together. Gently push the brake lever cover with the MAGURA logo towards the handlebars and remove it.

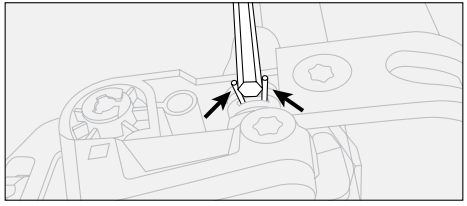
On the left brake lever, the Easy link clip is at the top under the brake lever cover.

On the right brake lever, the Easy link clip is located at the bottom of the brake lever under the brake lever cover.

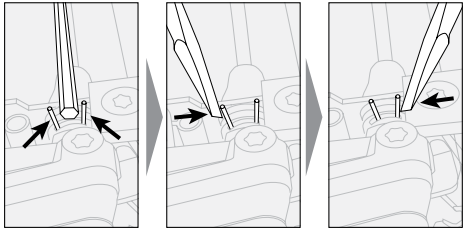


Check that the arms of the Easy link clip are positioned correctly.

Insert a 4 mm Allen key between the arms of the clip.
If the Allen key touches both arms, the clip is positioned correctly.



If the Allen key is not touching both arms and can move around, you must press the arms of the clip together with a screwdriver.

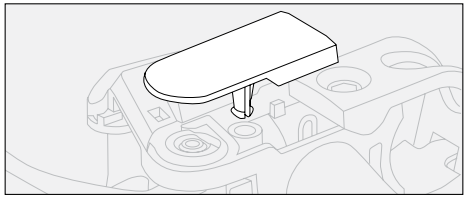


Check that the Easy link clip is secure again. Pull firmly on the brake hose to make sure that it is firmly connected to the brake lever.

Carefully push the brake lever cover with the MAGURA logo onto the brake lever.

Check the latch on the brake lever cover. If damaged, the cover must be replaced.

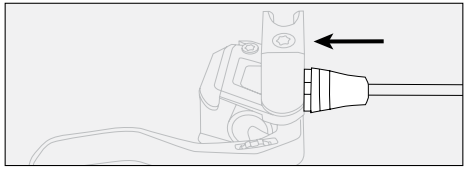
Warning: Both brake lever covers must always be fitted to ensure a safe operation of the brake system.



Pull the brake lever. You should hear a cracking sound when the valve diaphragm bursts open for the first time.

If the brake lever has already been used before, you will no longer hear a cracking sound from the valve diaphragm when the brake lever is used again.

Reattach the Easy link 3 hose cover to the brake lever.



The hydraulic connection is now established.

4.7 Aligning the brake calliper

Apply the brake lever blade several times and the release it.
If you can clearly feel the pressure point and it does not change, apply and hold the brake lever blade.
Tighten the retaining screws of the brake calliper slightly.
The disc brake rotor must run through the centre of the caliper without touching it.
If it does not run freely, loosen the retaining screws and repeat the previous steps.

The disc brake rotor must go through the brake calliper without contact or noise.

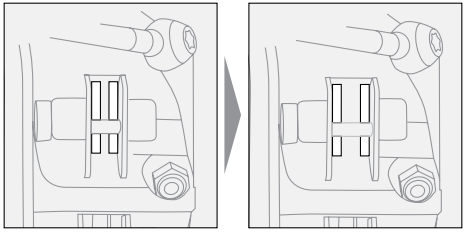
Tighten the retaining screws alternately and in stages until a tightening torque of 6 Nm (53.1 lbf in) is reached.

Check again that the disc brake rotor runs freely and the position (height) of the brake calliper is correct.
If the disc brake rotor does not run freely or the position of the brake calliper (height) is not correct, loosen the retaining screws and repeat the previous steps.

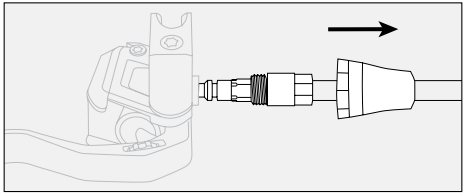
The entire surface of the brake pad must be in contact with the friction ring.
Once you have aligned your brake calliper correctly and tightened it firmly, apply the brake lever blade several times and hold it firmly. No oil should escape from the system. The pressure point of the brake must be clearly felt. It should not change.

