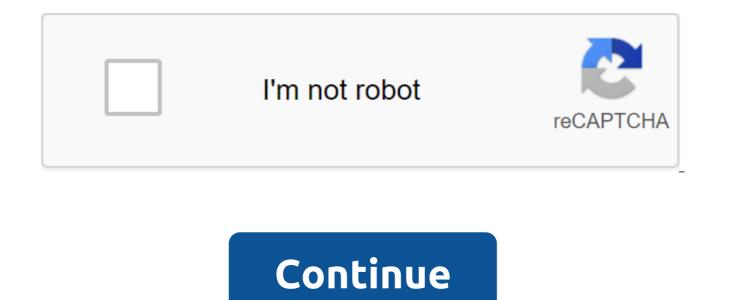
Sram guide r lever spring



Page 2 I have a set of SRAM guide RSC brakes that are about 4 months outside of warranty period. The front brake lever does not return when pulled and the wicketr sticks to the rotor. I can force the pistons/pads back by taking the wheel, but also so the stones problem goes away in a short time, then suddenly come back again to the point the hat wheel can lock up. Took it to the workshop while in the fod and the mechanic, who was busy, said that it was a known mistake and if it was in warranty it would be replaced, but it would need repair or replacement as an external guarantee. Has anyone had similar and fixed their DIY at home or am I just better off burning them and buying hope? Published 1 year ago Loads of streams on it both here and on other forums. There are search repair kits from SRAM costing 33 euros per brake, there are cheaper ones on eBay. Posted 1 year ago Thank you dhrider. Dublished 1 year ago Ebay - look for one from Taiwan - arrives in a week and is authentic - 11 ish each for piston and spring. Made my rear RS last year as stuck and just made my front on Friday as went sticky standing in the sun recently. You may need an RSC kit though due to the extra bite adjustment wheel (there is a special tool). You don't need that with R and RS posted 1 year ago SRAM take a, since all the first Gen Guide brakes will require a piston changing at some point ! It's actually dangerous if it locks up on a hot sunny day. A visit from the dentist. Posted 1 year ago Thank you fossy, I just had a look at eBay. 25 for one from Taiwan for the RSC, but he says there may be 20 working days to deliver and I'm away on a bike holiday in early June. Not sure whether it's worth the risk or just a stump for the new front brake (170 pounds ISH). Solutions... Published 1 year ago Third option. Take the piston and rub down the offending area of nylon. Views on YouTube like this to do so. Some will say not to, but many of them. Your choice is my friend. but many of them. Your choice is my friend. It's. Did it on my front lever this summer and it works a treat. My just Rs and I only needed a small pair of circlip pliers. Otherwise the standard tools will do. Surprisingly easy work. Now the back is starting to stick, so it will make it w/e. published 1 year ago It's obvious to see where you need sand down. Suppose there is some evidence where the plastic has been sticking? Published 1 year ago I installed both levers on my Ultimates guide using this tool... in less than ten I was all fixed and working sweetly. I decided to buy some Sram hydraulic lubricant too, just to avoid contaminating the liquid, but you could just use the use brake fluid to lubricate the piston. Euro stores all seem to sell this original Sram tool for buttons, while all the UK stores I've tried to sell you a kit or charge you a lot more just for the tool. It's a bit faff, but even if the guy in the vid looks a little clunky, he nails all the important details. Obviously where the sand is when you offer a peeled piston in the lever, the oversized/extended lips are obvious. This is a very simple and cheap fix. Posted 1 year ago Hello, hoping to get some advice I had a guide to the RS brakes on my bike for a year and in the last few months the levers have gotten a little slow to come back. Basically, when I squeeze them, the lever doesn't spring back very guickly. It doesn't seem to affect the operation as they capture hard and there is no sign of the pads rubbing on the drive due to the slow return. They brake a little spongy, so I'll be bleeding them in the next couple of weeks, but after some reading it doesn't sound like it's going to fix it. There have been a few posts around where people have something similar and SRAM fixed it on warranty, but I don't have this option as I bought them second hand. I have my bike after each wash and usually re-grease everything with JL69. So not sure if I shouldn't do this, etc. Anyone else has similar questions/solutions? Yes. This is what it looks like. An update from my post; Now I have a new inner coming... No.. So looks at the end of this month I'll be doing some work on my brakes. Yes. This is what it looks like. An update from my post; Now I have a new inner coming... No.. So looks at the end of this month I'll be doing some work on my brakes. Can you confirm that the new internal is a piston assembly in the main cylinder? Did SRAM come to the party or did you have to buy them yourself? I have a similar symptom on my front brake guide and they have been bleeding recently - no effect on performance, but the lever just didn't respond guickly. Can you confirm that the new internal is a piston assembly in the main cylinder? Did SRAM come to the party or did you have to buy them yourself? I have a similar symptom on my front brake guide and they have been bleeding recently - no effect on performance, but the lever just didn't respond guickly. So the set of internal is that they don't sell the piston by itself. I found a video that basically walked you through the process of grinding the piston lightly as it seems to be piston plastic rather than about-rings that cause problems. The main thing is to make sure you get The kit for you option like R, RS and RSC all have different internal, but most importantly the piston is different. Don't bother to contact SRAM as I can't understand why they'll come to the party out of warranty guarantee The kit is not that expensive and I see it as an opportunity to learn a little more about bike maintenance. Once everything comes in you posted up the results. Depending on how motivated I feel, it can even go as far as the video process. They don't sell the pistons on their own. I found a video that basically walked you through the process of grinding the piston lightly as it seems to be piston plastic rather than about-rings that cause problems. Can you link me to this video please? I'd like to know the drill. I had the same problem about 2 months ago and I had the bleeding carried out and he set it up about a few runs, then it came back but not so bad. You can fix it by just pumping the lever and it comes up well a little bit, then comes back. Here's the bad news the RS management and rsc levers suffer from 12-month syndrome in mostly piston floggings and allows the air to get into line and capture oil for the piston, as why they don't return. I've been mine for 12 months as well, and the only solution is to upgrade to the sram ultimate lever as they fixed the problem in the ultimate lever. Don't waste time or money on an internal replacement it will only be more of a problem than what its worth. Can you link me to this video please? I'd like to know the drill. this guy does it on the R brake, but the process to take everything apart looks the same. He doesn't actually show grinding, but highlights the bits that need attention and the result he gets seems pretty good. A little more on the subject and fix: in any case. Once I get everything apart I'll see that's what I think. I had the same problem about a few runs, then it came back but not so bad. You can fix it by just pumping the lever and it comes up well a little bit then comes back. Here's the bad news the RS management and rsc levers suffer from 12-month syndrome in mostly piston, as why they don't return. I've been mine for 12 months as well, and the only solution is to upgrade to the sram ultimate lever as they fixed the problem in the ultimate lever. Don't waste time or money on an internal replacement it will only be more of a problem than what its worth. Hmm... That's a shame. But is it a piston or an o-ring? As I understand it, the key issue is that pollutants get and prevent the smooth action of the piston, which itself does not deter oil. So why giving it sand seems to help. Still. I'll make sure when I things apart I photograph, etc., to try to figure out what's going on. There is a big thread about this on the MTB forums. Many people find that they have to take a little bit of material from the piston into the lever. Or now there's a kit with Piston? It's worth checking anyway. Mine did the same thing. SRAM is justified. But now a year later it happened again and out of warranty. There is a big thread about this on the MTB forums. Many people find that they have to take a little bit of material from the piston into the lever. Or is there now a set with a revised piston? It's worth checking anyway. Mine did the same thing. SRAM is justified. But now a year later it happened again and out of warranty. Looks like they just replaced it with the same part and didn't really solve the problem. Well I'll have two spare pistons once my kit arrives so if it starts again in 12months... I have a set to around s. My left lever (Guide R) is starting to show laziness and I have just purchased a second set of brakes that also seem to have befallen this fate, so I'll get them apart soon and will take a close look at the lever piston sizes. Thinking I could make some new lever pistons out of aluminum. Comparing Guide R for RS manuals in the 2016 SRAM spare parts catalog, plastic piston assemblies are identical, but have different parts numbers due to associated parts with different lever connections. Interesting. Maybe they changed the design. I km my phone so can't make links, but there are a few pages where people are smooting their RS levers. Their piston has a large, wide cylindrical part on the weightless end. But the kits you can buy now don't have it. Maybe it was a problem in the design and the new kits it solved? Interesting. Maybe they changed the design. I km my phone so can't make links, but there are a few pages where people are smooting their RS levers. Their piston has a large, wide cylindrical part on the weightless end. But the kits you can buy now don't have it. Maybe it was a problem in the design and the new kits it solved? Part number 11.5018.005.00, Google image search shows that was redesigned, the part number has not changed, but I see both options. One with a large thickness behind the seal, the other had minimal thickness, only around the seals. I'm trying to decide if I'm sending my back on warranty again or bite the bullet and get hope e4 brakes? Really don't like being without a bike waiting under warranty. Sent from my XT1092 using Tapatalk I'm trying to decide if I'm sending my back under warranty again or bite the bullet and get hope e4 brakes? Really don't like being without a bike waiting under warranty. Sent from my XT1092 using Tapatalk E4 will change your life........ Is the ultimate fixed to this problem or how the level of internal is the same it just happens to them too? Big costs on E4, but Merlin them for \$360 at the moment. Otherwise keep warrant guides I think. There doesn't seem to be a permanent Though there is? Are you going to keep going? A guick disassembly of this this I have a v1, very stuck pistons. It took a lot of effort with Allen's little key to move the piston out of the lever. I see how vacuum bleeding there are the ultimate fixed of this problem or how the internal level is the same it will just happen to them too? Big costs on E4, but Merlin them for \$360 at the moment. Otherwise keep warrant guides I think. There seems to be no permanent fix though? Are you going to keep going? Ultimates will be more expensive than E4? Of course? Page 2 are the ultimate fixed of this problem or how does the internal level of the same it just happen to them too? Big costs on E4, but Merlin them for \$360 at the moment. Otherwise keep warrant guides I think. There seems to be no permanent fix though? Are you going to keep going? the ultimate solved this problem as they upgraded the internal and aluminum piston instead of plastic. Most people if out guarantees are upgraded to the ultimate lever as there are only some successes to replace the internal. My left hand RSC has shat itself, but will most likely just upgrade to the ultimate. Yes the truth is, the E4 is actually a very good price. Some say there is not enough power compared to others? That's a big negative. My experience with the hope of brakes (has been running the E4 on a 160mm Enduro bike for 3 years) is that they have more power than anything else that I've used, along with the feel/feedback/modulation you can't get with any other brand/model. The best kick for your \$\$\$\$ any brakes on the market. Couple that with easy home maintenance (although I only have a blood mine once as I felt sorry for neglecting them), the ease of getting spare parts online and reliability.... I wouldn't buy anything else (if I didn't have a coin for them) I recently built a new build, ran out of cash and bought an XT M8000...... What a disappointment! :noidea: Can you run them with shimano/Sram rotors to start with? Also, I suppose they need adapters for the fork/frame? Currently there are pikes with 180 mm at the front and 160 mm at the back. That's a big negative. My experience with the hope of brakes (has been running the E4 on a 160mm Enduro bike for 3 years) is that they have more power than anything else that I've used, along with the feel/feedback/modulation you can't get with any other brand/model. The best kick for your \$\$\$\$ any brakes on the market. 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What a disappointment! :noidea: I'm second to it. I've just replaced the Sees kit with the E4, and they're brutally powerful and easily modulated. I'm not exactly lightweight either, not huge, but not very light. Can you run them with shimano/Sram rotors to start with? Also, I suppose they need adapters for the fork/frame? Currently there are pikes with 180 mm at the front and 160 mm at the back. Your current rotors and adapters will be fine. Can you run them with shimano/Sram rotors to start with? Also, I suppose they need adapters for the fork/frame? Currently there are pikes with 180 mm at the back. I ran them with Ice Techs for a very, very short time and noticed a difference when I went to the hopes. Pushys have decent prices for Hope's rotors. Hey, link - are these guides I sold you? Hey, link - are these guides I sold you? The ones I bought from you are still on the XC bike, the rear lever has become tacky, will mod/restore my second set and swap them in inches For the Photo version of 1 piston, which stuck very badly out of my second set, but I expect the same on your old set. A guick showdown this morning. I have a v1, very stuck pistons. It took a lot of effort with Allen's little key to move the piston out of the lever. I can see how the vacuum of bleeding Kind attachment 332292 Thank you for sharing the image. I want to take mine apart now just to participate... Well, my new internal, my bleeding kit, fluid point and greedy point of fat are all due to arrive at the end of next week. So I'll tear mine apart, see what I find and share. I hope that the new piston design will solve this issue. Although, if not, I can always sand down the current pistons in 12 months and pop them back in. so depending on how crazy I want to go, I could mill some aluminum pistons... What really makes them stick after a while? I don't think anyone has definitively confirmed it. But based on what I've read it's an extension of piston plastic as it absorbs either brake fluid or moisture. That's why just disassembling it to pieces and giving it a clean one doesn't work, since the piston is actually a little bigger. Some further readings about plastics lead me to discover that different plastics have different water absorption ratios. I suspect that the plastic used in the Guide, cheaper than other plastics with a lower water absorption rate. Some people have suggested O-rings play a role too, but people get results by removing and grinding the original piston, so I wonder if to contribute to this issue, it is only in a minimal sense. Given the redesign of the piston RS from what the link is shared with the new one, where the whole chunky bit is gone, that would suggest is a key problem area. I think the two narrow contact points also expand and drag, but they shouldn't be enough to cause a pretty terminal issue the original pistons are experiencing. I don't think anyone has definitively confirmed it. But based on what I've read it's an extension of piston plastic as it absorbs either brake fluid or moisture. That's why just disassembling it to pieces and giving it a clean one doesn't work, since the piston is actually a little bigger. Some further readings about plastics lead me to discover that different plastics have different water absorption ratios. I suspect that the plastic used in the Guide pistons is cheaper than other plastics with a lower water absorption rate. Some people have suggested O-rings play a role too, but people get results by removing and grinding the original piston, so I think if they contribute to this issue, it's only in a minimal sense. 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section in the piston? Sent from my XT1092 via Tapatalk I'll be taking a closer part tonight, but I think the piston can be bent, rub marks on just one side of chunky bits of piston rolls right on the mirror rather than bent. Pure speculation so far, as I just rushed to watch, it looks like it could be a combination of plastic not a point liquid compatible as suggested, and the lever does not load the piston into fashion that is completely parallel to its direction of movement. Epic fails again if so will be measuring pistons and compiling an aluminum piston design. I've seen a mixture of O-rings, guad rings and these funky seals on the car piston master. I'm tempted to use guad rings if they don't mess with ports in the reservoir. Should I fix this shit? No. Will I? Yes, I like the modulation of the guides and the whole matchmaker system. But it fucking makes me angry. Perhaps completely unrelated to anything here, but I just blew up a two-week old guide- assuming that one of the many seals failed, spooged liquid everywhere and left without a brake lever at all. Happened while on vacation, now do not have a bike as I am still on vacation, but will it properly within the next week or so. It may not have anything to do with anything here, but I just blew up a two-week old guide- assuming that one of the many seals failed, spooged liquid everywhere and left me without a brake lever at all. Happened while on vacation, now do not have a bike as I am still on vacation but will check it properly for the next week or so. It's quite unusual for a wicketkeeper to let go, but it's sram after all. I bet he was pinched when an 8-year-old collected it. So I tried to remove the piston from the sticky lever, cleaned it, a little point/rubber safe grease on the seal and collected. Felt to find a bit and then left the bike in the sun for 30 minutes. After that, Lever won't come back at all. So pulled apart again, this time with some verniers I measured each of the raised sections along the piston, 2x of them with a little more than a third. So I polish those down with some real fine wet dry paper. Got them the same size. Collected, left bike in the sun. So far so good! Keep us posted about how re-builds hold up, how interesting it is to see how long they last. Just to record, the pistons in the mine are like the image below. I think some people comment that this design does not suffer the same issue, but it does. Page 3 Just to record, pistons in the mine like the image below. I think some people comment that this design does not suffer the same issue, but it does. View attachment 332365 Damn. That's a shame. It looks like guides recover every 12 months or need updating to get better levers. Well good. I'll restore mine and see how long they last until they start showing symptoms again. I'll be looking at getting some aluminum ones turned up for my set... should be cheaper than the hole of the new brake set Maybe get the volume made and sell em? Sent from my XT1092 using Tapatalk can be great. Had the set for more than 12 months, no problem. The new bike, former demo, 2 weeks and front lever does not return all the time, especially at the bottom of the long runs. Sound about right? Yes, it's a warranty issue, but the warranty on the design issue (as Joel said) is pita bread to make new aluminum pistons I need to know the ID well, but I can't accurately or safely measure the ID, so I'll have to turn up the rod for the test fit to find the ID as best I can as soon as I know the ID I can calculate the correct size orings. Really want to try quad rings, OEM seals offer zero side load resistance, ally piston running on the well would be bad. Who knew a piston slap could be a thing in master of cylinders. Maybe an aluminum piston needs a guide ring. Share his drawings with everyone. I have an assistant with a dozen cnc mills and lathes in the workshop he manages, but currently the entire fleet is running 24/7. You may be able to run the batch. Really can't rush into this, I think there are a few things in the game here. Plastic piston pistons RS and RCS levers, do they have traces of rub only those 3 and let them weave there magic mine there were no rub marks, but there are only those 3 small contact points rsc piston. Sent from my XT1092 using Tapatalk started working on aluminum pistons. Boron 9.45 mm I believe, Keen to see how it turns out by being the owner of the guide as well. Could you get the dimensions from replacing a plastic piston from a service kit, perhaps? Keen to see how it turns out by being the owner of the guide as well. Could you get the dimensions from replacing a plastic piston from a service kit, perhaps? I will copy the plastic piston sizes (except the diameter) to make my first copies. I will copy the plastic piston sizes (except the diameter) to make my first copies. I will copy the plastic piston sizes (except the diameter) to make my first copies. I will copy the plastic piston sizes (except the diameter) to make my first copies. copies. Do pistons differ between different versions of the lever i.e. R, RS, RSC? Slightly OT, but has anyone seen the Guide now has a version of RE designed for electronic bikes and based on the Guide R lever with a code caliper? Presumably to provide a lot