



MAGURA
PERFORMANCE COMPONENTS

2024 TECH TALK



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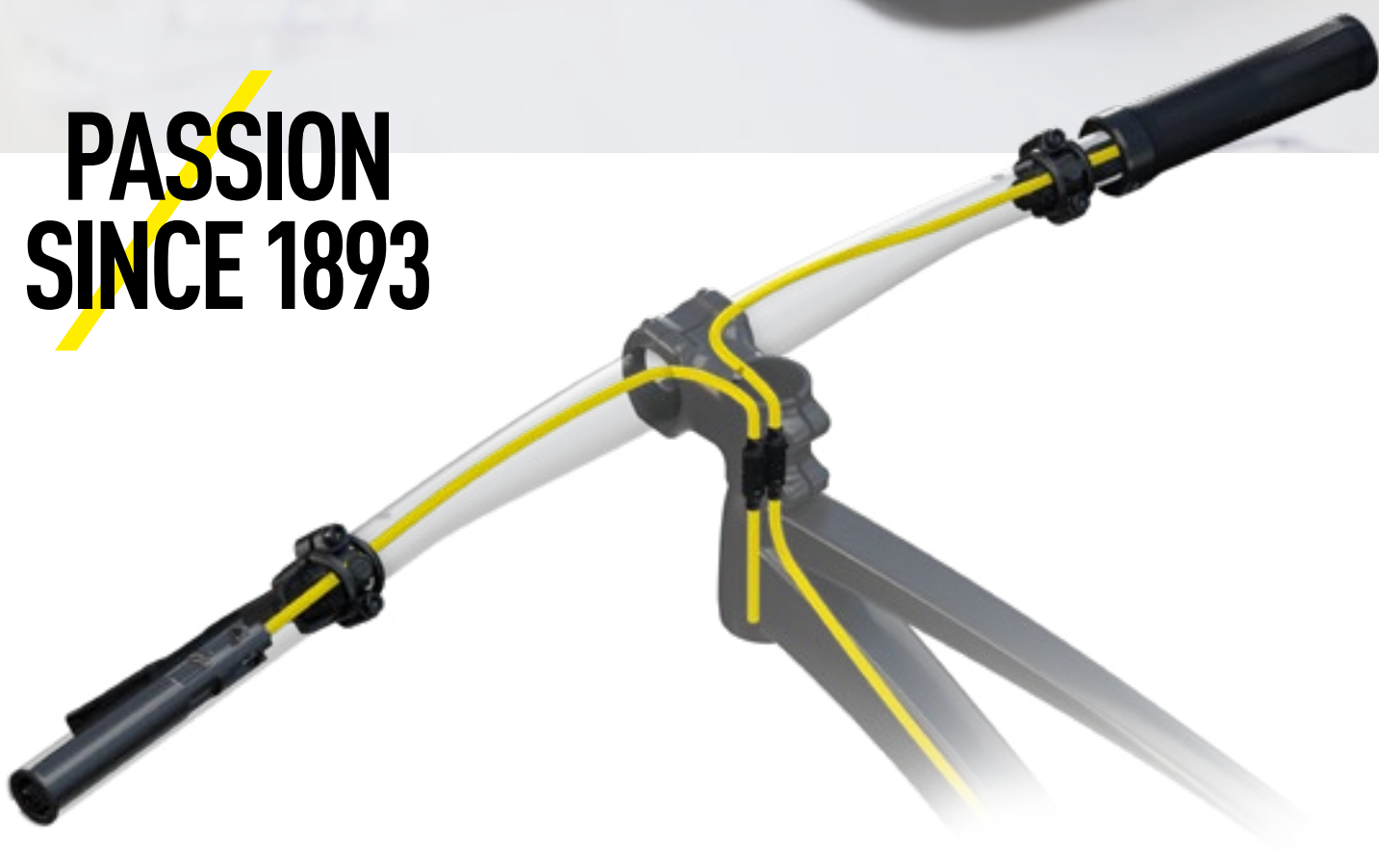
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NEW

You'll find our **new products for 2024** in the Spare Parts section. Look for the yellow dots!



**PASSION
SINCE 1893**



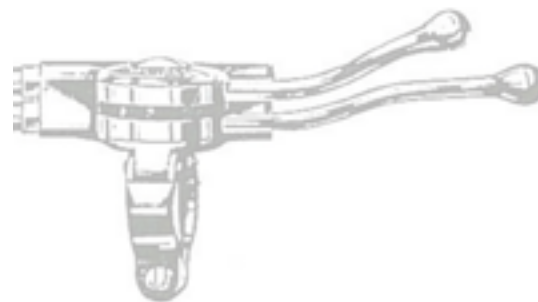


INNOVATION & PASSION

When the long-standing Swabian company MAGURA introduced the first hydraulic bicycle brake to the market in 1987, it proved to be an invention that heralded a sweeping change. The legendary Hydro Stop (HS) rim brakes were part of numerous victories in the Mountain Bike World Cup, changing not only the face of mountain biking and racing, but also the business orientation of MAGURA itself, which at the time mainly specialized in motorcycle products.

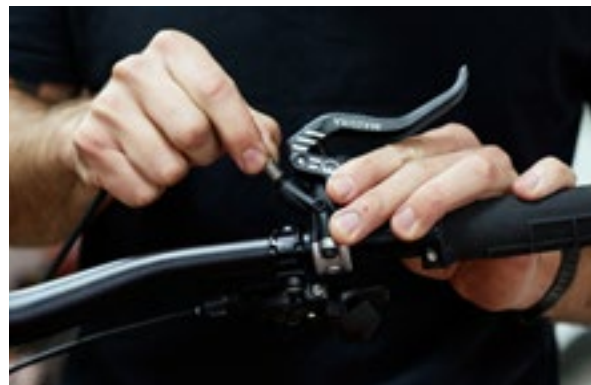
The company has always been committed to continuously improving things that are already good. One result of this approach is the current #customizeyourbrake philosophy, thanks to which MAGURA disc brakes can be perfectly customized to match individual riding styles – and here too, MAGURA consistently relies on the feedback of its athletes. The individual brake setup for maximum performance lies at the heart of this philosophy, for professionals and hobby riders alike. Passing on its racing experience to the biking world is a very important creed in the history of the company.

However, MAGURA doesn't stop at driving new developments in racing. For decades, the car was regarded as the means of transport. Nowadays, however, bicycles and e-bikes are playing an increasingly important role in everyday life – and e-bikes and s-pedelecs have meanwhile firmly established themselves as serious transport alternatives. To get bicycle riders comfortably and safely to their destinations, MAGURA develops new integration solutions and safety systems for alternative mobility concepts. These solutions include the BOSCH e-bike ABS developed together with Bosch, and the trailblazing MAGURA Cockpit Integration (MCi) – the first production-ready integration of handlebars and brakes.



MAGURA TECH TALK 2024

User-friendliness is a top priority for all MAGURA products. A good example is the MAGURA MT, with its choice of brake calipers, masters and levers to suit every riding style. Easy maintenance is equally important. Tech Talk shows you the many possibilities for installation, maintenance and servicing of MAGURA products.



MAGURA TECHNOLOGIE

MAGURA stands for the highest reliability and quality in both the motorcycle and bicycle industries. Many of the MAGURA components are "Made in Germany", produced not far from the headquarters in Bad Urach in two factories on the Swabian Alb. These components include the brake masters made of our own developed materials Carbotecture SL and Carbotecture. Carbotecture SL

consists of a carbon fibre-reinforced, high-tech polymer, a material that is extremely impact and tear resistant and has a high degree of elasticity, making it extremely robust. Carbotecture has similar properties, but fibreglass fibres are used instead of carbon fibres.

Very light but extremely resistant components can be produced thanks to our high-tech plastics Carbotecture SL, Carbotecture and the Carbolay manufacturing process, all developed in-house by MAGURA. The fact that these materials have been created for the highest demands is demonstrated not least by their use for brake and clutch valves on motorcycles.



CUTTING-EDGE MATERIALS

CARBOTECTURE

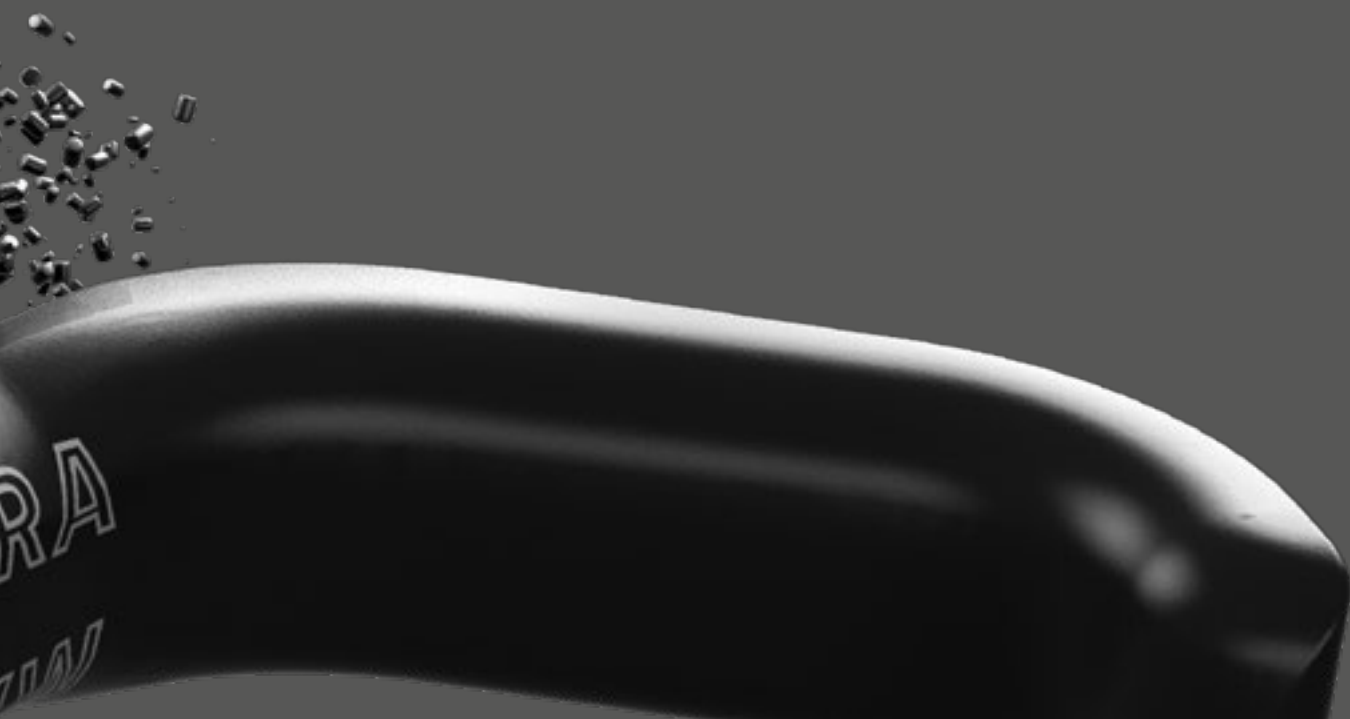
- Synthetic granules made of high-tech polymers and short carbon or glass fibres
 - Any desired shape can be achieved thanks to the Carboflow process
 - Complex shapes with smooth surfaces can be created
 - 50 % lighter than aluminium, with identical tensile and breaking strength
-

