SPORTENZIA

FITTING GUIDE

M4 TITANIUM BRAKE CALIPER BOLTS, WITH CIRCLIPS

Two TC4 titanium pad retaining bolts with their circlips, to replace the original bolts of a disc brake caliper. Preparation, fitting, tightening and checks.

SHIMANO AND COMPATIBLE M4 CALIPERS · M4 × 26 MM, 2 TO 4 NM TORQUE · TC4 TITANIUM, 2 BOLTS + 2 CIRCLIPS



Before you start

Compare the new bolt with the original: same diameter, same length. Have a 3 mm Allen key, a torque wrench and fine pliers ready. Work with clean hands: no grease or oil on the pads or the rotor.

Replacing a bolt

1. **Remove the circlip** from the end of the old bolt, using fine pliers.
2. **Undo the old bolt** with the 3 mm Allen key, holding the pads and their spring in place.
3. **Check** the pads, the spring and the caliper thread, then wipe off brake dust with a dry cloth.
4. **Insert the new bolt** through the caliper, the pads and the spring, then thread it in by hand.
5. **Tighten** to between 2 and 4 Nm with the torque wrench, no more.
6. **Fit the circlip** into the groove at the end of the bolt until it clicks into place.
7. **Test** while stationary: pull the lever several times, check the wheel spins freely, then brake at low speed.

If something goes wrong

SYMPTOM	LIKELY CAUSE	FIX
Bolt will not start by hand	Holes in the pads and spring out of line	Line them up, never force it with the key
Circlip does not hold	Not seated in the groove, or bent	Seat it again, replace it if bent
Rotor rubs after fitting	Pads badly placed	Check they sit on either side of the rotor
Weak braking or soft lever	Contaminated pads or rotor, system needs bleeding	Do not ride, have the brake checked by a workshop

Specifications

Contents	**2 bolts + 2 circlips**	Size	**M4 × 26 mm**
Head	**Hex socket**	Tool	**3 mm Allen key**
Torque	**2 to 4 Nm**	Material	**TC4 titanium**
Colour	**Silver**		

BRAKING

- Never ride without the circlip: the bolt can work loose and release the pads.
- After a descent, rotor and caliper are very hot: let them cool.
- If you have any doubt about your brakes, take the bike to a workshop.

DO NOT

- Tighten beyond 4 Nm: it damages the caliper thread.
- Fit a bolt shorter or longer than the original.
- Pull the lever while working on the caliper: the pistons come out and close up the pads.

Need help?

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Our team answers your questions about fitting.

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