more stop power for electric bikes, but there's no reason they can't be used on a normal bike... Do pistons differ between different versions of the lever i.e. R, RS, RSC? Slightly OT, but has anyone seen the Guide now has a version of RE designed for electronic bikes and based on the Guide R lever with a code caliper? Presumably to provide a lot more stop power for electric bikes, but there's no reason they can't be used on a normal bike... R and RS look like the same design from photos and parts of the catalog (but with different parts numbers due to swinglink related parts in the kit) I will copy the plastic piston sizes (except diameter) to my first copies. When you've ever sorted, let me know. I have an RS on Povo and might need a couple if you are interested in taking some in exchange for cash or other goods? Work on aluminum pistons has begun. Boron 9.45 mm I believe. It looks fantastic mate! Very interesting to hear how you go. May try to do the same when my new internal arrive, but it's been a while since I handled the foam. You said you are not an OD machine to the piston, but with the help of a lever well. How are you accounting for thermal expansion, etc.? Or do you think, since both the body level and the piston are not aninim their expansion should be the same and you can reduce tolerance? It looks fantastic mate! Very interesting to hear how you go. May try to do the same when my new internal arrive, but it's been a while since I handled the foam. You said you didn't OD to the piston, and using the lever well. How are you accounting for thermal expansion, etc.? Or do you think, since both the body level and the piston are not aninim, their expansion should be the same and you can reduce the decrease I haven't settled on a piston OD yet, it was done just to find the leverage ID bore so I can calculate the appropriate sizes I don't have accurate measuring tools to measure the 9-10mm hole that starts 40mm, so picking up an empty one that just fits my only option, then I measure it. I'd love to buy the Pistons if the project is successful. Sent from my XT1092 via Tapatalk I would also happily buy them. if any. Signed! Sent from my GT-19505 using Tapatalk Must have prototypes appeared, installed and operated this weekend. Page 4 Legend. Sent from my GT-19505 via Tapatalk I'm interested in them too, but there is one concern about that. Is the plastic piston not a safe, albeit flawed one? Is there a way that, in the event of, say, an accident, it would be flexible to make some bypass piston. If this piston were an ally, it would create another problem. (My go away to recover today, since they're only a few months old) I'm interested in them too, but there's one concern about that. Is the plastic piston not a safe, albeit flawed one? Is there a way that, in the event of, say, an accident, it would be flexible to make some bypass piston. If this piston were an ally, it would create another problem. (My quits to recover today, since they're only a few months old) I'd have thought that an about-ring seal would give up a plastic piston, and the reason for its plastic is purely from the cost/weight of the POV - a simple injection of molded part versus a more expensive processed metal one, and a plastic less than milligrams of total weight for marketing purposes (although the difference is probably negligible in reality). I wonder if this issue, as has been widely reported, is due to the deformation of the plastic piston under the pressure of braking. The type of plastic used might easily be squeezed out of the mold due to hydraulic pressure, and a tougher type of plastic would not cause the problems encountered? Print not O-Ring, but forward before printing (don't know what to call it?) They look pretty ordinary. Piston plastic for cost reasons just I guess. The piston will not be a failure point during an accident, the braking line is going to snatch out of the rig or the lever is going to snatch out of the rig or the rig before vou would kick or pass one of these seals, they are the same type of seal as in the master cylinder of the car's foot brake. I think the main culprit of the piston interference will be the heat expansion promoted by the piston mushrooms making the piston bear the gap tighter, and then you have that little spring that loses tension over time. From what I read somewhere else the new piston 0.7 less in the dia than the original. Looks like an OEM fix in the game, then, the F-R... although I'm still interested to see whether homemade aluminum piston beer is viable Edit: I'm just looking at Jesterarts pictures and I see that the modification of the piston is on the end of the lever, so maybe this piston is pushing against the plastic piston that slowly flashes it and jams it into the hole? If so, is the modified piston simply slowing down this process further, but doesn't really solve it? Looks like an OEM fix in the game, then, the F-R... although I am still interested to see whether a home brew aluminum piston is a viable alternative. Edit: I'm just looking at Jesterarts pictures and I see that the modification of the piston is on the end of the lever, so maybe this piston is pushing against the plastic piston that slowly flashes it and jams it into the hole? If so, is the modified piston simply slowing down this process further, but doesn't really solve it? See the attachment 332566 My plastic pistons are even thicker further along, on one of the narrow sections, but your offer is still valid. The piston hole for the piston narrows, it keeps the ball piston somewhat. I would expect that the brake handle would bend or flex before you would kick or pass one of these seals, they are the same type of seal as in the master cylinder of the car's foot brake. I think the main culprit of the piston interference will be the heat expansion promoted by the piston mushrooms making the piston bear the gap tighter, and then you have that little spring that loses tension over time. From what I read somewhere else the new piston is 0.7 mm smaller in the dia than the original. However, do not know how to call the seal, you are right, they are like 95% of automotive master seal cylinders, directed seals. I'm sure I had a master cylinder apart that had four rings in it. good link work..... does anyone know that the piston is made of... Teflon or some other Teflon-based product? good link work..... does anyone know that the piston is made of... Teflon or some other Teflon-based product? think you'd be on the money, although there are a lot of PTFE options - you have to think it will be a low cost version that is easily molded rather than something chosen as best suited for purpose. Link, I wonder if the aluminum piston is going to cause an increase in wear at the end of the piston - aluminum on the aluminum interface, as opposed to aluminum on plastic? I would expect that the brake handle would kick or pass one of these seals, they are the same type of seal as in the master cylinder of the car's foot brake. I think the main culprit of the piston interference will be the heat expansion promoted The piston-making piston carry the gap tougher and then you have that little spring that loses tension over time. Time. what I read somewhere else is a new piston 0.7 mm smaller in dia than the original. 0.7mm or 0.07mm? Just a 0.7 reduction is huge in the case of any piston/bore set up. And in the case of a brake well, it would be equivalent to throwing a sausage into the hallway. Looks like an OEM fix in the game, then, the F-R... although I am still interested to see whether a home brew aluminum piston is a viable alternative. Edit: I'm just looking at Jesterarts pictures and I see that the modification of the piston is on the end of the lever, so maybe this piston that slowly flashes it and jams it into the hole? If so, is the modified piston simply slowing down this process further, but doesn't really solve it? View attachment 332566 To your point, I suspect that the new piston is designed to eliminate the most serious problem. I still have money for plastic extension. And the modification of the design solves the place where there was the most surface area causing the problem. Remove this and while the problem remains, there is significantly less surface area available to cause the friction needed to overcome the return in the spring. When I get a macro lens like to see if I can get some detailed photos to see what's going on with mine. 0.7mm or 0.07mm?? Just a 0.7 reduction is huge in the case of any piston/bore set up. And in the case of a brake well, it would be equivalent to throwing a sausage into the hallway. Maybe they measured the new drowned areas? Someone has to measure a new and old piston with a micrometer, and it has to show what's going on. instead of a piston hole made of aluminum you could just make some type of lid/end plug out of aluminum, so the risk of scoring a hole decreases..... Maybe they measured the new drowned areas? Someone has to measure a new and old piston with a micrometer, and it has to show what's going on. Jesterarts, are you recovering this weekend? Do you have a decent set of right-calibers or a micrometer? Jesterarts, are you recovering this weekend? Do you have a decent set of right-calibers or a micrometer? 90% is likely to recover this weekend. Still waiting on the DOT liquid. Negative on more faithful wickets and/or micrometers. I could check with my father-in-law. He usually had all the tools I could ever need.... although his garage is not stored in exactly the same order as mine.... So finding the tool you need is the biggest problem. Just take your brake parts up to Bunnings or supercheap - they sell verniers... not that you need to actually buy one Jesterarts, are you recovering this weekend? Do you have a decent set of right-calibers or a micrometer? I have The return of the wicketkeepers you van borrow. They work but are not sure if they qualify as worthy? They weren't expensive. There's a caliper thing today and a new piston piston piston is measured I hope it helps. I didn't get an OD where the seals sit like them, where there's tight and I don't want to fuck about with them. All the numbers are in mm, obviously. I'll measure the old as soon as I get a chance to take the brakes apart. Page 5 Is a tricky little sucker to copy a good bro job.... black tags to the right of the piston scraping/get stuck? Yes, the black marks are from friction, but the real problem is the first crest of the plastic piston on the left is 9.5 mm in diameter Hole in the 9.5 mm lever. The diameter on the right where rubbing marks are approximately 9.38 mm Yes, black marks are from friction, but the real problem is the first ridge of the plastic piston on the left is 9.5 mm in diameter on the right, where rubbing marks approximately 9.38 mm looks the new piston has much more clearances at each point. The widest OD is currently 9.35Mk on it... Thus, the gap is 0.075 mm between the piston and the hole on all sides. Just finished the recovery. The old pistons looked just like your link. This fat bit had the most scarring on it from rubbing on things. Now I just need to bleed them as soon as the brake fluid arrives. Just finished the recovery. The old pistons looked just like your link. This fat bit had the most scarring on it from rubbing on things. Now I just need to bleed them as soon as the brake fluid arrives. You have to think that the scars will be fine, since this part of the piston is outside the seal and prone to all the dirt coming through the hole outside. You have to think that the scars will be fine, since this part of the piston is outside the seal and prone to all the dirt coming through the hole outside. I agree. It actually strikes us as a bit of a design flaw to make the piston to be that unprotected. I think there shouldn't be a rubber boot or something considering that this place had debris and dirt you could get into, but there's no easy way to clean it up. Below are some horrible pictures I tried to take on my phone. Key things I noticed: 1. So much crap on Lever 2. There was a lot of crap behind the outside seal. It obviously does its job to keep it from going further, but given how much build there has been, I suspect it will contribute to the sticking issue. 