CARBOTECTURE SL

- An enhanced development of Carbotecture
 - Integration of medium-length carbon fibres
 - Additional weight reduction with a level of resistance that has been increased yet again
-

CARBOLAY PROCESS

- Load-appropriate positioning of carbon fibres using a textile process
- Fully-automatic production without the usual manual work associated with carbon
- High rigidity of the components combined with low weight





PERFECT MATCH
BEST PERFORMANCE

ORIGINAL SPARE PARTS AND GUARANTEE MAGURA GUARANTEE



All important spare and wearing parts from a single source, guaranteeing maximum performance and safety when you most need it.

MAXIMUM BRAKING POWER

You'll get maximum braking power using original MAGURA rotors and brake pads – because our components are optimally matched in terms of materials and technology.

CONSISTENT QUALITY

All MAGURA Original Spare Parts are subject to constant quality control, ensuring consistently high quality.

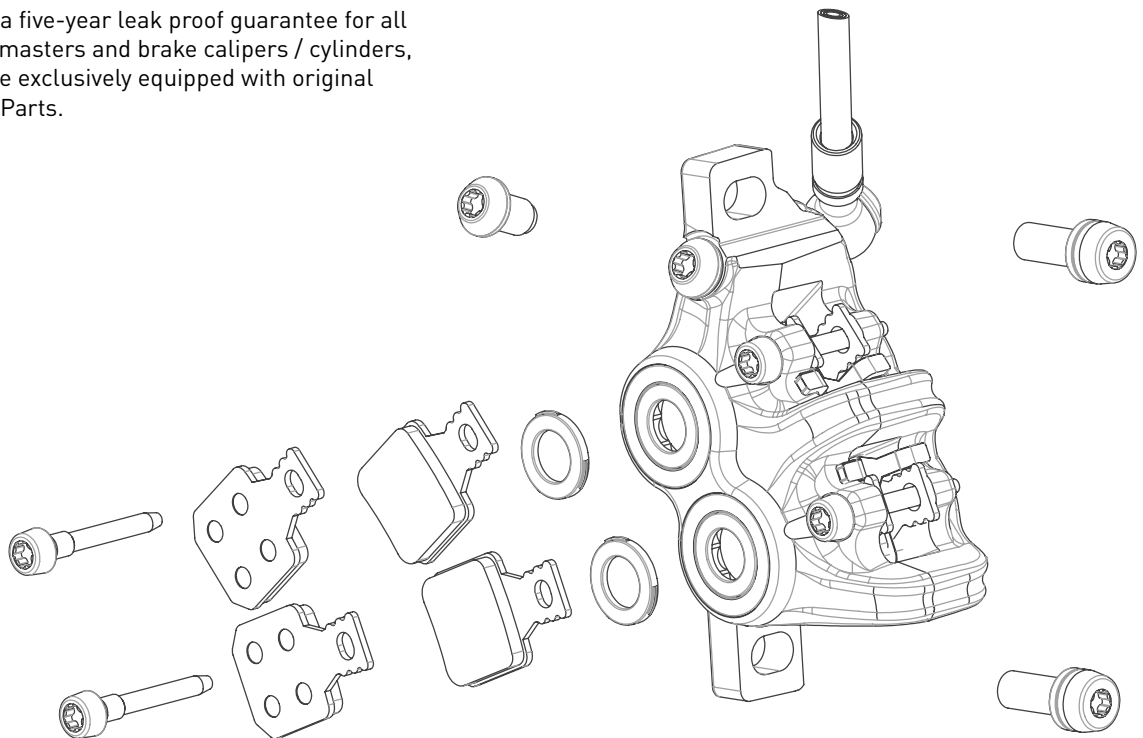
5-YEAR GUARANTEE

MAGURA offers a five-year leak proof guarantee for all MAGURA brake masters and brake calipers / cylinders, provided they are exclusively equipped with original MAGURA Spare Parts.



TIP

For more information, please see the MAGURA 2023 catalog on page 49 - 57.



ADAPTER



QM 5 (37 g)
IS-203-F



QM 9 (50 g)
IS-203-R



QM 12 (30 g)
IS-160-R
IS-180-F



QM 44 (37 g)
PM 180-203



QM 45 (34 g)
PM 140-180
PM 180-220



QM 46 (37 g)
PM 203-220



QM 40 (39 g)
PM 140-160
PM 160-180
PM 200-220



QM 41 (37 g)
IS-180-R



QM 42 (34 g)
PM 160-203



QM 43 (30 g)
IS-160-F



QM 50 (11 g)
FM140/160-160F
FM160/180-180F



QM 51 (10 g)
FM140/160-160R
FM160/180-180R



QM 52 (10 g)
FM160/180-160F



SPACER (1,5 mm)
PM 200-203
PM direct mount Ø 200 mm
(RockShox ZEB)

ABS ADAPTER

NEW



QM 44 WSS (24 g)
PM + 23 mm



QM 40 WSS (18 g)
PM + 20 mm



QM 41 WSS (28 g)
IS-180-R



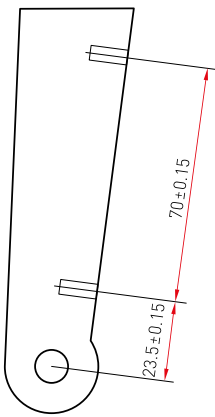
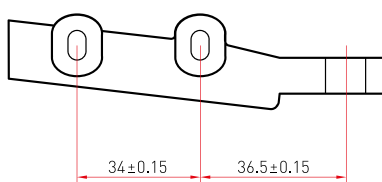
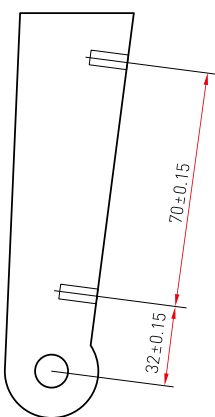
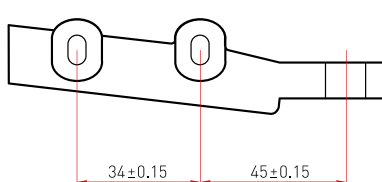
QM 42 WSS (23 g)
PM + 43 mm



QM 45 WSS (33 g)
PM + 40 mm

Disc diameter mm	Ø 160 mm	Order No.	Ø 180 mm	Order No.	Ø 203 mm	Order No.	Ø 220 mm	Order No.
Fork								
PM 160 (PM 6")	direct		QM 40	2 700 515	QM 42	2 700 517		
PM 160 (PM 6") ABS			QM 40 WSS	2 701 636	QM 42 WSS	2 702 698		
PM 180 (PM 7")			direct		QM 44	2 701 967	QM 45	2 701 940
PM 180 (PM 7") ABS					QM 44 WSS	2 702 932	QM 45 WSS	2 702 699
PM 200 (PM 8")					Spacer 1,5 mm	2 702 538	QM 40	2 700 515
PM 203 (PM 8")					direct		QM 46	2 702 193
PM 220							direct	
IS	QM 43	2 700 518	QM 12	0 722 426	QM 5	0 722 321		
FM-F140/160	QM 50	2 701 598						
FM-F160/180	QM 52	2 702 055	QM 50	2 701 598				
Frame								
PM 140 (PM 5")	QM 40	2 700 515	QM 45	2 701 940				
PM 160 (PM 6")	direct		QM 40	2 700 515	QM 42	2 700 517		
PM 160 (PM 6") ABS			QM 40 WSS	2 701 636	QM 42 WSS	2 702 698		
PM 180 (PM 7")			direct		QM 44	2 701 967	QM 45	2 701 940
PM 180 (PM 7") ABS					QM 44 WSS	2 702 932	QM 45 WSS	2 702 699
PM 200 (PM 8")					Spacer 1,5 mm	2 702 538	QM 40	2 700 515
PM 203 (PM 8")					direct		QM 46	2 702 193
PM 220							direct	
IS	QM 12	0 722 426	QM 41	2 700 516	QM 9	0 722 325		
IS ABS			QM 41 WSS	2 701 635				
FM-R140/160	QM 51	2 701 600						
FM-R160/180	direct		QM 51	2 701 600				

MAGURA FLATMOUNT ADAPTER COMPATIBILITY

	Fork	Rotor	MAGURA Adapter		Frame	Rotor	MAGURA Adapter
F140/160		140 mm	QM 52	R140/160		140 mm	direct
		160 mm	QM 50			160 mm	QM 51
F160/180		160 mm	QM 52	R160/180		160 mm	direct
		180 mm	QM 50			180 mm	QM 51

ROTORS

For more information see MAGURA catalog 2023, page 49 - 51.