4.8 Dismantling the brake hose

The MAGURA Easy link 3 connection allows you to remove your brake hose from the brake lever in just a few simple steps.
Remove the wheel.
Carefully push the brake pads apart as far as they will go using the MAGURA transport device or a wide, grease-free screwdriver.



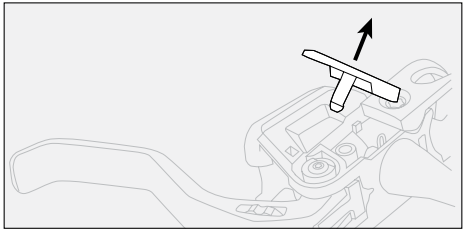
When all brake pistons are in the outermost position, release the Easy link 3 grommet on the brake lever. Push the Easy link 3 grommet onto the brake line.



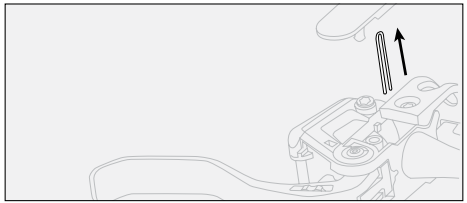
Gently push the brake lever cover with the MAGURA logo towards the handlebars and remove it.

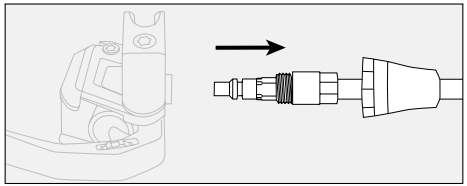
On the left brake lever, the Easy link clip is at the bottom.

On the right brake lever, the Easy link clip is at the top.



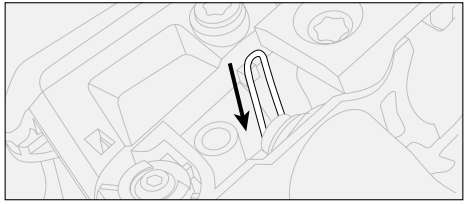
Release the MAGURA Easy link 3 clip and carefully pull the brake hose out of the brake lever.





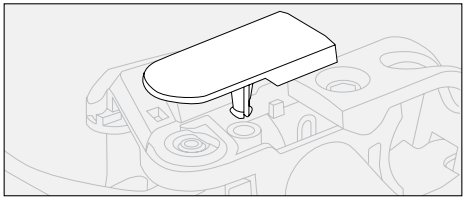
The brake hose and brake lever are now open. Do not operate the brake lever and handle the brake hose with care.

Press the Easy link clip into the brake lever.



Carefully push the brake lever cover with the MAGURA logo onto the brake lever.

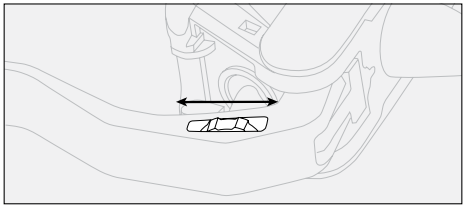
Check the latch on the brake lever cover. If damaged, the cover must be replaced.



Both brake lever covers must always be fitted to ensure a safe operation of the brake system.

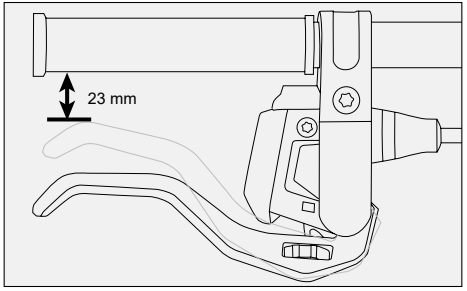
4.9 Reach adjustment

You can adjust the reach of the brake lever blade on your MAGURA GUSTAV PRO to suit your requirements.
To do this, turn the adjustment wheel on the brake lever blade to the left or right. The brake lever blade will move closer to or further away from the handlebars.



Apply the brake lever blade so that the brake pads are in contact with the disc brake rotor.

The firmly applied brake lever blade must always be at a minimum distance of 23 mm from the handlebars.



5 Maintenance

5.1 General maintenance instructions

Check your brakes for damage and proper function after every accident.