3. The main scarring was on a bit of fat bit, only with very minor scarring on bits past the outer seal 4. This C-clip is c'#t to get out and #t to get in. If you want a quality that lasts, engineering what is considered long-term reliability, there is hope or hope. Here's a recovery kit shown seal the piston contamination I hope you put a patent on one..... I can't believe how much shit gets in, no wonder they shit shit Link as you go with the new piston and you have a link to the seal of the shaft, tried searching, but came up with an empty link as you go with the new piston and you have a link to the seal shaft, tried the new restored lever on the bike yet. By printing the shaft, are you talking about OEM rubber seals on the piston? The new piston is good, but haven't changed the new restored lever on the bike yet. By printing the shaft, are you talking about OEM rubber seals on the piston? I think he is referring to the seal shaft in the picture you posted from the HOPE piston kit. I think he is referring to the seal shaft in the picture you posted from the HOPE piston kit. Me too, but was looking for clarification the hard way. There are a few ideas on how to do something similar to PUSHrod rubber-stamp hope for guides. yes, sorry dude, talked about hoping of them..... but if you have an alternative plan I'm all ears... I just had a brilliant idea! Just cut them to length... Just need to push the piston pushed the thing through it. Last edited: October 15, 2016 Seems to have room for custom printing. The inner tube is glued to this ring and then trimmed to a size, tiny hole in both sides for the rod. It's better than nothing. Note side any of you have contacted your LBS about this issue? There seems to be a lot of effort going into a problem that is fixed with WAY less effort. I always find it funny when people put heaps of work in fixing something before contacting someone who can fix it, just had a couple of levers replaced by FOC Sram, they were replaced with an adjusted/updated lever. when I used to do a lot of work for an industry specialist he used to entertain me with the amount of effort and stress put in problems that would just go away if you called a decent store. Page 6 Side Note Did any of you contact your LBS about this issue? There seems to be a lot of effort going into a problem that is fixed with WAY less effort. I always find it funny when people put heaps of work in fixing something before contacting someone who can fix it, just had a couple of levers replaced by FOC Sram, they were replaced with an adjusted/updated lever. when I used to do a lot of work for an industry specialist he used to entertain me with the amount of effort and stress put in problems that would just go away if you called a decent store. Fair point, but I'm sure the link gets a lot more satisfaction from taking the problem to go away itself. I've heard new shit myself in time as well? Has anyone had a long period of time on them? Sent from my XT1092 using Tapatalk I've been amazed at length you guys went to fix the problem. I had a faulty lever myself and like most mornings out of warranty and looked into recovery sets and hacks, but the simple answer is too easy to move to the ultimate lever. Brakes are the most important part on your bike something not worth taking shortcuts with. I've been struck too at the length you guys went to fix the matter. I had a faulty lever myself and like most mornings out of warranty and looked into recovery sets and hacks, but the simple answer is too easy to move to the ultimate lever. Brakes are the most important part on your bike and something not worth taking shortcuts with. I don't think replacing the faulty part with the new, recycled part is hardly a length, hack or label. I would like to ask a question to you; Why spend hundreds of dollars to fix a problem that can be fixed with a \$20 fix? Link is exploring an alternative solution, its choice, its brakes, and again, hardly a shortcut. Yes, I continue to justify mine, but means without a bike regularly. Sent from my XT1092 using Tapatalk Interesting Comment. I don't think replacing the faulty part with the new, recycled part is hardly a length, hack or label. I would like to ask a question to you; Why spend hundreds of dollars to fix a problem that can be fixed with a \$20 fix? Link is exploring an alternative solution, its choice, its brakes, and again, hardly a shortcut. do some research and you will realize that updating internally has only some success with most people having the same guestion repeated. If you're lucky enough to still be in warranty, then go through the scar, but they're not dicking around with the brakes on the DH bike wondering if they're going to fail again. That's 300 to 600 bucks for new brakes on thousands of bikes. do some research and you will realize that updating internally has only some success with most people having the same guestion repeated. If you're lucky enough to still be in warranty, then go through the scar, but they're not dicking around with the brakes on the DH bike wondering if they're going to fail again. That's 300 to 600 bucks for new brakes on thousands of bikes. Why do you think I didn't do the research? And again, my bike, my choice, what does that have to do with you? Why would I spend up to \$600 to achieve the same \$20 fix result every 12 months or so reaches? Why do you think I didn't do the research? And again, my bike, my choice, what does that have to do with you? Why would I spend up to \$600 to achieve the same \$20 fix result every 12 months or so reaches? If your lucky brake fixation every 6 to 12 months I have no problem with that and I have no problem with the way someone fixes there is a bike. Why do you think I didn't do the research? And again, my bike, my choice, what does that have to do with you? Why would I spend up to \$600 to achieve the same \$20 fix result every 12 months or so Just as you assume that some people won't pay to make it go away forever with \$\$\$ versus routine replacement parts? Not having to go, as I respect Link's commitment to the decision, all Tinkering and DIY solutions that are above and beyond performance oem are very satisfying when successfully taken down. At least you guys will get a guarantee hey Shimano. Note side any of you have contacted your LBS about this issue? There seems to be a lot of effort going into a problem that is fixed with WAY less effort, I always find it funny when people put heaps of work in fixing something before contacting someone who can fix it, just had a couple of levers replaced by FOC Sram, they were replaced with an adjusted/updated lever. when I used to do a lot of work for an industry specialist he used to entertain me with the amount of effort and stress put in problems that would just go away if you called a decent store. Well, where's the fun part in this? No guarantee with any of mine (ironically my office is 100m from SRAM, all my couriers truck loads SRAM and RS daily) pretty sure that if link came up with a successful permanent solution there would be no money to be made. I know I'm going to throw him some money, and I don't even have a problem yet. Fair point, but I'm sure the link gets a lot more satisfaction from taking the problem to go away itself. Yes, it pretty much sums up. I don't have a cost control manager whine at me to cut costs and maximize profits, which results in sacrifice reliability and serviceability. I go for a walk mostly at night. Failure at night on a solo ride is not an option. One day I hope to stumble upon a solution to a problem worth millions Mers blue, you missed the moment completely, it's to fix the problem (in our case) that can not be fixed long term Sram, if not for the guys like link and other nothing in this world will be fixed Never...... Link, keep up the good work, the whole Western world is waiting for your final result........ (well, maybe not the hole of the world) Last edited: October 17, 2016 Yes, pretty much sums up. I don't have a cost control manager whine at me to cut costs and maximize profits, which results in sacrifice reliability and serviceability. I go for a walk mostly at night. Failure at night on a solo ride is not an option. One day I hope to stumble upon a solution to a problem worth millions I hope so???? You've already answered your question.... I hope so!!! Lol I'm just teasing...... but seriously hope to get back on track... Any progress with getting some mules appeared on the test? Friends Bike is now suffering from this as well. Sent from my GT-19505 using Tapatalk Sorry No Progress ATM, sick with lurgee Slow Progress ATM. The idea of a web seal works. 