ROTORS MT BRAKES

No compromises with regard to stability (2 mm thickness). Rotors must be replaced when wear reaches 1.8 mm limit.

Rotors for every use:



MDR-P



MDR-P CL



MDR-C



MDR-C CL



STORM HC



STORM SL.2

MDR-P

- Available in 180 mm, 203 mm and 220 mm
- Recommended for E-MTB and Gravity

MDR-P CL

- Available in 180 mm und 203 mm
- Lock ring for removable axles
- Recommended for city, trail and e-bikes

MDR-C

- Available in 160 mm, 180 mm and 203 mm
- Recommended for city, trail and e-bikes

MDR-C CL

- Available in 203 mm, 180 mm and 160 mm
- Lock ring for quick-release or removable axles
- Recommended for city, trail and e-bikes

STORM HC

- Available in 203 mm, 180 mm and 160 mm
- Recommended for MT SPORT, MT4, MT5, MT TRAIL SPORT, MT7, MT TRAIL SL

STORM SL.2

- Available in 180 mm and 160 mm
- Recommended for MT8 model series

Rotor	Ø 160 mm	Order No.	Ø 180 mm	Order No.	Ø 203 mm	Order No.	Ø 220 mm	Order No.
MDR-C	140 g	2 701 917	162 g	2 701 918	222 g	2 701 919		
MDR-P			190 g	2 701 937	216 g	2 701 938	241 g	2 701 939
MDR-P CL (removable axles)*			211 g	2 702 228	226 g	2 702 230		
STORM SL.2	100 g	2 701 348	118 g	2 701 349				
STORM HC	121 g	2 702 451	140 g	2 702 452	173 g	2 702 453		
MDR-C CL (quick-release)	175 g	2 702 234	195 g	2 702 236	225 g	2 702 238		
MDR-C CL (removable axles)	175 g	2 702 235	195 g	2 702 237	225 g	2 702 239		
STORM, ROHLOFF-SPEEDHUB	125 g	0 724 805	152 g	0 724 806				

All weights without fitting bolts.

*MDR-P-CL is only available for thru axles. However, the lock ring with external engagement can also be used for quick-release axles.

Sensor magnet (Order No. 2 701 966) optionally available for rotors on e-bikes. Compatible with MAGURA STORM HC 180 mm, MDR-C & MDR-P rotors in all sizes.

ROTOR RECOMMENDATION MT BRAKES

Assuming the same manual force, a brake disc with a diameter of 203 mm generates about 10% more braking force than one with a diameter of 180 mm. A brake disc with a diameter of 220 mm even 20 % more brake force. By selecting the right diameter you can reduce the demand on arm strength, prevent brake fading and gain added safety. Heavier riders benefit especially from larger rotor diameters. Remember that larger rotors require longer pad bed-in times.

Rotor	STORM SL.2*		STORM HC, MDR-C CL, MDR-C, MDR-P CL, MDR-P			
front / rear wheel	160 mm	180 mm	160 mm	180 mm	203 mm	220 mm
Max. total weight**	105 kg	130 kg	150 kg	180 kg	205 kg	210 kg

*Not appropriate for: Cargo bikes, pedelecs, s-pedelecs, tandem

**total weight = bike + rider + baggage + trailer

ROTORS MT A BRAKES

NEW

The MDR-A components are only compatible with the MT A disc brake. They must not be combined with the existing MT disc brakes.

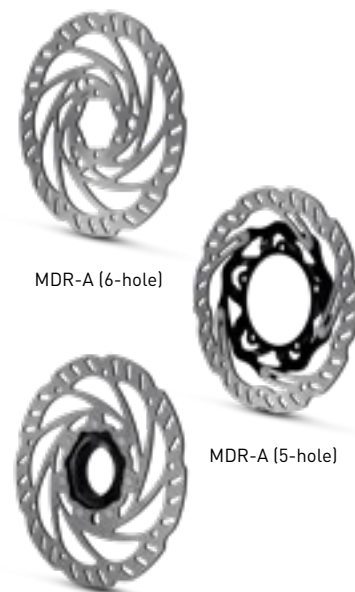


IMPORTANT

Due to the thickness of 1.8 mm, only the following brake rotors may be used for the MT A. Rotors must be replaced at a wear dimension of 1.6 mm.

Rotor	Ø 160 mm	Order No.	Ø 180 mm	Order No.
MDR-A (6-hole)	140 g	2 702 911	175 g	2 702 912
MDR-A (5-hole)	180 g	2 702 915	195 g	2 702 916
MDR-A CL (Centerlock)	205 g	2 702 913	235 g	2 702 914

All weights without fitting bolts.



MDR-A (6-hole)

MDR-A (5-hole)

MDR-A CL (Centerlock)

ROTOR RECOMMENDATION MT A BRAKE

Rotor	MT A*	
front / rear wheel	160 mm	180 mm
Max. total weight**	145 kg	175 kg

*Not appropriate for: Cargo bikes, pedelecs, s-pedelecs, tandem

**total weight = bike + rider + baggage + trailer

Abbreviations: Ø = rotor outer diameter, MDR = Magura rotor, C = comfort, P = performance, CL = centerlock, R = measuring radius of the wheel speed sensor, WSS = wheel speed sensor

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ADDITIONAL PRODUCT INFORMATION



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BRAKE PADS

OVERVIEW

7.P / 7.R / 7.S

for 2 pistons caliper from MJ 2012

8.P / 8.R / 8.S

for 4 pistons caliper from MJ 2015

9.P / 9.S

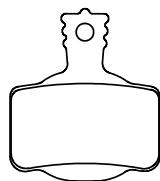
for 4 pistons caliper from MJ 2015

BLACK / RED / GREY

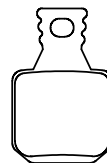
for all HS models

10.A

only for MT A brake calipers



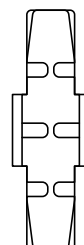
7.P / 7.R / 7.S



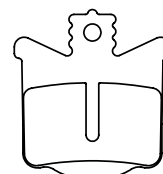
8.P / 8.R / 8.S



9.P / 9.S



BLACK / RED / GREY



10.A

PAD COMPOUNDS DISC BRAKES MT

R-RACE

For those who push their equipment to the limit in the battle for seconds of advantage and need maximum deceleration in short, powerful braking. Organic compound.



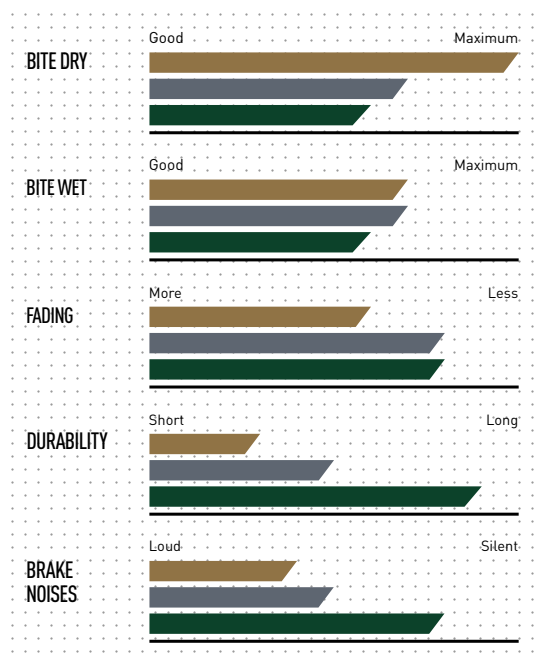
P-PERFORMANCE incl. ECE

Perfect for sporty, ambitious riders who need optimum stopping power for longer braking sessions. Organic compound.



S-SPORT incl. ECE

The all-rounder with good properties in all areas of use. Very good durability, low brake noise and good braking power. Organic compound.



Important: Bed brake pads in!

New brake pads only develop their final braking force during the bed-in phase. To do this, accelerate to a speed of 30 km/h on a level road. Use one brake to decelerate to a standstill. Repeat this procedure at least 30 times per brake. Brake pads and rotors have now been run in and will provide optimum braking performance.

ECE and ABE

Brake pads with an ECE marking and rotors with a ABE (National Type Approval) can be retrofitted to s-pedeles without any problems and without being certified by the German Technical Inspection Authority (TÜV), provided that the bicycle model is listed on the application list.

PAD COMPOUND DISC BRAKE MT A

10.A

Brake pad for the MT A2 with versatile all-round properties. Very good durability, low brake noise and good braking power. Organic compound.



NEW

PAD MIXTURES FOR RIM BRAKES

Check your rim type!

BLACK **RED**

For uncoated aluminium rims.

GREY

For hard coated aluminium and ceramic rims.



BLACK **GREY**

High durability – Whether a day trip or a trip around the world. You'll only have to think about servicing your brake afterwards.

RED

High braking power – Your bike is in daily use in all weather conditions. Many traffic lights and stops require maximum power of your brakes.

TUNING PARTS

For more information see MAGURA catalog 2023, page 39.

Our tuning parts make your bike unique. With both optical and performance tuning, the performance of the brake can be individually adjusted.

LEVER BLADE MT



HC3



HC CARBON



HC



2-FINGER



HC-W



HC WIDE REACH 1-FINGER

2-FINGER

1-FINGER

Lever blade made of Carbotecture, aluminium or carbon fibre in several lengths and with different adjustment options.

Not compatible with MT A brake.

No replacement brake lever blades available for MT A brakes.

COVERS



Covers for the brake calipers in different colors are available for 2-piston and 4-piston models.