Maintenance work on your MAGURA GUSTAV PRO must be carried out regularly. The frequency of maintenance work depends on the frequency of use and the weather conditions.
The more often you use your bicycle under extreme conditions (rain, dirt, challenging terrain, long rides, etc.), the more frequently the following maintenance steps must be carried out.

Never use a pressure cleaner or steam cleaner to clean your bicycle. The seals of your bicycle parts cannot withstand this pressure.

If the brakes and disc brake rotors are dirty, clean them with a suitable cleaning agent (e.g. brake cleaner).

5.2 Check brake discs and pads for wear

Check the brake discs and pads regularly for wear and damage (cracks, deformation, etc.).

5.2.1 Check the brake discs

Your MAGURA GUSTAV PRO disc brakes can be fitted with rotors with a thickness of 2 mm and 2.5 mm.

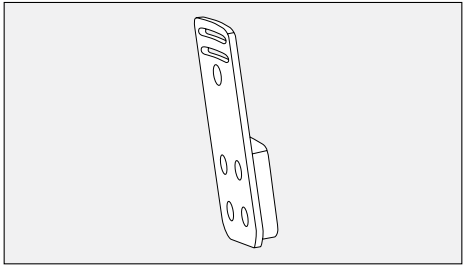
The wear limit of your MAGURA brake discs depends on the model fitted. The minimum disc brake rotor thickness is noted on the disc brake rotor.

Measure the disc brake rotor thickness with a suitable calliper gauge.

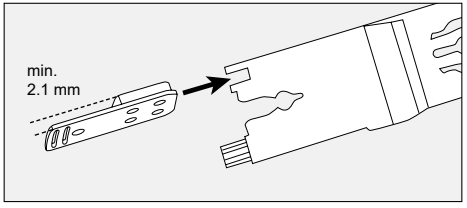
To change the disc brake rotor, read the installation instructions for your disc brake rotor.

5.2.2 Check brake pads

The thickness of your MAGURA brake pads (pad + pad carrier plate) must not be less than 2.1 mm at any point.



You can measure the wear of your brake pads when removed.
The brake pads including the pad carrier plates should not fit into the wear gauge of the transport device at any point.



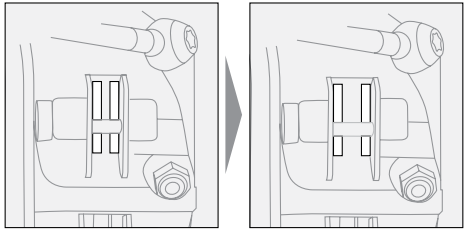
5.3 Changing the brake pads

Only use original MAGURA brake pads.

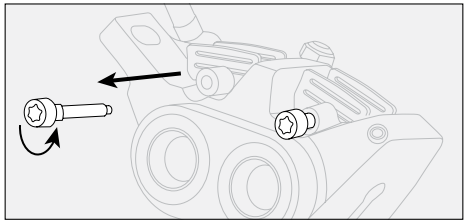
The brake pads must be undamaged and free of grease/oil.

The brake pad locking screw must be fitted with fresh threadlock (medium-strength).

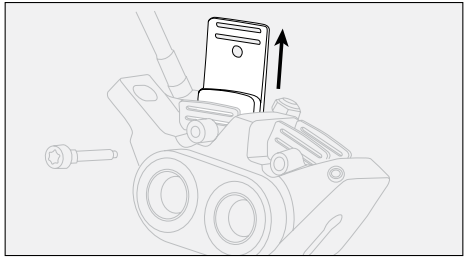
Remove the wheel from your bicycle.
Carefully push the brake pads apart as far as they will go using the MAGURA transport device or a wide, grease-free screwdriver.



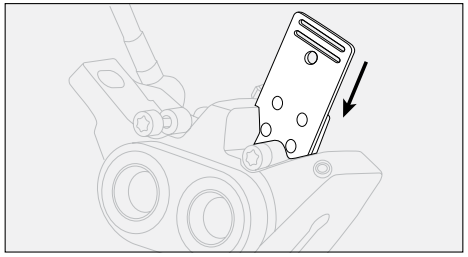
When all brake pistons are in the outermost position, unscrew the brake pad locking screw by turning it anti-clockwise using a Torx T25 spanner.



Remove the brake pads from the brake calliper one by one from above.