7 Stunning. Sent from my GT-19505 using the Tapatalk link, is it restored with piston and seal or after market bits and pieces? link, is it recovered with piston and seal or after market bits and pieces? My piston and seal. If parking ride on them at the end of this week, looks promising, but extensive testing is required. We have to roll call here to see who's even vaguely interested so I can see if it's worth working on mileage parts. So far only R and RS parts. Last edited: October 24, 2016 Im in. We have some big hills here in Brait, we can check them out. Sent from my GT-19505 using Tapatalk will also be interested! It's an amazing job! Sent from my ASUS Z008D using Tapatalk put me on the set of my good man... ... Consider me too link, see no shortage of this - suggesting some decent testing shows equal levels of performance (without sticking, obviously). It's not like we have to bastard our levers so that we can't go back to the OEM parts if it all turns into custard. How did you deal with the two internal seals? Plus 1 for the rsc. If that's the reason, then my brakes stay on a bit in ling rides. Currently there is a thermal lamp on my levre to see if I get an extension. That's a good thread. Sent from my iPhone using Tapatalk Count me too link, see no shortage of this - suggesting that some decent testing shows an equal level of performance (without sticking, obviously). It's not like we have to bastard our levers so that we can't go back to the OEM parts if it all turns into custard. How did you deal with the two internal seals? Removed the seals from the plastic piston with a dental photo. Prick work, but it's possible. Then put one on the back, asshole. Not sure I need to worry about guad-core ATM rings. Removed the seals from the plastic piston with a tooth photo. Prick work, but it's possible. Then put one on the back, asshole. Not sure I need to worry about guad-core ATM rings. A normal person will use a Carpark ride service kit so well the restored brake will come along for a night ride today using red rubber lubricant for lubrication. BK sorted the RCS plastic donor piston issue after the BARGAIN century in the trade section. Hardware masters can use a lesson on how to eliminate how it is. RSC Pistons. The same fundamental size and layout as the big R/RS pistons I pulled this out of a set of Rs guides I just bought and fixed. It's not like any of the ones you have. What is a d'o? Last edited: October 31, 2016 Page 8 R/RS has a much smaller end, why is it? Trying to solve the problem? The issues around the diameter are not length, I think this sample was damaged. Keen to see it in the best shot and if the piston of another lever is the same. But actually, NFI. The issues around the diameter are not length, I think this sample was damaged. Keen to see it in the best shot and if the piston of another lever is the same. But actually, NFI. says he bought and fixed -- possibly an old version of the piece. Although the narrowing between the two seals suggests that it could be a new piston? I'm sorry, guys, but this is the only other photo I've got of the pistons. I don't know, mate, how I just rebuilt one. It is guite clear that this has been restored by thought as there is extra washer in the lever that only has to be in the lever type r. link, how new and improved manuals going? Soon I'll tell you next week when I get my installed. I've been my bike for about a year and a half and they just started playing a couple of months ago or so. Took it to the bike shop and they said there were no probs, the only hassle is a week and ahalf to wait. But I can't complain. Sorry, it's been a busy few weeks. My assistant who the machinist came up and we switched my technique to the manual rook, unfortunately there are no efficiency can be found, my technique is ok. I'm going to add digital readings to the laundry room and see if I can speed things up. It currently takes me 60 minutes to flogging. Can't find anyone to run batch parts at a reasonable price yet at a Hpc- My Comrades workshop runs 24/7 on all machines and can't find free time atm. Boom Kings are new and old pistons. Old on the left, 9.48 mm at the widest. New on the right, 9.35mm at its widest. Other critical sizes are the same, so my edict theory is fake. Both are turned into lats. Boom Kings are new and old pistons. Old on the right. 9.35mm at its widest. Other critical sizes are the same, so my edict theory is fake. Both are turned into lats. Do you mean not fake, because the new one is smaller? I have 4 bikes with guides, 3 of them are currently out of action with this problem, all in a few weeks. Talking to a mechanic at LBS, Sram said there was an error in the tolerances in previous brakes. All my brakes that have issues were in order right through last summer, and as soon as it started to heat up the last few weeks the issues started. There must be some swelling going on to cause it. The brakes are all between 14 and 22 months old. Sram Australia sent replacement levers for one set, the other was from the CRC, which I haven't posted yet. My 2017 stumpy has a guide, no problem yet, but ordered a set of hopeful e4s so I don't have to wait for the guides to fuck up. I'll have to persevere with guides on other bikes, 4 sets of hopeful e4s is an expensive exercise. Boom Kings are new and old pistons. Old on the left, 9.48 mm at the widest. New on the right. 9.35mm at its widest. Other critical sizes are the same, so my edict theory is fake. Both are turned into lats. Do you mean not fake as the new less? If the plastic wasn't DOT liquid compatible it would cause the pistons to swell in all directions, not just critical faces of greater diameter. (Assuming that the new samples had only a large face diameter OD reduced) But the only sure way to test this long-term impact with control My current theory is the original pistons were incorporated too close to the diameter of the wells, and with the use and contamination from the lack of seals, the surfaces were ruffed and caused an increase in the increase Diameter. Plus any lubricant used in the plant has migrated. Because of the risk of infection, I cooled off on the idea of aluminum pistons. Let's see if the aluminum pistons will stay in my levers for a year. I have 4 bikes with guides, 3 of them are currently out of action with this problem, all in a few weeks. Talking to a mechanic at LBS. Sram said there was an error in the tolerances in previous brakes that have issues were in order right through last summer, and as soon as it started to heat up the last few weeks the issues started. There must be some swelling going on to cause it. The brakes are all between 14 and 22 months old. Sram Australia sent replacement levers for one set, the other was from the CRC, which I haven't posted yet. My 2017 stumpy has a guide, no problem yet, but ordered a set of hopeful e4s so I don't have to wait for the guides to fuck up. I'll have to persevere with guides on other bikes, 4 sets of hopeful e4s is an expensive exercise. You will. You could put offending pistons in the drill and gently wipe a bit off their diameter joint, what type of pollution do you think will occur with Ali's piston..... Gosh darn. My 14-month-old RS left lever started doing it... Only after being in the parking lot for a while and it is normal once used several times. Suspect that it will not be better... Page 9 link, what type of pollution do you think will happen to Piston Ali...... Unlike the hopes the piston can get dirt between it and the hole it slides in. At least with plastic pistons, a piston sacrificial and a hole should survive, although the Boom Kings RSC, who were Jarrods and one year old, have a lot of scoring. I can print a guide R a few from pollution, but zero chances for RS and RSC because of the design. Will take RCS for a ride after I've rebuilt them for comparison, although I buy Hopes myself. I can see the meaning. New versus old sources. Vacuum bleeding, because why not. Picked up cans with a double water filter from the masters for 20 bucks (damaged bracket, which I still do not need) and 5 bucks in the fitting. Never using syringes again. Use 20 psi air to push the liquid, then a soft vacuum to bleed. Can't go -0.98bar, scared bladder will rip. Jebus, I'm glad you didn't write the guide How to bleed Shimano. :heh: A classic case because you really can. Personally, I love your work link! Hold it man. link rotorburn mad scientist:madgrin::madgrin::madgrin::I hope your neighbors know you well link ... If one of them tips from the fluff that you're up to something in your workshop, you might have explanations to do with this dodgy! I sent the methamphetamine lab back to Knables last week. There's nothing to see. bleeding, because why not. Picked up cans with a double water filter from the masters for 20 bucks (damaged bracket, which I still do not need) and 5 bucks in the fitting. Never using syringes again. Use 20 psi air to push the liquid, then a soft vacuum to bleed. Can't go -0.98bar, scared bladder will rip. Absolutely brilliant!! Finally got a lap in Lysterfield with Boom Kings to restore the RSC brakes. Even with careful attention to restoring wickets with dot safe lubricant, the Pistons don't all travel even the amount when offloading on the bench. This is the Curse of Avid and why the latter generation uses a caliper with multiple fluid pathways. Anyway, comparing the RSC with R: RSC is very powerful. Adjusting the point of contact seems to wank The rear plastic braking line can be felt by the extension when you pull the lever hard. Ideally, weed lines are needed. I rebled the back a few times chasing a hard rock lever to feel just to put vernier calipers on the line and witness the OD line growing under pressure. Pollution will be a problem around the piston lever, not the seal. BK purchased a rebuild kit that I collected them with, plastic pistons now fit properly, and have an OD that should be fine. If these levers bind for several years, it can only be a plastic swelling in response to liquid. I used Super Cheap Autos 5.1 liquid as I do in all hydraulic brakes on all things with wheels. Last edited: December 26, 2016 O and Buy Hope Brake. The SRAM brakes will not last. Finally got a lap in Lysterfield with Boom Kings to restore the RSC brakes. Even with careful attention to restoring wickets with dot safe lubricant, the Pistons don't all travel even the amount when offloading on the bench. This is the Curse of Avid and why the latter generation uses a caliper with multiple fluid pathways. Anyway, comparing the RSC with R: RSC is very powerful. Adjusting the point of contact seems to wank The rear plastic braking line can be felt by the extension when you pull the lever hard. Ideally, weed lines are needed. I rebled the back a few times chasing a hard rock lever to feel just to put vernier calipers on the line and witness the OD line growing under pressure. Pollution will be a problem around the piston lever, not the seal. BK purchased a rebuild kit that I collected them with, plastic pistons now fit properly, and have an OD that should be fine. If these levers bind for several years, it can only be a plastic swelling in response to liquid. I used Super Cheap Autos 5.1 liquid as I do in all hydraulic brakes on all things with wheels. There weren't anywhere near as many people as I thought would be on the trails today. You were one of the few riders with Did I come across you today? There weren't anywhere near as many people as I thought would be on the trails today. Were you one of the few riders I encountered today? Around noon, I was the one talking howdy to everyone, including roadies, r where I stopped haha. Around noon, I was the one talking howdy to everyone, including roadies. Thinking to go again tonight if the rain stops. I finished at almost noon. Also, it seemed only one said hello to everyone. I think you took over where I stopped haha. Gets my goat when I give in to someone when they're going down the hill and I go up and they still can't say hello. My RS guide is still going well after a year and a half, but I was thinking about DOT liguid and how they react with rubber and plastic. Toyota for the most part point DOT 3. and with the rest and current DOT's has a bad effect on seals and plastics . I wonder if DOT 3 would be more profitable for guides? Page 10 My RS guide is still going well after a year and a half, but I was thinking about