HANDLEBAR CLAMPS AND SHIFTMIX CLAMPS



Handlebar clamps in various colors as well as Shiftmix clamps for SRAM and Shimano

- **Important: Shiftmix 1 and 2 only compatible with shift lever blades with separate clamp**
- **Clamps are incompatible with gear indicators**
- **Depending on the manufacturer, the Shiftmix clamp is compatible with the remote dropper seatpost**
- **Not compatible with MT A brake**

SHIFTMIX 1		SHIFTMIX 2		SHIFTMIX 3		SHIFTMIX 4	
SHIMANO_I-SPEC B		SHIMANO_I-SPEC II		SRAM_MATCHMAKER		SHIMANO_I-SPEC EV	
Series	Model No.	Series	Model No.	Series		Series	Model No.
XTR	SL-M980-B-IR	XTR	SL-M9000-IR	XX1 Eagle (AXS)		XTR	SL-M9100-IR
XTR	SL-M980-B-IL	XTR	SL-M9000-IL	XX1		XTR	SL-M9100-IL
SAINT	SL-M820-B-I	DEORE XT	SL-M8000-IR	XX		DEORE XT	SL-M8100-IR
DEORE XT	SL-M8000-B-IR	DEORE XT	SL-M8000-IL	X01 Eagle (AXS)		DEORE XT	SL-M8100-IL
DEORE XT	SL-M8000-B-IL			X01		SLX	SL-M7100-IR
DEORE XT	SL-M780-B-IR			X0		SLX	SL-M7100-IL
DEORE XT	SL-M780-B-IL			EX1		DEORE	SL-M6100-IR
SLX	SL-M7000-11-B-IR			X1		DEORE	SL-M5100-IR
SLX	SL-M7000-B-IL			GX Eagle (AXS)		DEORE	SL-M5100-IL
SLX	SL-M7000-10-B-IR			GX		DEORE	SL-M4100-IR
SLX	SL-M670-B-IR			NX Eagle		SHIMANO	SL-MT800-IL
SLX	SL-M670-B-IL			X9		SHIMANO	SL-MT500-IL
DEORE	SL-M610-IR			X7			
DEORE	SL-M610-IL						

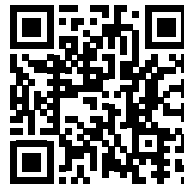
Table accurate as of 09/2023

We cannot be held responsible for any wrong information herein. Since the manufacturers may make changes, we recommend checking the compatibility in each case.

INDIVIDUAL COVERS



Individual covers for Carbotecture SL brake masters



Design your individual cover here!

WWW.MAGURA.COM/DESIGN

TOOLS AND MAINTENANCE

In our B2B shop we offer you a large selection of useful tools to make the maintenance and servicing of our products easier. Here is a small selection of our tools:



You can find our tools in the B2B shop here.



MAGURA Service Kit



wiha Torque wrench 0.5 Nm, fixed, incl. T25 blade



MAGURA MT lever exchange tool



wiha Torque wrench 4.0 Nm, fixed, incl. 8 mm allen key



MAGURA Olive clamping tool



MAGURA insert installing tool



**ASSEMBLY
MAINTENANCE
AND
SERVICE**

**ASSEMBLY,
MAINTENANCE
AND
SERVICE**



ASSEMBLY, MAINTENANCE AND SERVICE

MT DISC BRAKE

1.1 MOUNTING THE ROTOR



Observe the direction indicated on the brake disc/rotor and centre the brake disc on the hub. Then tighten the bolts crosswise to the specified torque.

Tightening torque: **6 Nm** for steel screws



For internal tool engagement:

Check the direction on the centerlock rotor and tighten the lock-ring to the specified torque.

Tightening torque: **40 Nm** for lock-ring



For external tool engagement:

Check the direction on the centerlock rotor and tighten the lock-ring to the specified torque.

Tightening torque: **40 Nm** for lock-ring

1.2 MOUNTING IS



Attach the adapter to the IS support.

Tightening torque: **6 Nm**

Align the caliper and attach to the adapter.

Tightening torque: **6 Nm**

1.3 MOUNTING PM



At first attach the caliper on the fork.
Then align the caliper and attach to the fork.
Tightening torque: **6 Nm**
When using adapters, follow the installation instructions accordingly.

1.4 MOUNTING FM

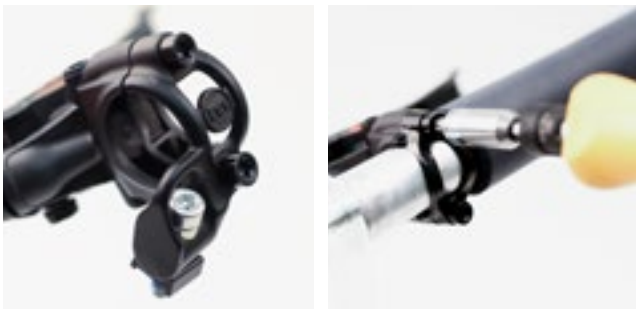


Align brake caliper and mount to frame
Tightening torque: **6 Nm**
When using adapters, follow the installation instructions accordingly.

1.5 MOUNTING THE MASTER



Masters can be mounted either left or right. Therefore please ensure that the clamp is fitted correctly.
Carbon clamp: Thick side at the top!
Aluminium and Carbotechnology clamp: Arrow must be pointing upwards.



Also available:
Shiftmix clamp for SRAM and Shimano.
Tighten to the correct tightening torque:
– First the top screw to **4 Nm**
– Then the bottom screw to **4 Nm**

1.6 TUBING ROUTING

MAGURA offers the ideal way to route tubing for all caliper with a banjo connection.



Open the tubing connection with a TORX T25 by no more than 30° anti-clockwise.

Opening more than 30° may lead to leaks.

You can now rotate the tubing and route it in the best position.

Then close the brake line connection again with **3 Nm**.

NOTE

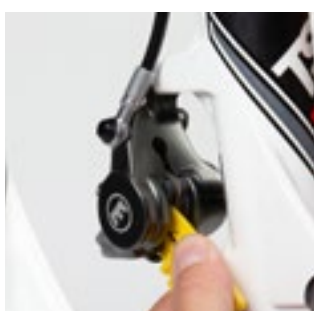
While rotating the tubing, always hold the screw in the same position to prevent it from opening further. This will prevent you having to rebleed the brake later.



After shortening and routing the tubing, the brake must be checked to ensure that it is properly sealed and functioning correctly. To do this, actuate the lever blade.

If the brake is not functioning satisfactorily, please follow the bleeding instructions.

1.7 ROUTING AND SHORTENING THE TUBING WITHOUT REBLEEDING THE BRAKE



Before shortening the tubing, carefully push back the pistons, ideally using the transport device, alternatively with a screwdriver.

Before you start turn the master until it is facing vertically upwards.



If possible, cut off the tubing approx. 150 mm from the master.

Now route the tubing through the frame.

NOTE

If the tubing is fed internally through the frame, make sure that you wait until **after** routing the tubing before you shorten it to the required length.
If possible, please use a sealing plug when feeding the tubing through the frame.



Left: insert

Right: olive



After routing the tubing through the frame, shorten it to the correct length.

Fit a new insert and also use a new olive. Press in the support sleeve until it is flush. Caution! Don't forget the cable grommet!



Remove the old tubing with an 8 mm open-end spanner.

To prevent oil from spilling, hold the tubing firmly.



Screw in the new tubing with the sleeve nut by hand. Make sure that the cable is inserted into the master housing as far as it goes.

Then tighten the sleeve nut to **4 Nm**.

Then check the functionality and that the brake pressure is constant.



IMPORTANT

The insert cannot be used in the MAGURA tubing, which is standard on the MT2.

Pay attention to the marking of the tubing.

- All brakes = "disc-tube 2.2" → insert is required
- MT2 = "MAGURA" → no insert

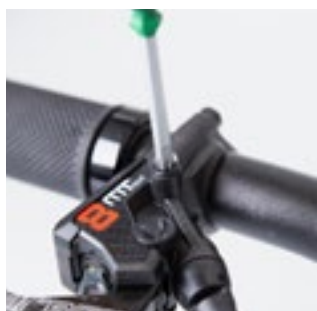
1.8 RAPID BLEEDING MT



IMPORTANT

Rapid bleeding can only be carried out if:

- it is a new bicycle / a new brake or
- brake pads and rotors have been renewed or
- the transport device is mounted with the thicker end between the pistons.



Before you start, turn the master up into the horizontal position so that the EBT opening is at the highest point.

Remove the EBT screw with a T25.



Use the syringe with hole and fill it with 20 ml oil and an air pocket of 5 ml.

Press the taper of the syringe into the EBT opening.



Draw in the syringe up to 30 ml on the scale, stay below the hole. Press the oil lightly into the master.

Repeat this procedure 3-4 times, allowing the lever blade to snap 3-4 times.



In the last step, pull the syringe up to just above the hole, wait a moment. Now press briefly again on the syringe and then pull up again above the hole. Wait briefly until the oil level has dropped.

Cover the hole with your finger and carefully withdraw the syringe. Before setting down, actuate the syringe so that the hole is closed.



Make sure that the oil comes up to the top edge of the EBT opening.

Now screw in the EBT screw until it is flush and tighten to **0.5 Nm**.

Check brake for function and tightness. If the brake is not functioning satisfactorily, please follow the bleeding instructions (see 1.9).

Service Kit
2 702 790



Here you can find our
service kits in the
B2B shop.

Professional bleed kit
2 702 789



1.9 BLEEDING THE BRAKE MT



Caution: Use a short M6 filling adapter!

Unscrew the caliper.

Carefully push back the piston, ideally using a transport device, alternatively using a screwdriver.



First unscrew the pad retaining screw.

Then remove the brake pads from the caliper:

- Single brake pads from the top
- Double brake pads from the bottom (4 pistons caliper)



Screw the pad retaining screw back in by hand.

Now clip the transport device onto the pad retaining screw, the thick end between the pistons.



Open the filling screw and mount the filled syringe with the filling nozzle on the opening with 4 Nm.



Turn the master up into the horizontal position so that the EBT opening is at the highest point.

Use a T25 to remove the EBT screw.



Now insert the empty syringe with a hole (first pull the piston above the hole) or use the professional bleed kit.