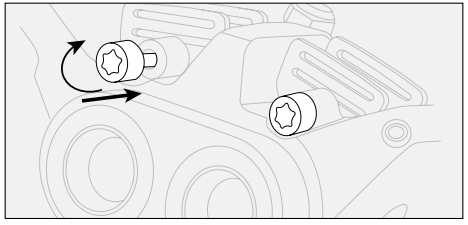
Clean the inside of the brake calliper (small brush, cloth, compressed air, etc.) with a suitable brake cleaner.
Insert the new brake pads into the brake calliper from above with the pad carrier plate facing the brake piston.



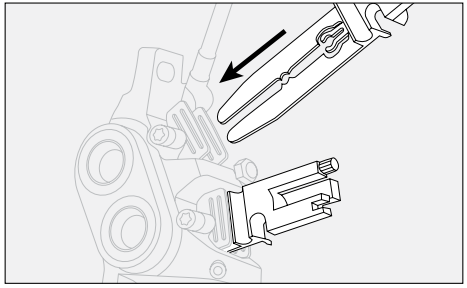
Guide the brake pad locking screw through the brake calliper and the eyelets of the brake pads.

The brake pads must sit securely in the brake calliper. Check this by pulling on the pad carrier plate.

Tighten the brake pad locking screw using a Torx T25 spanner until a tightening torque of 2.5 Nm (22.1 lbf in) is reached.



Install the wheel with the disc brake rotor fitted or slide the transport device between the brake pads.



Apply the corresponding brake lever blade several times so that the brake pads are aligned and pumped against the disc brake rotor.

Brake pads and brake discs only develop their braking force during the bedding-in phase. As such, it is important that you bed in your new brake pads. Slow down to 20 km/h (12 mph) at least 30 times on a level road and brake until you slow to 5 km/h (3 mph). Repeat the process until no further improvement in braking force is noticeable.
Bed-in each brake (front and rear wheel) separately.
Your brakes will then be bedded in and offer optimum braking performance.

5.4 Bleeding/filling the brakes

Your MAGURA GUSTAV PRO is equipped with EBT ("Easy Bleed Technology").

The MAGURA ROYAL BLOOD is not subject to ageing. Your brakes therefore do not need to be regularly bled or refilled. Only carry out this work for one of the following reasons.

Bleed/fill your brake if
- The brake does not react immediately when the brake lever blade is applied.
- The pressure point is not clearly defined, it is spongy or does not remain constant.
- You have replaced the brake hose, brake calliper or brake lever.

The only difference, if any, between bleeding and filling your brakes is the amount of oil required. The process is identical.

Take a look at the MAGURA tutorial at www.magura.de.

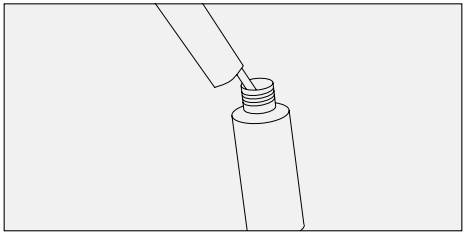
Only loosen the screw plug to bleed/ fill the brake.

Only use MAGURA ROYAL BLOOD (mineral oil) for bleeding/filling.

Never use DOT brake fluid.

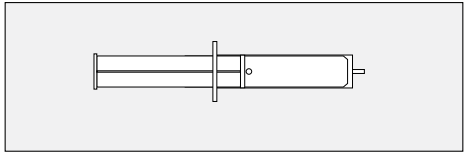
You will need the MAGURA service kit to bleed / fill your MAGURA GUSTAV PRO. You can purchase the MAGURA service kit from specialised dealers.

Draw MAGURA Royal Blood into the filling syringe.

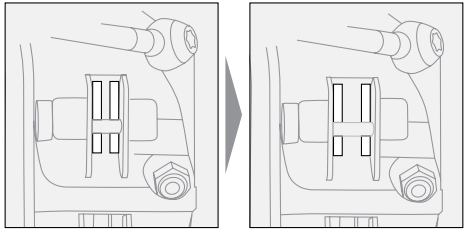


There must be no air in the filling syringe.

