SPORTENZIA

USER GUIDE

TOOPRE TL-233 PISTON PRESS

Screw-driven tool that pushes the pistons of a hydraulic brake caliper back together, to make room for new pads. Preparation, procedure, getting back on the road and troubleshooting.

REF. TOOPISTBLCK · 2 AND 4-PISTON HYDRAULIC CALIPERS · 7075 ALUMINIUM, M8 SCREW



01 · GETTING STARTED

CONTENTS, PRINCIPLE, PREPARATION

In the box

- The TL-233 tool: a body in two parts that slide against each other, guided by a pin in a slot, and a screw with a T-handle.

How it works

The thin head slides into the caliper in place of the pads. As you turn the handle, the two parts slide and the tool gets thicker: it presses flat on the opposing pistons and sends them **together** back into their bores, without marking them or straining the caliper. It suits Shimano, SRAM, Magura, Hope and other hydraulic brakes, with 2 or 4-piston calipers.

Preparing the caliper

1. **Remove the wheel** to take the rotor out of the caliper. From now on, do not pull the brake lever.
2. **Take out the pads** after removing their retaining pin (split pin, bolt or clip depending on the brake), then their spring.
3. **Clean the pistons** with a clean cloth and soapy water or brake cleaner, never grease. Check that none of them weeps fluid.
4. **Keep a cloth handy** at the lever: as the pistons move back, fluid returns to the reservoir. Wipe off any drop straight away.

Specifications

Model	**TL-233**	Material	**7075 aluminium**
Screw	**M8 × 59.5 mm**	Opening range	**≈ 7 to 12.6 mm**
Calipers	**Hydraulic, 2 and 4-piston**	Overall length	**150 mm**
Working length	**117 mm**	Handle width	**57 mm**
Body width	**25.8 mm**	Head thickness	**7 mm**

BRAKE SAFETY

- Never pull the lever without pads or rotor: the pistons come out and may jam.
- Before riding, check the lever is firm and test the brakes stationary, then at low speed.
- Brake fluid: wear gloves, keep it off paintwork, pads and rotor.

02 · PROCEDURE

PUSHING THE PISTONS BACK, REFITTING, TROUBLESHOOTING

Pushing the pistons back

5. **Close the tool** by unscrewing the handle anticlockwise until the tool is at its thinnest.
6. **Insert the head** into the caliper slot, flat between the pistons, the body in line with the caliper.
7. **Turn the handle** clockwise, slowly. The pistons move back together. Stop as soon as they reach the bottom of their bores: do not force beyond that.
8. **Release the tool** by turning the handle the other way, then take it out of the caliper.
9. **Refit everything** pads, spring, retaining pin, then the wheel, with the rotor centred between the pads.
10. **Pump the lever** several times until it feels firm: the pistons come back into contact with the pads. Bed in new pads with a few progressive stops, away from traffic.

Tool care

- Wipe it after each use: brake fluid must not stay on the aluminium or pass from one brake to another.
- Keep the screw thread clean. If it gets stiff, one drop of light oil, excess wiped off away from the brakes.
- Store it closed, protected from knocks.



Head between the pistons: as the handle turns, the tool thickens and pushes them back.

If something goes wrong

SYMPTOM	FIX
Tool does not fit in	Unscrew the handle fully, present the head flat
One piston moves back less	Take the tool out, clean the piston, try again; if it stays stuck, have the caliper checked
Handle gets stiff	The pistons are fully back: stop, do not force
New pads too tight	Push the pistons back again
Spongy lever after refitting	Pump it several times; if it stays spongy, the brake needs bleeding

Need help?

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Our team answers your questions about using the tool.