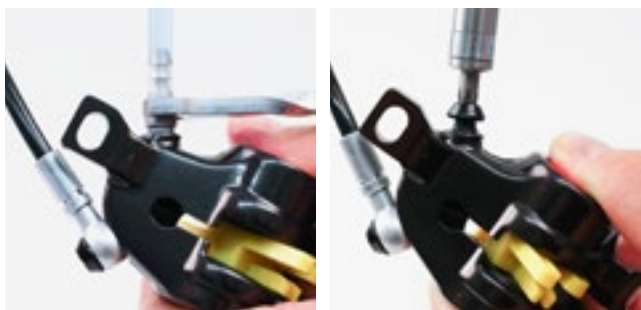
The brake caliper must be in a vertical position. Then push the oil from the brake caliper up towards the brake lever and let the brake lever snap back 3 - 4 times. Then simply pull the oil back again.

Repeat the process approx. 3 - 4 times.



Now cover the hole with your finger and carefully remove the syringe. After the syringe or the professional bleed kit is removed, push the oil briefly back through the brake until it fills the opening at the master.

Now screw in the EBT screw until it is flush and tighten to **0.5 Nm**.



Now hold the caliper at the same height as the master. Remove filling nozzle from the caliper and close the bleed screw with 4 Nm.



Clean the brake and remove the transport device.

Insert the pads:

- Single brake pads from the top
- Double brake pads from the bottom (4 pistons caliper)



Then insert the transport device or install the brake together with the rotor.

Afterwards check the brake to ensure it is properly sealed and functioning correctly.

1.10 TRANSPORT DEVICE



Left: Yellow transport device

For all MT brakes.

Right: Orange transport device

For MT A brake.



Pushing back the pads

Brake pads and pistons can be easily pushed back into their original position.

Checking pad wear

Check the pad thickness regularly and quickly.



Checking brake pad wear in assembled state (actuate the lever blade)

Left: If the transport device fits between the pad backing plates, then the brake pad thickness is still sufficient.

Right: Transport device does not fit between. Brake pads are worn out and must be replaced.



Changing the covers

Adapt the brake with different coloured covers.

Transport device

With the wheels removed, the brake pads remain in position.



Filling & bleeding the brake

Secure the transport device in the caliper by clipping it to the retaining screw – for safe fixation and perfect piston spacing.

Pushing in the insert

Perfect aid for pressing in a new insert after shortening the tubing.

1.11 CHANGING THE COVER



First remove the BAT adjuster. To do this press the bayonett clip down and turn it by 90°.



Be careful while removing the bayonett clip and spring.

Now actuate the lever blade and pull the BAT adjuster out of the body.



Now remove the old cover.

Attach the new cover and reinsert the BAT adjuster resp. aperture. Actuate the lever slightly.

1.12 CHANGING LEVER BLADE

For Carbotecture SL housings



First remove the BAT adjuster. To do this press the bayonett clip down and turn it by 90°.



Be careful while removing the bayonett clip and spring.

Now actuate the lever blade and pull the BAT adjuster out of the body.



Remove the cover on both sides and place the master on the MAGURA lever exchange tool or an object with a hole (e.g. an adhesive tape roll).

Important: Make sure that the master is positioned so that it represents the left master.



Now carefully tap out the lever blade bearing pin with a punch of max. 3.5 mm diameter (lever blade bearing pin does not have to be completely removed, approx. 2 mm can remain in the master) and remove the lever blade.



Insert the new lever blade in the master and position it so that the openings are in line with each other.

Then turn the master to the right and carefully tap in the lever blade bearing pin again. Finishing by using a punch until flush.

Lastly replace the cover and replace the BAT adjuster, finally check that the master is functioning correctly.

For Carbotecture housings (Lever blade exchange also possible with the lever blade exchange tool)



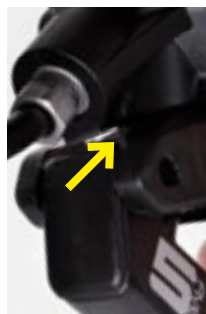
Push the tubing cover back.

Place the master on the MAGURA lever exchange tool or an object with a hole (e.g. an adhesive tape roll).

Important: Make sure that the master is positioned so that it represents the left master.



Now carefully tap out the lever blade bearing pin with a punch of max. 3.5 mm diameter (lever blade bearing pin does not have to be completely removed, approx. 2 mm can remain in the master) and remove the lever blade.



Turn the master horizontally and place it on the new lever blade.

→ **Make sure that the spring is in the correct position.**

Position the lever blade so that the openings are in line with each other.



Then turn the master to the right and carefully tap in the lever blade bearing pin again. Finishing by using a punch until it is centered in the housing.

→ **Finally check that the master is functioning correctly.**

MT A DISC BRAKE

2.1 MOUNTING THE MASTER MT A



There are both right and a left brake lever assemblies/masters. The screw must be positioned at the underside of the handlebar.

Loosen the bolt on the brake lever clamp and slide the brake lever over the handlebar.



Then tighten the clamp bolt to 4 Nm.

2.2 QUICK BLEED MT A



IMPORTANT

A Quick bleed can only be carried out if:

- it is a new bicycle / brake or
- brake pads and discs/rotors have been replaced or
- the transport device is inserted with the thick side between the pistons.



Before you start, turn the brake lever to a horizontal position so that the EBT opening is the highest point.

Remove the EBT screw with a Torx T25 tool.



Use the syringe with the hole in the side and fill it with 20 ml of oil leaving an air cushion of 5 ml.

Push the nozzle of the syringe into the EBT hole.



Draw the syringe up to 30 ml on the scale, stay below the hole. Now carefully push the oil into the brake lever assembly/master.

Repeat this process 3 - 4 times, occasionally pulling the brake lever blade and letting it snap back into position 3 - 4 times.



In the last step, pull the syringe up to just above the hole, wait briefly. Now press the syringe again briefly and then pull it back over the hole. Wait briefly until the oil level has dropped.

Now cover the hole with your finger and carefully remove the syringe. Before putting it down, press the syringe so that the plunger is below the hole.



Make sure that the oil reaches the top edge of the EBT hole/bleed port.

Now screw in the EBT screw so it sits flush and tighten to no more than **0.5 Nm**.

Check the brake for function and that there are no leaks. If the function is not satisfactory, please follow the bleeding instructions, [see 2.3].

2.3 BLEEDING/FILLING THE BRAKE MT A



First unscrew/remove the brake caliper.

Carefully push back the brake pads with the MAGURA transport device.



Press the ends of the split-pin together with a pair of needle-nose pliers and pull the split-pin out. Now remove the brake pads and the spring upwards from the brake caliper.



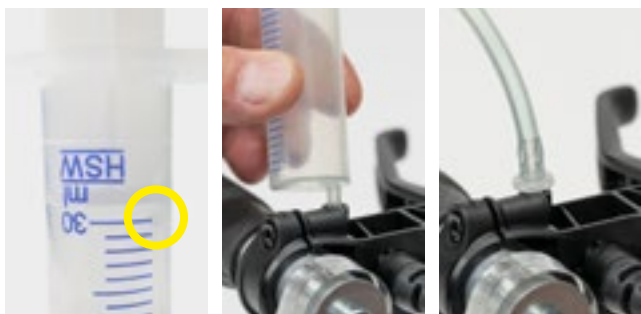
Insert the transport device from above with the thick part between the pistons of the brake caliper. Then secure it with the split-pin.



First bring the brake caliper and brake lever assembly/master to the same height to prevent oil leakage. Open the bleed port and screw the full syringe, using the bleed adapter, into the opening tightening to 4 Nm.



Rotate the brake lever assembly/master to the horizontal position so that the EBT opening/port is at the highest point. Remove the EBT screw with a Torx T25 tool.



Now insert the empty syringe with side hole (pulling the piston over the hole beforehand) or use the professional bleed kit.



The brake caliper must be in a vertical position. Then push the oil from the brake caliper up towards the brake lever and let the brake lever snap back 3 - 4 times. Then simply pull the oil back again.

Repeat the process approx. 3 - 4 times.

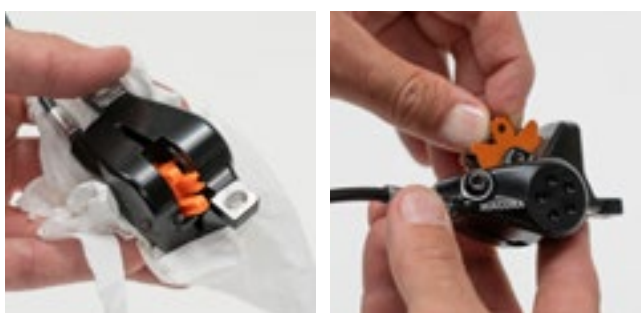


Now cover the hole on the side of the syringe with your finger and carefully remove the syringe. After removing the syringe, or the professional bleed kit, briefly push the oil carefully through the system again until the EBT/bleed port is level.

Now screw in the EBT screw so it sits flush and tighten to no more than 0.5 Nm.



Now hold the brake caliper at the same height as the brake lever. Then remove the bleed adaptor from the brake caliper and tighten the bleed screw to 4 Nm.



Clean the brake and then remove the transport device and split-pin.

Then replace the pads, spring and split-pin.



Then insert the transport device or fit the brake to the bike.

Finally, check the brake for function and that there are no leaks.

2.4 CHANGE PADS MT A



IMPORTANT

Only use the MT A brake pads. These differ from the brake pads of the other MT brake models.



First remove the wheel from the bike or unscrew/dismantle the brake caliper.

Carefully push back the old brake pads using the MAGURA transport device.



Press the ends of the split-pin together with a pair of needle-nose pliers and pull the split-pin out.

Then remove the brake pads and the spring upwards from the brake caliper.



Insert the silver spring into the slot in the centre of the new brake pads.



Insert the brake pads and spring into the brake caliper from above.

Finally, insert the split-pin through the brake caliper as well as both pads and spring then press the ends of the cotter pin apart using a pair of needle-nose pliers.

2.5 TRANSPORT DEVICE MT A



Left: Yellow transport device

For all MT brakes.



Right: Orange transport device

For MT A brake, see application chapter 1.10.