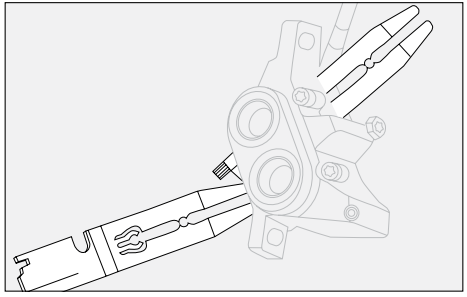
Pull the piston of the bleeding syringe out as far as it will go.
The piston crown must be located above the bleed bore.



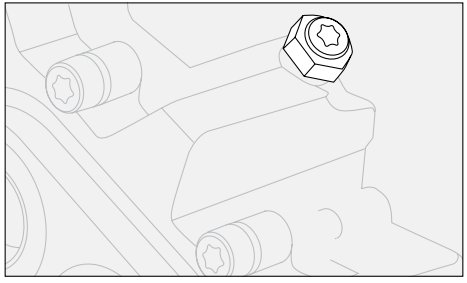
If your bleeding syringe does not have a bleed bore, you can make one yourself using a Ø 2 mm wood or metal drill bit.
Remove the wheel.
Carefully push the brake pads apart as far as they will go using the MAGURA transport device or a wide, grease-free screwdriver.



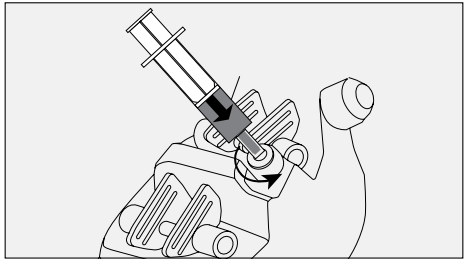
When all brake pistons are in the outermost position, unscrew the brake pad locking screws.
Dismantle the brake pads as described in section 5.3.
Insert two transport devices per brake calliper with the bleeding block side facing downwards between the brake pistons and secure them with the brake pad locking screws.



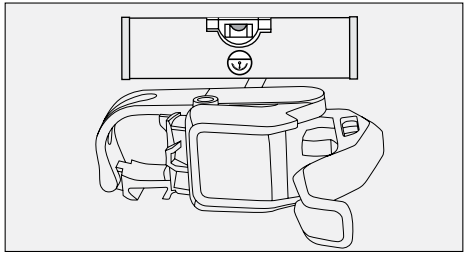
Remove the plug from the filler hole using a 3 mm Allen key. Turn it slightly back and forth. Pull out the plug while turning it.



Remove the plug.
Firmly insert the nozzle of the filled filling syringe into the filler hole with a slight twisting motion.
Loosen the screw plug on the filler hole by half a turn anti-clockwise using an 8 mm open-end spanner.



The oil connection will be established.
The brake lever must be turned horizontally to bleed.

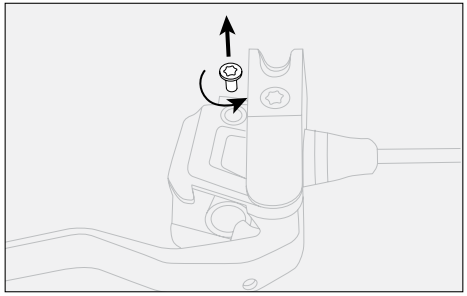


The EBT screw is located at the top of the right brake lever.

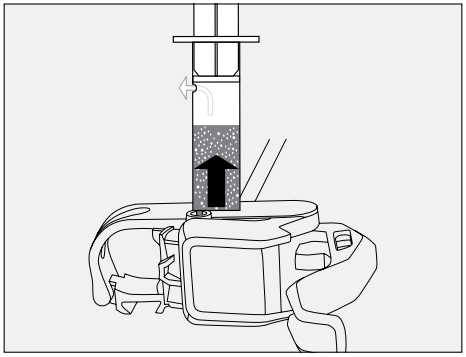
The EBT screw is located at the bottom of the left brake lever. The brake lever must be turned so that the bleed hole is pointing upwards.

If a (remote) gear shifter is attached to the brake lever, loosen it and turn it carefully. Alternatively, open the brake lever clamp and reattach the brake lever so that the bleed hole is pointing upwards and the brake lever is horizontal.

Unscrew the EBT screw on the bleed hole of the brake lever anti-clockwise using a Torx T25 spanner.



Insert the empty bleeding syringe firmly into the EBT bleed hole with a slight twisting motion.