this thread on the trail today and it made me think about DOT fluid and how they react with rubber and plastic. Toyota for the most part point DOT 3, and with the rest and current DOT's has a bad effect on seals and plastics. I wonder if DOT 3 would be more profitable for guides? Call Redbruce, our resident chemist, to you! Call Redbruce, our resident chemist, to you! DOT fluid is a mixture of many chemicals, each of which attaches different aspects to the physical and chemical properties, including the control of tumor sealing. The difference between DOT 3 and later 4 and 5.1 liquids is the former glycol ether-based and then on the ether esters of glycolethers to increase the wet and dry boiling point. Straight 5 are very different beast being silicone-based chemistry and incompatible with any other DOT liquid, like mineral fluids. Having said that, DOT 4 is more hygroscopic (such as a propensity to absorb water) than DOT 3. I guess similarly for 5.1. Nylon is resistant to most chemicals, including esters. If there is a problem of incompatibility of materials, it is more likely to manifest itself with rubber seals than nylon piston assemblies. Re Toyota and DOT 3, they apparently print tumor issues on some models years ago with DOT 4. However I ran the DOT 4 and variants in my modified Toyota Cressida for 10 years without problems. Perhaps not all DOT 4 formulations are the same composition (3 and DOT 4.pdf). Gets my goat when I give in to someone when they're going down the hill and I go up and they still can't say hello. Finally, shit me as well. Has been riding YT and Candlebark the last few days Beat the heat. What is it like with fit looking (roadie?) mid-30s with types I haven't seen before in the area and their Easter Island statue is the answer on Or Hello? EDITED: Clarity re DOT liquids. Last edited: December 29, 2016 Just got one of my back from the warranty, replaced the lever and turn for about a week. Also got my monarch RT looked at the same time (oil leak, floppy lockout), replaced by NAT3 (since it was HV, I'm now RT3 HV) Al. Just got one of my back from the warranty, replaced the lever and turn for about a week. Also got my monarch RT looked at the same time (oil leak, floppy lockout), replaced by NAT3 (since it was HV, I'm now RT3 HV) AI. Really can't complain that ges yes, I'd complain that yes yes, I'd complain that ges yes, I'd complain that ges yes, I'd complain that yes yes, I'd complain the product shouldn't fail so easily after production, and that after years of development these issues shouldn't happen in the first place. Yes, I would complain the product should not fail so easily after production, and that after years of development these issues should not happen in the first place. Exactly. SRAM had an income of \$652 million in 2014, but somehow couldn't get their shit together to massively produce a reliable braking product after a train crash that was AVID? not to protect the sram yet, has the material that pistons are made, shown the same signs in any of their other products? if not, how they could have foreseen this happening.....:sorry: It just started to happen on the back of my manual R brakes, which is about 18 months. This only happens when the bike has been in full sun for a while, and once the body lever cools it is back to normal. Thanks to this topic I know what the problem is, at least. This is out of warranty, so I ordered to restore the kit to make myself. not to protect the sram yet, has the material that pistons are made, shown the same signs in any of their other products? if not, how they could have foreseen this happening.....:sorry: Between my observations, redbruces comments and machinists comrades observations, the plastic DOT fluid stable. The plastic pistons were simply made too large and fit very tightly into the lever hole. I say 0.01 mm gap between the plastic piston and the levers hole at 16 de c. On a hot day the black levers are significantly heated, the thermal extension of the plastic more than aluminum, causing them to bind. Last edited: January 26, 2017 This is just beginning to happen on the back of my manual R brake, which is about 18 months old. This only happens when the bike has been in full sun for a while, and once the body lever cools it is back to normal. Thanks to this topic I know what the problem is, at least. This is out of warranty, so I ordered to restore the kit to make myself. Guarantee 2 year mate, you are all good for the claim. I'm doing just that at the moment with the set, same age as yours. My LBS doesn't mess around either, and I get both front and back replaced, although it's just the front that plays up. Guarantee 2 years mate, mate, all good for the claim. I'm doing just that at the moment with a set that's the same age as yours. My LBS doesn't mess around either, and I get both front and back replaced, although it's just the front that plays up. Good - I took one year. Thank you! Good - I took one year. Thank you! No problem. I thought about replacing the innards too, until I found out that they were still under warranty. I think getting a leverage pin would be the right pain. No problem. I thought about replacing the innards too, until I found out that they were still under warranty. I think getting a leverage pin would be the right pain. The showdown is simple. Assembling is tricky, getting the lever spring back to the right place and pining back, that's the challenge. Page 11 sorted my Sram DB5 levers last night (same internal as the guide). I bought one domestic kit from a Taiwanese ebay seller, which he correct replacements for. I twisted the old piston small pedestal drill and brought it about to the size of a new replacement using sand paper (240 sand to get most of the material, 600 then 800 sand wet and dry to get the surface to finish where it should be). It was obvious how much thermal expansion there was as my first few rubs with 800 sand to see how much material I took off showed the same size until I dipped the piston into a bit of a meto that cooled to the surrounding (which was about 30 degrees Celsius). Interestingly, I didn't have much scoring on the piston, although I definitely had problems when it was hot. I think the scoring comes from pollution (dirt and similar) to get on the pushrod end of the piston, but not necessarily the Got caliper thing today and measured up to the new piston about. I hope it helps. I didn't get an OD where the seals sit like them, where there's tight and I don't want to fuck about with them. All the numbers are in mm, obviously. I'll measure the old as soon as I get a chance to take the brakes apart. Made a few measurements using my Aldi verniers that I keep in the garage so not as accurate as the micrometer, but the results were repetitive. My measurements for the new were all about 0.02 - 0.05 over the Jesterarts measurements in the sketch above which is probably due to high surrounding temperatures and perhaps inaccuracies from the cheap digital vernier. On the old piston, both removed shoulders between seals as measured 9.53 mm. The direct diameter at the end of the pushrod is measured by 9.43mm. When I first polished the existing piston I was just grinding the magazine on the pushrod end as it looks like the place with the biggest change, so I pulled it out and found that there the shoulders between the seals were just over 9.5mm. I would suggest These shoulders cause most of the trouble because they are the largest diameters, despite the magazine on the pushrod end often with the most noticeable damage due to pollution. The levers seem to be moving nicely and loosely, but I need to bleed the brake line before I can check them properly. Once this is done, I should have no excuse to sit at home with a beer and not riding when it's hot. Luckily I was off the bike for a while, but I waited for my new levers - apparently SRAM ran out and waited for the shipment. I posted my old back to the bike shop I got the bike from, and hoping for some shiny new ones in the mail next week. I'm out for my 1 month Sram Guide RS brakes. Blood them, the levers come back quickly, but they're too spongy yet. I have the levers to adjust all the way in terms of reach, and manually adjust the contact point. Even so far, you can pull them out about 3mm from the grips. It's not ideal to run DH when you often work at 95%% for long periods of time. Contemplating the transition to the Saints... I'm out for my 1 month Sram Guide RS brakes. Blood them, the levers come back guickly, but they're too spongy vet. I have the levers to adjust all the way in terms of reach, and manually adjust the contact point. Even so far, you can pull them out about 3mm from the grips. It's not ideal to run DH when you often work at 95% for long periods of time. Contemplating the transition to the Saints... What bleeding procedure do you follow? Suggest running metal pads too. Feels much better than resin pads. I'm out for my 1 month Sram Guide RS brakes. Blood them, the levers come back quickly, but they're too spongy yet. I have the levers to adjust all the way in terms of reach, and manually adjust the contact point. Even so far, you can pull them out about 3mm from the grips. It's not ideal to run DH when you often work at 95%% for long periods of time. Contemplating the transition to the Saints... Looks like there's more air. I rebuilt my levers last week on my R guide and after the bleeding Sram procedure and they are very firm without going back to the bar. The first bleeding I did not follow the procedure to the letter and did not push the caliper pistons back in with the bleeding block and the result on the back was as you described. The air must be hiding in the wickets because after pushing the pistons all the way and bleeding properly they are better than ever. Got my new levers last week and set them up for the weekend. Don't ride (because 40 degrees ...) but they're not sticky even at 40 degrees a day, so it's an improvement. I like the new design to adjust the reach, feels less unconvincing. Sram replaces the levers under the warranty. Got my 2 levers replaced last week sent from my