A
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TILL
YOU
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MT C DISC BRAKE

3.1 MOUNTING THE MASTER MT C



Tighten to the correct tightening torque:

- First the top screw to **4 Nm**
- Then the bottom screw to **4 Nm**

NOTE: There is a left-hand and a right-hand brake master.

3.2 REPLACING THE EXPANSION RESERVOIR LID MT C



First, use a Torx T10 tool to remove both fastening screws on the lid of the expansion reservoir. Carefully remove the lid.

Important! Make sure that the membrane of the expansion reservoir under the lid is not damaged.



Caution! An oil leakage means that the membrane is damaged.

If oil is leaking out, the membrane must also be replaced. Insert the new membrane, then press it on using the expansion reservoir lid. The membrane should now fit neatly into the groove. Remove the lid again and check that the membrane is mounted correctly.



Caution! The lid is available in two versions, one for attachment on the right and the other for the left-hand side.

Take the correct lid, insert both screws and screw them evenly in with a Torx T10 tool.

Tightening torque: **1 Nm**

3.3 CHANGING A LEVER BLADE MT C



Place the brake master on an object with a hole (e.g. an adhesive tape roll).

Important! Place the master so that the lever bearing pin can be knocked out from the bottom.



Now carefully knock out the lever bearing pin using a 3.5 mm (max.) diameter punch.

The piston is fixed in the housing and thus secured.



Then insert the new lever blade. Make sure that the spring is in the correct position and that the hole is aligned.



Now insert the lever bearing pin from above and carefully drive it in using a punch with max. 3.5 mm diameter until the pin is flush with the underside of the housing.



→ **Then check the brake master to ensure that it is functioning correctly.**

3.4 RAPID BLEEDING MT C



IMPORTANT

Rapid bleeding can only be carried out if:

- it is a new bicycle / a new brake or
- brake pads and rotors have been renewed or
- the transport device is mounted with the thicker end between the pistons.



Before you start, turn the brake master to the 20°.
Remove the EBT screw with a T25.



Use the syringe with hole and fill it with 20 ml oil and an air pocket of 5 ml. Press the taper of the syringe into the EBT opening.

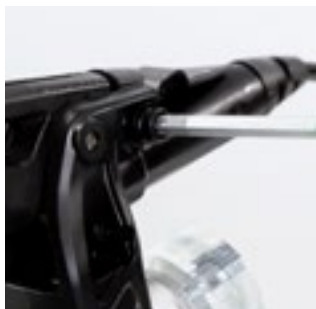


Draw in the syringe up to 30 ml on the scale, stay below the hole. Press the oil lightly into the master.
Repeat this procedure 3-4 times, allowing the lever blade to snap 3-4 times.



In the last step, pull up the syringe to just above the hole, wait a moment. Now press briefly again on the syringe and then pull up again above the hole. Wait briefly until the oil level has dropped.

Cover the hole with your finger and carefully withdraw the syringe. Before setting down, actuate the syringe so that the hole is closed.



Make sure that the oil comes up to the top edge of the EBT opening.

Now screw in the EBT screw until it is flush and tighten to **0.5 Nm**.



Then turn the brake master to the desired position. First tighten the upper screw to **4 Nm**. Then tighten the lower screw to **4 Nm**.



If the brake is not functioning satisfactorily, please follow the bleeding instructions (see item 3.5).

3.5 BLEEDING THE BRAKE MT C



Caution: Use a short M6 filling adapter!

Unscrew the caliper.

Carefully push back the piston, ideally using a transport device, alternatively using a screwdriver.



First unscrew the pad retaining screw.

Then remove the brake pads from the caliper:

- Single brake pads from the top
- Double brake pads from the bottom (4 pistons caliper)



Screw in the pad retaining screw by hand again.

Now clip the transport device onto the pad retaining screw, the thick end between the pistons.



Open the filling screw and tighten the filled syringe with the filling nozzle on the opening with 4 Nm.



Turn the brake master up to a 20° position so that the EBT opening is at the highest point.

Remove the EBT screw with the T25 tool.



Now insert the empty syringe with a hole (first pull the piston above the hole) or use the professional bleed kit.



The brake caliper must be in a vertical position. Then push the oil from the brake caliper upwards towards the brake lever assembly/master and let the brake lever blade snap back 3-4 times. Then simply pull the oil back again.

Repeat the process approx. 3 - 4 times.



Now cover the hole with your finger and carefully remove the syringe. After the syringe or the professional bleed kit is removed, push the oil briefly back through the brake until it fills the opening at the master.

Now screw in the EBT screw until it is flush and tighten to **0.5 Nm**.



Now pull the lever blade back a few millimetres and insert the transport device between the brake lever and the housing which will close the system so that no oil can flow back when the syringe is removed from the brake calliper.



Now hold the caliper at the same height as the master. Remove filling nozzle from the caliper and close off.



Clean the brake and Insert the pads:

- Single brake pads from the top
- Double brake pads from the bottom (4 pistons caliper)



Then turn the brake master to the desired position. First tighten the upper screw to **4 Nm**. Then tighten the lower screw to **4 Nm**.



Then insert the transport device or install the brake together with the rotor.

Afterwards check the brake to ensure it is properly sealed and functioning correctly.

MT C ABS SYSTEM

4.1 MOUNTING THE SENSOR RING



Use only the MDR-P or MDR-C for the Bosch ABS system.

Place the sensor ring on the rotor.



Before tightening, turn the rotor and the sensor ring clockwise on the hub. This centres the rotor on the hub. Now tighten the screws crosswise pattern to the specified torque. **6 Nm** for steel screws.

If the fixing screw contacts the inside of the fork, we offer screws with a flatter head (Art. 2702696).

4.2 MOUNTING THE ADAPTER



Use if necessary the specific WSS adapter for the Bosch MT C ABS system – only this model has a mount for the ABS sensor.

Please check the Bosch specifications for sensor alignment.

The sensor is aligned with the help of the large intermediate mounting plate and the 0.2 mm spacer, see the Bosch specification.

4.3 RAPID BLEEDING MT C

NOTE

The MT C ABS system is based on the MAGURA MT C. Fast bleeding can therefore be carried out as described for the MT C in section 3.4., page 40.



4.4 BLEEDING THE BRAKE MT C ABS SYSTEM

NOTE

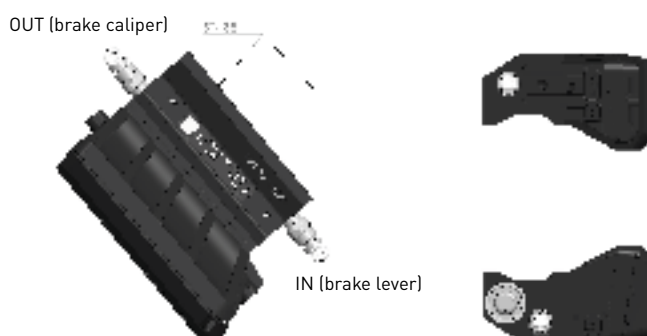
Hang the bike horizontally in the mounting stand. This aligns the ABS unit correctly if it is attached to the fork. If this is not the case, the ABS unit must be aligned at an angle of 5-85 degrees (see the figure below).



Fitting to a fork



Fitting to a cargo bike



Caution: Use a short M6 filling adapter!

Unscrew the caliper.

Carefully push back the piston, ideally using a transport device, alternatively using a screwdriver.



Then remove the brake pads from the brake caliper.



Screw in the pad retaining screw by hand.

Now clip the transport device onto the pad retaining screw, with the thick part between the pistons.



Open the filling screw and mount the filled syringe with the filling nozzle on the opening with 4 Nm.



Turn the brake master up to a 20° position.

Use a T25 to remove the EBT screw.



Now insert the empty syringe with a hole (first pull the piston above the hole) or use the professional bleed kit.



The brake calliper must be vertical. Then press the oil up from the bottom and draw it back again. Repeat the process about 3-4 times.

Actuate the lever blade 3-4 times during filling.

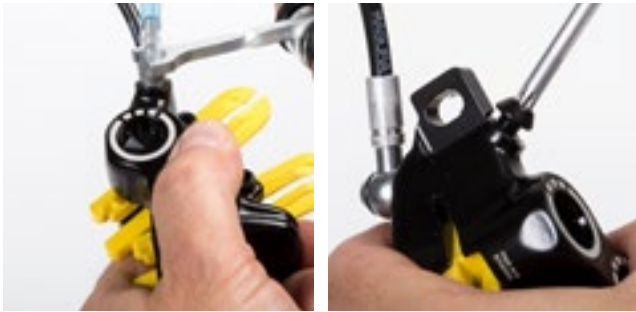


Now cover the hole with your finger and carefully remove the syringe. After the syringe or the professional bleed kit is removed, push the oil briefly back through the brake until it fills the opening at the master.

Now screw in the EBT screw until it is flush and tighten to **0.5 Nm**.



Now move the lever blade slightly and position the transport retainer between the lever blade and the housing, closing the system and preventing oil from flowing back when the syringe is removed from the brake calliper.



Remove filling nozzle from the caliper and close off.



Clean the brake and remove the transport device.
Insert brake pads.



Afterwards check the brake to ensure it is properly sealed and functioning correctly.

4.5 REPLACING THE BRAKE LINE OF THE MT C ABS SYSTEM

NOTE

Please bear this in mind: Lines from the brake calliper to the ABS control unit cannot be shortened. For this purpose, crimped lines of different lengths are available with our Easy Link connection (see MBPS price list).



Hose/tubing replacement Brake caliper to the control unit

Before opening the system, carefully push back the pads and pistons in the brake caliper.

Please insert the yellow transport device (art. 2702695) at the lever. This prevents the system from running empty.



Pull the clamp from the EasyLink connection and remove the line at the ABS control unit.

Use a T25 to loosen the screw connection to the calliper.

Now the brake line can be replaced.



Push the hose end back onto the new hose.

Zur Montage am ABS Steuergerät Klammer wieder einsetzen und Leitung einklipsen.