Slowly push the MAGURA Royal Blood from the filling syringe from the brake calliper into the brake system.
Let the brake lever blade snap 2-3 times.
This should release any air bubbles in the brake system and allow them to rise into the bleeding syringe on the brake lever.
Push the MAGURA Royal Blood through the brake system until no more air bubbles are visible.
You can now carry out a pressure point test by closing the screw plug of the filler hole on the brake calliper with an 8 mm open-end spanner.

Tighten the screw plug until a tightening torque of 4.5 Nm (39.8 lbf in) is reached.

Apply the brake lever blade several times and hold it.
If the pressure point cannot be clearly felt and changes, release the brake lever blade.
Open the filling valve on the brake calliper and carefully pull back the piston of the filling syringe.
Check whether there are any air bubbles coming out of the brake calliper. The system is now bled and can be closed.

Before removing the bleeding/filling syringe, have a clean cloth ready to remove any oil residue.

Keep the bleed bore on the syringe itself closed before and after removing the bleeding syringe.

Pull the bleeding syringe out of the EBT bleed hole on the brake lever and turn the tip upwards.
To prevent oil from running out of the bleed bore in the bleeding syringe, carefully push the piston of the bleeding syringe until it is just past the bleed bore.
The oil level must reach the upper edge of the EBT bleed hole when the EBT screw is closed.

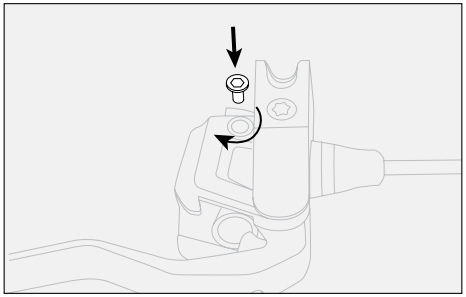
The filling valve must be open by half a turn.

If this is not the case, slowly and carefully press some MAGURA Royal Blood from the filling syringe on the brake calliper through the brake system until the bleed hole on the brake lever is completely filled.
The brake system has now been bled.
Close the screw plug of the EBT filler hole on the brake calliper using an 8 mm open-end spanner.

Tighten the screw plug until a tightening torque of 4.5 Nm (39.8 lbf in) is reached.

Pull the filling syringe out of the filler hole at the brake calliper.
Carefully tighten the EBT screw of the bleed hole on the brake lever using a Torx T25 spanner.
You can also use the Torx T25 spanner moulded onto the yellow transport locking device for tightening.

Tighten the EBT screw until a tightening torque of 0.5 Nm (4.4 lbf in) is reached.



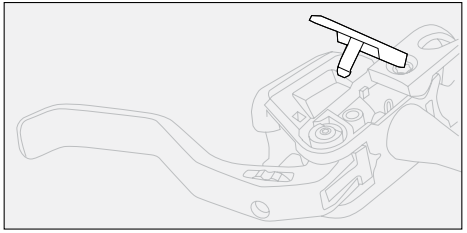
Screw in the plug of the filler hole on the brake calliper using a 3 mm Allen key and applying light pressure.
Remove any oil residue from the system with a suitable brake cleaner before fitting the brake pads.

If the pressure point is not yet perfect, the GUSTAV PRO brake system can also get a quick bleed. Watch the MAGURA tutorial at www.magura.de to help you.

If the pressure point still cannot be clearly felt, contact a MAGURA service centre.
Fit the brake pads as described in section 5.3.
No oil should leak from anywhere on the system.
The pressure point must be able to be clearly felt and should not change.

5.5 Changing the brake lever blade

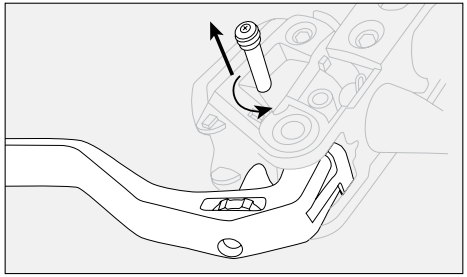
Gently push the brake lever cover with the MAGURA logo towards the handlebars and remove it.



