

# Cascade Components Caliper Install and Bleed

## Tools Required:

Installing the Cascade Components Caliper uses mostly the same tools required to install SRAM Code Calipers. These include:

- T25 Torx
- T10 Torx
- 5mm hex wrench
- 3mm hex wrench
- 2.5mm hex wrench
- SRAM Bleeding Edge kit
- DOT 4 or 5.1
- 4mm hex wrench (optional)

## Installation Overview

The installation process for the caliper is identical to that of a Code caliper except for a few details. If you are familiar with installing Code calipers this will be an easy install.

The general installation steps are as follows:

1. If the stock brake is already installed on your bike
  - a. Remove wheels.
  - b. Remove the E-clip and pad retention bolt using a 2.5mm hex.
  - c. Remove the pads and H-spring.
  - d. Remove the stock caliper from the frame using 5mm hex.
2. Unthread stock caliper from the bajo fitting using the T25.
  - a. If you keep the caliper and bajo fitting elevated above the rest of the brake line, then the brake fluid lost will be kept to a minimum. This helps with bleeding and not making a mess.
3. Thread new caliper onto the bajo fitting torque to 4.4-5.4 Nm (39-48 in-lb).
  - a. If the O-ring on the banjo fitting is dry apply brake assembly grease or a drop of brake fluid to the O-ring. This will help it slide into the bore easier and lessen the likelihood of O-ring damage.
4. For the front caliper, bolt caliper to fork.
  - a. Check that there is sufficient clearance between the caliper and the post mount/adaptor. The Cascade Components caliper is bigger than the stock caliper, so not all adapters work with them. For a list of compatible brake adapters please see the compatibility table at the end.
5. Leave rear caliper unbolted for now. It's easiest to do the first brake bleed with the brake not bolted to the bike.
6. Bleed brakes according to the instructions below. Because the calipers are completely dry, there are some small differences compared to a standard bleed.

## Bleeding Brakes After Install

The because the calipers are dry, the initial bleed process is a little different than a standard bleed. After the initial post-install bleed, an additional bleed might be required following the bleed instructions for SRAM Code brakes. If you are experiencing trouble, please visit a knowledgeable shop, as a good bleed is essential for any brake. Certain shops also have special tooling to aid in bleeding the brakes effectively.

1. Remove wheels.
2. Remove E-clip and pad retention pin using 2.5mm hex wrench and insert large bleed block.
3. Using a 4mm hex wrench or T25, break the bleed port screw free. This can be done with the Bleeding Edge fitting, but it's easier to loosen and tighten the screw with a larger tool.
4. Orient the caliper so that the post mount surfaces are perfectly vertical.
  - a. The caliper is designed so that there are no internal overhangs to trap bubbles with the caliper oriented like this.
  - b. This is easy with the fork if the bike is in a bike stand the stand can be rotated until the brake is at the correct angle.
  - c. With the rear brake, it's easiest to hold the caliper vertically by hand.
5. Insert syringe end into bleed screw and open about 1 turn.
6. Pull a slight vacuum on the syringe then push until plunger feels firm.
  - a. Repeat as needed until no bubbles come from caliper.
7. Bleed in accordance with standard Code bleed instructions.  
<https://www.sram.com/globalassets/document-hierarchy/bleed-manuals/sram/mtb-disc-brake-hose-shortening-and-bleed-manual.pdf>
  - a. Don't focus on lever feel this time around. Just get the bubbles out.
8. With the bleed block removed, hold the pistons in place on one side of the caliper and squeeze the lever until the free pistons move out 3mm then push them back flush with the caliper body. Repeat on the opposite side of the caliper.
  - a. This step helps free any bubbles around the edge of the pistons.
9. Bleed in accordance with standard Code bleed instructions. <https://www.sram.com/globalassets/document-hierarchy/bleed-manuals/sram/mtb-disc-brake-hose-shortening-and-bleed-manual.pdf>
10. Repeat steps 8 and 9 until the bleed is feels finished.
  - a. If the lever pulls all the way to the bar with the contact point adjusted to be as firm as possible then repeat steps 6-9.
  - b. With brake lever at the last knuckle on your index finger, the lever should pull about halfway to the bar.
  - c. If you are interested in having a firmer lever feel, please look at our lever cam options.
11. Install and align caliper using 5mm hex. Torque to 9.5 Nm (84 in-lb).
12. Install pads, pad retaining bolt (torque to 1.1 Nm or 9.7 in-lb), and E-clip. Reinstall wheels to manufacturer required torque.



## Appendix

This appendix includes brief compatibility lists. There are currently no known or expected incompatibilities with forks or frames. Please confirm that your post mount adapters are compatible if you are using them.

### Post Mount Adapter Compatibility

Manufacturer	Size	Part No.	Compatible
SRAM	40		No
SRAM	20		No
Shimano	23	SM-MA-F203P/PM	Yes
		A_M180-1	No
Magura	20	MU8675	Yes
Galfer	20	SB002	Yes
Galfer	43	SB001	Yes
Shimano	20	SM-MA-F180P/P2	No
Shimano	20	SM-MA90-F1180P/P	No

### Fork Post Mount Compatibility

Currently there are no known incompatibilities with forks. This table contains the forks that have been checked to date.

Manufacturer	Model	Year	Compatible
Fox	36	2021	Yes
Fox	36	2019	Yes
Fox	38	2021	Yes
Marzococchi	Z1	2020	Yes
Rockshox	Boxxer	2019	Yes
Rockshox	Pike	2021	Yes
Rockshox	Lyrik	2019	Yes
Rockshox	Zeb	2021	Yes

### Frame Post Mount Compatibility

Currently there are no known incompatibilities with frames. This table contains the frames that have been checked to date.

Manufacturer	Model	Year/Version	Compatible
Commencal	Meta AM	V4.2	Yes
Forbidden	Druid	2021	Yes
Ibis	Ripmo	V2	Yes
Kona	Process	2019	Yes
Santa Cruz	Hightower	V2	Yes
Santa Cruz	5010	V4	Yes
Santa Cruz	Nomad	V4	Yes
Specialized	Enduro	2020	Yes
Specialized	Stumpjumper Evo	2021	Yes
Specialized	Stumpjumper Evo	2019	Yes
Transition	Sentinel	V2	Yes
Transition	Spire	V1	Yes