Before rebleeding, remove the transport device from the brake lever.



Hose/tubing replacement Brake lever assembly/master to the control unit

We also offer cables with Easy Link connection and with open end to the brake lever. This cable can be shortened on the side of the brake lever assembly/master as before and mounted using an insert and olive.

Here, too, the cable is connected to the control unit via an Easy Link connection. Pull the clamp, remove the cable at the ABS control unit and replace it.



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MAGURA COCKPIT INTEGRATION (Mci)

5.1 RAPID BLEEDING MCI



IMPORTANT

Rapid bleeding can only be carried out if:

- it is a new bicycle / a new brake or
- brake pads and rotors have been renewed or
- the transport device is mounted with the thicker end between the pistons.



Fix the bike in the work stand with the handlebars at the highest point of the brake system.



Position the handlebars so that the EBT opening, at the end of the handlebar is at the highest point.

Loosen the screw on the grip and pull off the grip.



Use a T25 to remove the EBT screw.



Use the syringe with hole and fill it with 20 ml oil and an air pocket of 5 ml.

Press the taper of the syringe into the EBT opening.

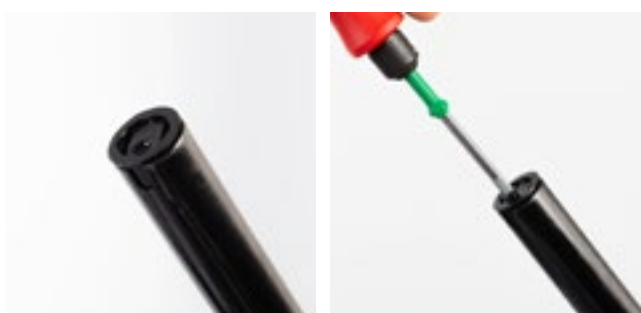


Draw in the syringe up to 30 ml on the scale, stay below the hole. Press the oil lightly into the master. Repeat this procedure 3-4 times, allowing the lever blade to snap 3-4 times.



In the last step, pull up the syringe to just above the hole, wait a moment. Now press briefly again on the syringe and then pull up again above the hole. Wait briefly until the oil level has dropped.

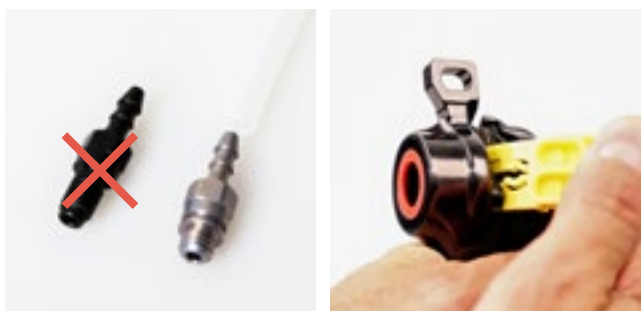
Cover the hole with your finger and carefully withdraw the syringe. Before setting down, actuate the syringe so that the hole is closed.



Make sure that the oil comes up to the top edge of the EBT opening. Now screw in the EBT screw until it is flush and tighten to **0.5 Nm**.

If the brake is not functioning satisfactorily, please follow the bleeding instructions (see item 5.2).

5.2 BLEEDING MCI



Caution: Use a short M6 filling adapter!

Unscrew the caliper.

Carefully push back the piston, ideally using a transport device, alternatively using a screwdriver.



First unscrew the pad retaining screw.

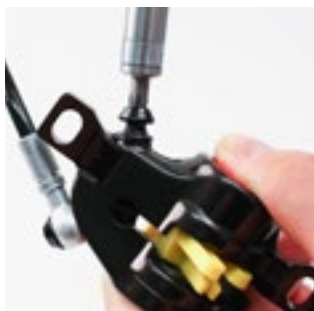
Then remove the brake pads from the caliper:

- Single brake pads from the top
- Double brake pads from the bottom (4 pistons caliper)



Screw in the pad retaining screw by hand again.

Now clip the transport device onto the pad retaining screw, the thick end between the pistons.



Open the filling screw and mount the filled syringe with the filling nozzle on the opening , wait a moment.



Fix the bike in the work stand with the handlebars at the highest point of the brake system.



Position the handlebars so that the EBT opening, at the end of the handlebar is at the highest point.

Loosen the screw on the grip and pull off the grip.



Use a T25 to remove the EBT screw.



Now insert the empty syringe with a hole (first pull the piston above the hole) or use the professional bleed kit.



The brake caliper must be in a vertical position. Then push the oil from the brake caliper up towards the brake lever and let the brake lever snap back 3 - 4 times. Then simply pull the oil back again.

Repeat the process approx. 3 - 4 times.



Now cover the hole with your finger and carefully remove the syringe. Before depositing, actuate the syringe so that the hole is closed. After the syringe or the professional bleed kit is removed, push the oil briefly back through the brake until it fills the opening at the master.

Now screw in the EBT screw until it is flush and tighten to **0.5 Nm**.



Now turn the handlebars back to their original position.



Now hold the caliper at the same height as the master. Remove filling nozzle from the caliper and close off.



Clean the brake and remove the transport device.

Insert the pads:

- Single brake pads from the top
- Double brake pads from the bottom



Then insert the transport device or install the brake together with the rotor.

Afterwards check the brake to ensure it is properly sealed and functioning correctly.

5.3 DISCONNECT THE TUBING AT THE EASYLINK CONNECTION

NOTE

The EasyLink tube connection must be disconnected to carry out the following operations

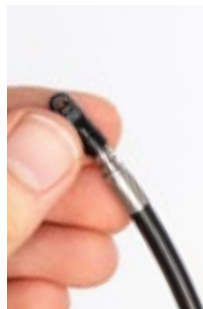
- Dismantling the handlebars
- Replacing the hydraulic unit on the handlebars
- Line replacement



Carefully push back the piston, ideally using a transport device, alternatively using a screwdriver.

Loosen the stem unit and carefully remove it from the steerer tube until you can see the EasyLink connection.

It may be necessary to unscrew the brake caliper in order to get enough cable length.

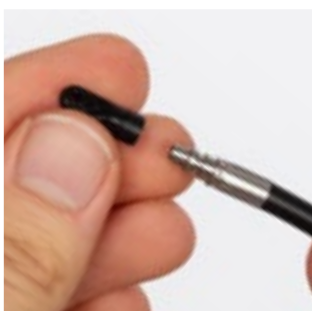


Now remove the clamp from the EasyLink connection and disconnect the brake caliper tubing.

Important: The tubing to the brake caliper is open! If possible, seal it with a grommet or secure the line.



Then reinsert the clamp into the EasyLink connection. The tubing is closed at the EasyLink connection and no oil can leaking.



To reconnect the tubing, remove the plug from the brake caliper tubing.

Then simply press the tubing into the EasyLink connection until it clicks into place.



Afterwards check the brake to ensure it is properly sealed and functioning correctly.

5.4 REPLACING THE LEVER UNIT



Loosen both screws with a Torx T25 and remove the clamp.

The lever unit can now be removed towards the front.



When reinserting the lever unit, make sure that both lugs are guided over the piston rod and inserted cleanly into the plastic part.



Remount the clamp on the handlebars. The arrow must be pointing upwards.

First tighten the upper screw to **2 Nm**, then tighten the lower screw to **2 Nm**.



Afterwards check the brake to ensure it is properly sealed and functioning correctly.

5.5 REPLACING THE HYDRAULIC UNIT



Loosen the stem unit and carefully remove it from the steerer tube until you can see the EasyLink connection (see item 5.3).

First disconnect the tubing at the EasyLink connection (see item 5.3).

Then remove the lever unit (see item 5.4).

If possible, close the line to the brake calliper with a grommet or secure the line.



Loosen the screw on the grip and pull off the grip.

Then pull the unit out of the handlebar end together with the tubing and the EasyLink connection.



To reinsert, simply push the hydraulic unit into the handlebar end.

Then reconnect the tubings (see item 5.3).



Now completely refill the system with oil.

Then check that the brake is sealed and functioning correctly.

HS RIM BRAKES

6.1 MOUNTING THE MASTER HS



Masters can be mounted either left or right. Therefore please ensure that the clamp is fitted correctly (arrow facing upwards).

Tighten to the correct tightening torque:

- First the top screw to **4 Nm**
- Then the bottom screw to **4 Nm**

6.2 MOUNTING EV02

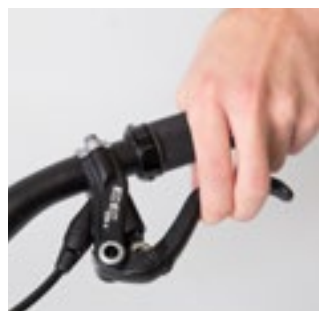
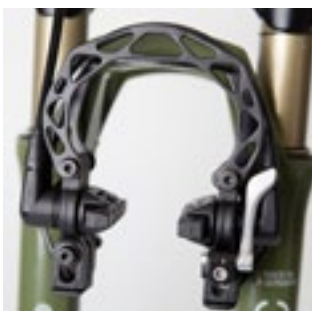


First mount the flattened washer with the flat side facing up.

Then push the mounting plate onto the cantilever blade bolts.



Now connect the EV02 adapter.



Place the pad as close as possible to the rim without actually touching

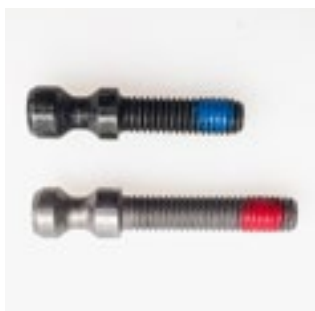
To do this, press the brake cylinder outwards.

Carefully pull the lever blade until the distance on both sides is 0.5 mm – 1 mm between the brake pad and the rim flank.



Now tighten the screw on the EV02 adapter.
Tighten the central fixing screws to **6 Nm**.
Tighten the quick-release screws to **4.5 Nm**.