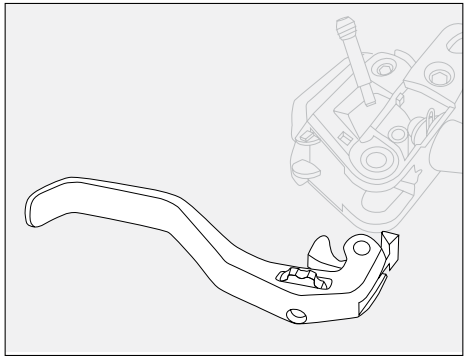
Unscrew the lever pivot screw anti-clockwise with a Torx T15 spanner.

On the left-hand brake lever, the lever blade pivot screw is located under the lower brake lever cover.

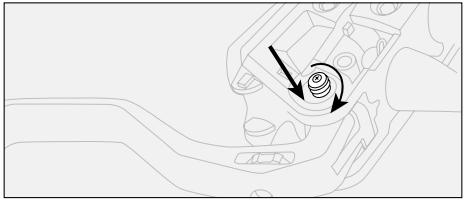
On the right-hand brake lever, the lever pivot screw is located under the upper brake lever cover.



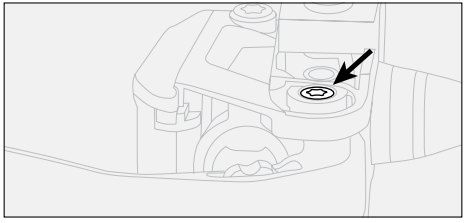
Remove the lever blade.



Fit the new brake lever blade.
Tighten the lever pivot screw by turning it clockwise using a Torx T15 spanner.

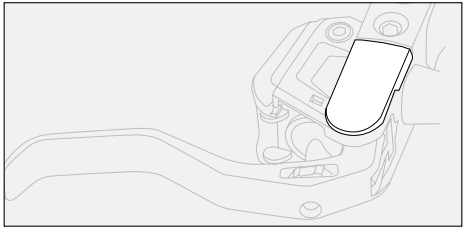


The lever pivot screw should only be screwed in until the screw head is flush with the housing.



Carefully push the brake lever cover with the MAGURA logo onto the brake lever.

Check the latch on the brake lever cover. If damaged, the cover must be replaced.



Both brake lever covers must always be fitted to ensure a safe operation of the brake system.

6 Tightening torques

Name	*Key*	*Tightening torque*
Brake lever clamping screw	T25	5 Nm (44.3 lbf in)
Banjo screw plug	T25	3 Nm (26.5 lbf in)
QM adapter retaining screws	5 mm	6 Nm (53.1 lbf in)
Brake calliper retaining screws	5 mm	6 Nm (53.1 lbf in)
Brake pad locking screws	T25	2.5 Nm (22.1 lbf in)
EBT screw	T25	0.5 Nm (4.4 lbf in)
Sealing plug filler hole	3 mm	–
Screw plug filler hole	8 mm	4.5 Nm (39.8 lbf in)
Lever mounting screw	T15	screw in flush
ETT sleeve nut	7 mm	until thread disappears

7 Liability and warranty

Wear and tear is not subject to liability.
Liability expires if the brake is used outside the intended use.
Intended use also includes compliance with all our instructions on installation, operation and maintenance in this owner's manual.
The statutory liability applies.
Please contact your retailer in the event of material defects.
A liability claim can only be processed if the purchase receipt from the retailer is enclosed.
Liability is significantly impaired by:

- Improper use
- Improper maintenance
- Damage due to an accident
- Use of parts other than original MAGURA spare parts
- Use of hydraulic fluid other than original MAGURA hydraulic fluid
- Modification of the surface (e.g. painting)
- Modification of the structure (e.g. drilling holes, ...)
- Removing the serial number or making it unrecognisable
- Transport damage or loss

You can find more information about the 5-year leak-proof guarantee at www.magura.com

8 On our own behalf

Here at MAGURA, we are constantly working on improving our products with regards to their technical development.
For this reason, we reserve the right to make changes to the figures and descriptions in this owner's manual.
This does not give rise to any claims for modifications to products that have already been delivered.
The latest information is available at www.magura.com
All dimensions specified should be interpreted as referring to when new, taking into account the usual tolerances applicable to production in accordance with DIN EN ISO 22081.
Reprints or translations of this owner's manual, including extracts, are only permitted with the written authorisation of MAGURA.

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