iPhone using Tapatalk Do you have any any On this subject, my LBS continues to say that they have not had any advice from SRAM regarding a recall or warranty. Looks like there's more air. I rebuilt my levers last week on my R guide and after the bleeding Sram procedure and they are very firm without going back to the bar. The first bleeding I did not follow the procedure to the letter and did not push the caliper pistons back in with the bleeding block and the result on the back was as you described. The air must be hiding in the wickets because after pushing the pistons all the way and bleeding properly they are better than ever. I had a shop mechanic doing the bleeding (I don't have the tools). I felt great that day, but left in a week. I was out of town, could try my local shop for another haemorrhage and give them another chance. I really don't want to change the brakes, but skip the tough XTs on my old bike! Went for a trip today and I'm happy to say that grinding sticky piston worked beautifully even if it was too hot to really enjoy the ride. The new piston on my front brake lever and the polished one in the rear lever worked just as well as on a cool day. Good brakes weren't the star of recent cycling work though. The new drip post was partially down on a faster section allowing me to jump a little higher to clear the brownsnake that decided to suddenly cross the track right in front of me 3 minutes into the trip. Had to stop for a while and let my heartbeat slow down after that. cokeonspecialtwodollars said: Do you have any details on this, my LBS continues to say that they have not had any advice from SRAM regarding the recall or warranty. dk13 is right, if my levers were replaced a week ago I had, they were 18 months old. Only the front played, but my LBS didn't take any chances and ordered the back as well. When I took my bike, I was pleasantly surprised to find I got a free upgrade from R to RSC too! The levers look like they can be repaired, but I'm cool with that. Surprisingly, your LBS doesn't know about the problem, but then again I don't think SRAM is being very active either. They have a bit of pain to bleed, but once done properly, they feel solid, especially with metal pads. Resurrection of this thread and delighted with the great work put in the link, I still do not clear on the final solution for sticky lever syndrome on RSCs. Mine are 2.5 years old and RH lever sticks out badly on hot days or when left in the sun. What should I do? Resurrection of this thread and delighted with the great work put in the link, I still do not clear on the final solution for sticky lever syndrome on RSCs. Mine are 2.5 years old and RH lever sticks out badly on hot days or when left in the sun. What do I want Thank you for the kind words. The new service kit contains right-diameter pistons. There is no need to do anything but install the Resurrection of this stream and and The thrill of a lot of work put in the link, I still do not clear on the final solution for sticky lever syndrome on RSCs. Mine are 2.5 years old, and rh lever sticks out badly on hot days or when left in the sun. What should I do? I was in the same boat. RSCs that we are 2.5 years old. I was at LBS about something else and they raised the issue and gave me two brand new levers. I'd try your LBS or SRAM directly sent from my iPhone using Tapatalk Mine are 2.5 years old, and rh lever sticking badly on hot days or when left in the sun. What should I do? I know the problem well, my assistant had his lever assembly replaced a few weeks ago and his brakes were out of warranty, the bike shop was all well. This is a known problem, mine was within warranty as well as replaced. Both are as good as gold now, well, so far. Page 12 I was in the same boat. RSCs that we are 2.5 years old. I was at LBS about something else and they raised the issue and gave me two brand new levers. I would try your LBS or SRAM directly sent from my iPhone using Tapatalk How can I contact Sram directly? The new service kit contains right-diameter pistons. No need to do anything other than install Great, I'll get on it. I guess there's no possibility that I'll be getting old/dodgy pistons in the service kit if I buy the latest locally? Stunning result, LBS are going to replace the lever for me, change them and make a bleed! The only catch at the moment is that they want a serial number of the caliper. Let him wash and scrub. You will find it sent from my E6653 using Tapatalk Stunning Result, LBS are going to replace the lever for me, swap them and make a bleed! The only catch at the moment is that they want a serial number of the calliper, which I can't find. Where is the serial number? Perfect. Maybe it's worth asking if they can do both levers. I finished with both replaced. although only one was an issue. I didn't even ask. LBS said it is a known problem, no problem with SRAM and better to be safe than sorry later. Just like you said, they take down the serial numbers of each wicketkeeper. Sent from my iPhone using Tapatalk I have a sticky lever problem too. Tossed my bike in the car to go for a walk on Wednesday night (34 degrees), the lever was fine when I left the house. By the time I drove 10 minutes to the trail (the bike inside the hot car), the lever was barely moving at all. Grabbed the ice from the water bottle and held it/rubbed it against the lever, and the lever completely freed after about 20 seconds. Grabbed again 10 minutes into my trip. I guess I'm shit out of luck with SRAM Australia if my brakes bought overseas (chainreaction)? They are almost 2 years old anyway so probably out of warranty. Best of all I guess it's this Multiple maintenance kits and restore them vourself. It's a shame it happened to them, they were my favorite brakes until I put Hope on my main bike. Still got the 8-year-old squeaky greedy on the old clunker still beating about with no problems. Well, that's what I think. Stunning result, LBS are going to replace the lever for me, change them and make a bleed! The only catch at the moment is that they want a serial number of the calliper, which I can't find. Where is the serial number? I went to my LBS, I took both brakes, 3 days later there was a new pair of quides (with the S4 ultimate caliper) in the box. Direct swap I went to my LBS, I took both brakes, 3 days later there was a new pair of guides (with the S4 ultimate caliper) in the box. direct swap did you get wickets as well as levers? So lucky, I would set the ultimate calipers with the best heat shed! Also, just got me RSC levers replaced with LBS. No dramas from SRAM. I just dropped mine and all I had to do was put my receipt off to Wiggle, but I'll be charged for transportation and service charges. \$150 from Perth, its crap, but better than buying another set of brakes. I'm 18 months old. I guess I'm shit out of luck with SRAM Australia if my brakes where are bought overseas (chainreaction)? They are almost 2 years old anyway so probably out of warranty. The best thing I guess is to buy a couple of service kits and restore them yourself. It's a shame it happened to them, they were my favorite brakes until I put Hope on my main bike. Still got the 8-year-old squeaky greedy on the old clunker still beating about with no problems. Well, that's what I think. I just dropped mine and all I had to do was put my receipt off to Wiggle, but I'll be charged for transportation and service charges. \$150 from Perth, its crap, but better than buying another set of brakes. I'm 18 months old. Sounds pretty reasonable. Since then I have ordered a couple of service kits from eBay for \$35 each. When they are introduced it should be guite a basic work to replace pistons/seals. Almost decided to just throw them here on the cheap and buy a second set of Hope IoI. Sounds pretty reasonable. Since then I have ordered a couple of service kits from eBay for \$35 each. When they are introduced it should be quite a basic work to replace pistons/seals. Almost decided to just throw them here on the cheap and buy a second set of Hope Iol. I was going to do this but wanted to know for sure I would get the right kit.... Sounds pretty reasonable. Since then I have ordered a couple of service kits from eBay for \$35 each. When they are introduced it should be quite a basic work to replace pistons/seals. Almost decided to just throw them here on the cheap and buy a second Hope Iol. I replaced the piston and seal in my manual R levers, which weren't hard, but the R levers are less uncomfortable than the RS/RSC. Rsc. Need a few long thin inner pliers to snap rings and torx bits noted in the maintenance manual. Just took my bike from LBS and they replaced my RSC levers with Rs and charged me \$80 to bleed them. I'm not happy. When it is normal to replace the top model with two models below and think it is acceptable. If they called me and told me I wasn't getting RSCs I would tell them to forget about it and purchased the lever to recover the kit and still change the remaining \$80 they charged me for bleeding. They told me that Sram replaces all the levers on Rs, but I think it's complete. Can anyone else who has had RSCs replaced confirm that you have actually got RSCs back? I was going to do this but wanted to know for sure I would get the right kit.... I bought the kits from eBay and they had a late 2016 manufacturing date on them. Let me know if you want a link and I will try and find a seller. Just took my bike from LBS and they replaced my RSC levers with Rs and charged me \$80 to bleed them. I'm not happy. When it is normal to replace the top model with two models below and think it is acceptable. If they called me and told me I wasn't getting RSCs I would tell them to forget about it and purchased the lever to recover the kit and still change the remaining \$80 they charged me for bleeding. They told me that Sram replaces all the levers on Rs, but I think it's complete. Can anyone else who has had RSCs replaced confirm that you have actually got RSCs back? It's just BS! I would refuse to pay and insist on the right levers. It's just BS! I would refuse to pay and insist on the right levers. It's just BS! I would refuse to pay and insist on the right levers. The problem is, I need a bike this weekend. I insisted that they get the right leverage from Sram and tell them that if and when it happens, I will never pay for another bleeding. I replaced the piston and seal in my manual R levers, which weren't hard, but the R levers are less uncomfortable than the RS/RSC. You will need a few long thin inner pliers to snap rings and torx bits marked in the maintenance manual. Yes no problem with tools, one of the advantages of fixing the machine all day! I'll look through the service manual before doing the job though, just to make sure there are no surprises in store for me lol. It seems suspicious that after 2 years of flawless work that pretty much right after I changed them from my main bike to my secondary bike they start playing. I blame jealousy haha. Page 13 just took my bike from LBS and they replaced my RSC levers with Rs and charged me \$80 to bleed them. I'm not happy. When it is normal to replace the top model with models below, and think it's acceptable. If they called me and told me I wasn't getting RSCs I would tell them to forget about it and purchased the lever to recover the kit and still change the remaining \$80 they charged me for bleeding. They're They me that Sram replaces all the levers with Rs, but I think it's complete. Can anyone else who has had RSCs replaced confirm that you have actually got RSCs back? It's fucked, keep on them and make sure you get what you originally bought. However, it's great that they're so good with replacing levers, but yes, you expect to get what you need. It's fucked, keep on them and make sure you get what you originally bought. However, it's great that they're so good with replacing levers, but yes, you expect to get what you need. It's fucked, keep on them and make sure you get what you originally bought. However, it's great that they're so good with replacing levers, but yes, you expect