6.3 MONTAGE EASY MOUNT/HSi



NOTE



Make sure that the screws are the correct length! The EASY MOUNT screws are longer than the EV02 screws. The EASY MOUNT screws can be recognised by the red Loctite.



First mount the flattened washer with the flat side facing up. Then push the mounting plate onto the cantilever blade bolts.

Now push the adapter onto the cantilever blade bolts.



Fix the adapter according to the rim height. Lightly tighten the central fixing screws.



Now adjust the distance between the wheel rim and brake pad by rotating the insert.



Once the distance has been set, rotate the brake cylinder to adjust the position to the rim.

Once the position is set, tighten the upper screw to **4 Nm**.



Tighten the central fixing screw to **6 Nm**.

Tighten the quick-release screw to **4.5 Nm**.

6.4 SHORTENING THE TUBING



Start by backin off the adjuster screw on the master. Fully slide back the lever blade reach adjustment, (only for HS22). Then shorten the tubing on the brake cylinder to the correct length.

Then shorten the tubing to the correct length.



Now use the sleeve nut and olive.

Insert the tubing into the cylinder. First screw this on by hand and then tighten to **4 Nm**.

After this check the fit and the system for leaks.

6.5 HS33 – BLEEDING



Align the master horizontally and make sure that the EBT screw is facing upwards.

Completely unscrew the pad wear adjustment.



Then remove the EBT screw with a T25.

Use the empty syringe with a hole (first pull the piston above the hole) or use the professional bleed kit and insert in the EBT opening.

Then open the screw plug of the brake cylinder and mount the filled syringe with the filling nozzle on the opening with 4 Nm.



Now push through oil from brake cylinder upwards. Actuate the lever blade 2-3 times during filling letting it occasionally snap back.

When no more air bubbles are seen, carefully pull off the syringe or professional bleed kit and tighten the EBT screw to **0.5 Nm**.

Before pulling off the syringe, close off the hole with your finger.

6.6 HS22/HS11 – BLEEDING



Align the master vertically. Make sure that the EBT screw is facing upwards.



Fully undo (HS22) or unscrew (HS11) the pad wear adjustment.

Slide back the reach adjust fully (only for HS22).



Then remove the EBT screw with Torx T25.

Use the empty syringe with a hole (first pull the piston above the hole) or use the professional bleed kit and insert in the EBT opening.

Then open the screw plug of the brake cylinder and mount the filled syringe with the filling nozzle on the opening with 4 Nm.



Now push through oil from the brake cylinder upwards.

Actuate the lever blade 2-3 times during filling letting it occasionally snap back. When no more air bubbles are seen, carefully pull off the syringe or professional bleed kit.

Before pulling off the syringe, close off the hole with your finger.



Make sure that the oil comes up to the EBT opening.

Now screw in the EBT screw carefully and tighten to **0.5 Nm**.

Then check the brake to ensure it is properly sealed and functioning correctly and set the lever blade width and pressure point as required.

VYRON MDS-V3 SEATPOST

7.1 TECHNOLOGY



No cables – no problems.

The innovative eLECT technology by MAGURA controls the dropper seatpost VYRON electronically and wirelessly via the remote. No time-consuming wiring problems - MAGURA gives you control at the push of a button.

7.2 INITIAL OPERATION AND PAIRING OF THE CONTROL MODULE AND SEATPOST MODULE



Before the first start-up, insert the supplied batteries into the seatpost module and then the control module. Make sure you place the positive pole (+) and the negative pole (-) correctly



Pairing mode of the control module in as-delivered condition: Insert the battery into the control module with the lever depressed. The control module will now automatically remain in pairing mode for 45 seconds.



The LED on the control module lights up orange.
The LED flashes green quickly three times = pairing was successful.
The LED flashes red quickly three times = pairing failed.



Pairing the control module with a new seatpost module or with a different, already-paired seatpost module: Remove the battery from the control module.

Press and hold in the lever blade. Insert the battery into the control module. Release the lever blade – this deletes the old pairing. The control module will remain in pairing mode for 45 seconds.

The LED on the control module lights up orange. The LED flashes green quickly three times = pairing was successful.

The LED flashes red quickly three times = pairing failed.



Pairing the seatpost module:

Insert the battery into the seatpost module. Press the button on the seatpost module for 8 to 12 seconds. The LED on the seatpost module lights up red after 8 seconds.

Release the button. The diode on the seatpost module flashes. The seatpost module will remain in pairing mode for 30 seconds. The LED goes out.

If the control module can operate the seatpost module, the pairing was successful – otherwise repeat the process.

7.3 RECTIFYING FAULTS

	Fault	Cause	Remedy
VYRON	Seatpost does not extend.	Seal "sticking".	→ Pull the slider tube out by hand.
		Air pressure too low	→ Check air pressure and correct if necessary.
		Electronic system defective	→ See below.
Seatpost module	LED is not flashing/does not light up red – when charging.	Seatpost module defective	→ Contact the MAGURA service centre.
		Battery is not charging, incorrect connection sequence.	→ Replace battery
	LED flashes 3x slowly (1 s) red – when synchronising.	Battery is not charging, unsuitable mains power unit.	→ Check battery fit and pole assignment.
		Connection problem, synchronisation failed.	→ Check battery of the control module → Rectify interfering influences. → Repeat synchronisation.
	LED flashes 2x quickly (0.5 s) red – when pressing on button.	Low battery capacity.	→ If required, activate emergency operation. → Charge battery.
Control module	LED flashes 4x quickly (0.25 s) red – when pressing on button.	No battery capacity. Sleep mode.	→ Check battery capacity.
	Seatpost module unit is not working.	No battery capacity. Sleep mode.	→ Check battery capacity.
		Seatpost module unit faulty.	→ Contact the MAGURA service centre.
	LED flashes 3x red – when pairing.	Connection problem, synchronization failed	→ Rectify interfering influences. → Check battery of the seatpost module → Repeat synchronisation.
	LED flashes red – when pressing on button.	No battery capacity.	→ Replace battery.
	LED not flashing – when pressing on button.	No battery capacity.	→ Replace battery.
		Battery inserted incorrectly	→ Check pole assignment of the battery
		Control module defective	→ Contact the MAGURA service centre.
	LED flashes orange for 20 sec. and goes off	Connection problem	→ Wake up seatpost module
		Seatpost module defective	→ Check battery of the seatpost module
			→ Contact the MAGURA service centre.

7.4 REPLACING THE LEVER REMOTE (IN CASE OF FAULT)



Loosen the screw on the lever with an SW2 Allen key and remove it.

Replace the lever and tighten it to a torque of **0.45 Nm**.



Then check the function of the lever. Pairing it again is not necessary.

7.5 INFLATING



Remove the valve cap and fit the pump. Then fill to at least 13 bar.

Maximum 15 bar / 218 psi.



Actuate control module and extend the VYRON to the maximum stroke.

Then adjust the air pressure.

7.6 VYRON TRAVEL CONVERSION OPTION

NOTE

Make the conversion with the seatpost extended.

Conversion option from 175mm to 150mm stroke or vice versa (seatpost tube mark L).

Conversion option from 125mm to 100mm or vice versa (seatpost tube mark S).



Unscrew valve cover and loosen nut with 10 mm open-end wrench. Then remove the snap ring with snap ring pliers.



Now the bottom of the immersion tube can be pulled off and replaced.

Fig.: left 25 mm, right 0 mm

Insert the new immersion tube base and use the snap ring pliers to insert the circlip. Finally, screw on the nut and tighten with a 10 mm open-end wrench and a torque of **4 Nm**.



Unscrew air valve cover and install support.

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ADVER MATER



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STOP

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A person wearing a helmet and a jacket is riding a bicycle in an urban setting. The background shows modern buildings and trees.

CITY – TREKKING

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PERFORMANCE DANK ABS

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COCKPIT-INTЕGRATION (MCI)

PANNENHILFE MIT
DEM FAHRRAD

SERVICE-TIPP: MT
BREMSSCHEIBEN MONTIEREN

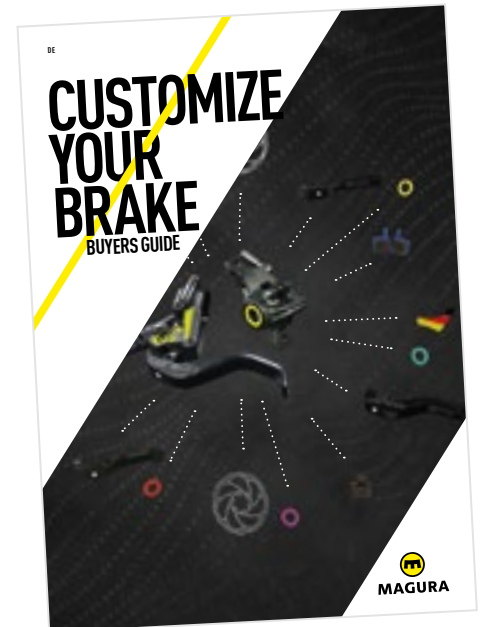
STORIES Nr. 5

ADVERTISING MATERIAL

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Use the simplified comparison diagrams in the #customizeyourbrake buyer's guide when recommending MAGURA spare parts and tuning parts to customers. This handy brochure shows how to customize an MT disc brake for ideal performance, ergonomics and design. The perfect tool for selling MAGURA brake discs, brake pads and lever blades.



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People's hands are different. Choose from the five different MAGURA brake levers to find the lever ergonomics that are right for you.



DESIGN

Specify the design of your brake with customized brake lever covers and cover rings.

MAXIMIZE YOUR BRAKE PERFORMANCE GUIDE

Helpful tips on care and maintenance of your MAGURA MT disc brake. Spongy bite point, fading, vibrations, irritating noise? The performance guide offers tips on how to get maximum performance from your disc brake.



INSTALLATION AND MAINTENANCE

A few simple installation and maintenance tips are all you need to get consistent performance from a disc brake. This guide gives you helpful tips on troubleshooting and prevention.

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MAGAZIN MAGURA STORIES #5

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