to get what you need. Yes, I got an RSC, must be like a replacement. I took my back to the original purchase place, with no bleeding charge. Sheeeeeiiiiiiiit sounds like I got totally stiff. People get free ultimate calipers thrown in, free bleeding and the right brakes... I got the lower digging levers and paid through the nose for bleeding... My LBS told me that Sram give all the Rs, I can't imagine what a rider wouldn't like, hang a minute there mate, it's lower spec levers and I gave you top specs... Sheeeeeiiiiiii sounds like I got totally stiff. People get free ultimate calipers thrown in, free bleeding and the right brakes... I got the lower digging levers and paid through the nose for bleeding... My LBS told me that Sram give all the Rs, I can't imagine what a rider wouldn't like, hang a minute there mate, it's lower spec levers and I gave you top specs... Don't think SRAM can do this according to the warranty issue. Especially if the RSC is still available. First, I would say LBS ram their guide R levers to their ring piece. It's as for as or an update. You paid for the RSC if they don't work and need replacing, they can't just save some cash for yourself and give you something below the specs. As for the bleeding..... that would also have gotten a go there is a bag from me. SRAM must, as part of the replacement guarantee, pay pounds for the work needed to replace the levers. Call sram directly and ask if they supply peasant specification levers instead of RSC's? Don't think SRAM can do this according to the warranty issue. Especially if the RSC is still available. First, I would say LBS ram their guide R levers to their ring piece. It's as for as or an update. You paid for the RSC if they don't work and need replacing, they can't just save some cash for yourself and give you something below the specs. As for the bleeding..... that would also have gotten a go there is a bag from me. SRAM must, as part of the replacement guarantee. pay pounds for the work needed to replace Call sram directly and ask if they supply peasant specification levers instead of RSC's? All I agree, the problem is that I was behind the barrel as I head for the weekend and absolutely need a bike. I would have been happy to bleed the brakes myself, they told me that it was necessary, that they were doing it, and that Sram would not pay them for it. Wouldn't mind how I did, but pushed on time, but paying for the bleeding and getting a shaft on the levers - not cool! I made my outrage known and they left a message later saving that the RSC levers would arrive next week. but fark, think they thought it was ok to just hit the bottom specs and think I couldn't notice... I would like to contact Sram directly, but I have never found a way to do so. Does anyone have a magic Sram straight line number? The mine was replaced by a rsc, but it was said that if only one was having a problem, that's all they'd sort. The other one is assembled now. Down Pete's for the first time today with virtually no rear brake Mine was told that if only one was having a problem that was all they would sort. The other one is assembled now. Down Pete for the first time today with virtually no rear brake I think it's easier for them to sound generous about replacements recently (only the front was playing up), they were R and came back RSC so it was pretty stoked with a free upgrade. Then I sold the bike ... I would like to contact Sram directly, but I have never found a way to do so. Does anyone have a magic Sram straight line number? Have you tried the phone number in the book? they are only in Rowville. SRAM Australia, 6 Marco Court, Rowville 3178 Phone: (03) 9212 6100. I sent them my Busted X0 Carbon Crank for their collection of busted shit and they sent me some T-shirts and stickers. My guide R are with LBS, the mechanic grabbed the lever and went ves. Hoping I'll strike the RSC too, but to be honest. I'm very happy with the R when the lever comes back. My guide R are with LBS, the mechanic grabbed the lever and went ves. the mechanic grabbed the lever and went yes. Hoping I'll strike the RSC too, but to be honest, I'm very happy with the R when the lever comes back. For XC duties, R is fine. Go one size rotor, if not completely satisfied with the power. I believe R only have the right amount of modulation to use XC. Just took my bike from LBS and they replaced my RSC levers with Rs and charged me \$80 to bleed them. I'm not happy. When it is acceptable. If they called me and told me I wasn't getting RSCs I would tell them to forget about it and purchased the lever to recover the kit and still change the remaining \$80 they charged me for bleeding. They told me that Sram replaces all the levers on Rs, but I think it's complete. Can anyone else who has had RSCs replaced confirm that you have actually got RSCs back? That's bullshit! I got a new RKS, replace my old RKS. Also, just got the levers and did the bleeding at home himself. They're Them taking urine. Sent from my iPhone using Tapatalk just took my bike from LBS and they replaced my RSC levers with Rs and charged me \$80 to bleed them. I'm not happy. When it is normal to replace the top model with two models below and think it is acceptable. If they called me and told me I wasn't getting RSCs I would tell them to forget about it and purchased the lever to recover the kit and still change the remaining \$80 they charged me for bleeding. They told me that Sram replaces all the levers on Rs. but I think it's complete. Can anyone else who has had RSCs replaced confirm that you have actually got RSCs back? I'm in the same boat at Theotenje. Picked up my bike today (from the same LBS) only to find my RS brakes were replaced by R's. They said they would check with SRAM tomorrow, but I am very that they didn't give me a head in advance. I'll let you know if I get anywhere. I'm in the same boat at Theotenje. Picked up my bike today (from the same LBS) only to find my RS brakes were replaced by R's. They said they would check with SRAM tomorrow, but I am very that they ive me a head in advance. I'll let you know if I get anywhere. I think it's a name and a shame of the time. I'm in the same boat at Theotenje. Picked up my bike today (from the same LBS) only to find my RS brakes were replaced by R's. They said they would check with SRAM tomorrow, but I am very that they didn't give me a head in advance. I'll let you know if I get anywhere. This is something I was annoyed by as well; that they didn't tell me before installing them. Besides, I'll let you know how it's going to turn out this week. On the other hand, they did a good job of (expensive) bleeding and Rs worked flawlessly over the weekend. Towards the end they were grasping further towards the bars as the pads were worn down a bit, which is where on RSCs I'd just turn the bite point regulator half turn to fix. Really don't know how people drive without this adjustment, do they just keep winding their levers further and further as the pads wear out? This is something I was annoved by as well; that they didn't tell me before installing them. Besides, I'll let you know how it's going to turn out this week. On the other hand, they did a good job of (expensive) bleeding and Rs worked flawlessly over the weekend. Towards the end they were grasping further towards the bars as the pads were worn down a bit, which is where on RSCs I'd just turn the bite point regulator half turn to fix. Really don't know how people drive without this adjustment, do they just keep winding their levers further and further as the pads wear out? Being the recipient of the R bonus to the RSC warranty update (sorry, not trying to be complacent) and briefly riding them in front of bike. I agree that the pin point is the point of the R bonus to the RSC warranty update (sorry, not trying to be complacent) and briefly riding them in front of bike. I agree that the pin point is the point lever feels a little better than the R version too. The biggest difference I found on the original R's was changing to metal pads - a little more no mean yes, but a lot more power stopping. The biggest difference I found on the original R's was changing to metal pads - a little more no mean yes, but a lot more power stopping. I was dying hard organic fan pad for years until I finally tried metallics. Definitely more resistant to heat-intensive effects on long runs and last much longer. You get used to the noise, at least it's not squawk like the Avid brakes are an older, more grinding kind of sound that's actually guite satisfying as you start to associate it with heaps of brake power/modulation. The mine was replaced by a rsc, but it was said that if only one was having a problem, that's all they'd sort. The other one is assembled now. Down Pete for the first time today with virtually no rear brake and back. As I had an issue before and the claims were confirmed it was sent to the store the next day. I pay for the bleeding though, like the posterior internal rooting. Page 14 Mine went in today, see what happens, seeing how bought from crc. The store said they should be able to sort it out and asked for a copy of the receipt. Fingers crossed. Sent from my SM-T805Y via Tapatalk Last Edit: March 10, 2017 I sent mine back to Pushys last week and they are sending a replacement to the RSC today. Mine went in today, see what happens, seeing how bought from crc. The store said they should be able to sort it out and asked for a copy of the receipt. Fingers crossed. Sent from my SM-T805Y using Tapatalk It seems the shop dude was good, got a ggf from the mechanic about the warranty you need to send back to crc as they are definitely stuffed. Looks like the original c1 formula will be commissioned again at the same time got my bike back, I'm not sure they did anything. My levers are dirty, i.e. not new, are SRAM repair levers? They don't send the kit to the store, do they? The rear lever is still slowly coming back. The front lever wasn't that bad. Got my bike back, I'm not sure they did anything. My levers are dirty, i.e. not new, are SRAM repair levers? Surely they will at least clear the levers? They don't send the kit to the store, do they? The rear lever is still slowly coming back. The front lever wasn't that bad. Their overall policy is to replace the entire lever, not just the piston assembly. If still sticking around, they did nothing. Now it's a crappy service. Went to pick up my bike with new RSC levers today as I had a call saying they were ready. Turns out they didn't arrive and that Sram sent back my old RSCs. Ride it this weekend, their post arrived and of course there were RSC levers. I was in a hurry as I had to get to work, so they quickly hit the levers as I said I would be bleeding myself. On the other hand, they gave me some top tips on Srams' new in-house bleeding technique and today I did the best bleeding I've ever done on the brakes of Sram. I must say that the new technique is excellent - even easier than Shimano! They said the levers came on Wednesday and they would put them on Thursday/Friday. I called today and after umming and ahhing they said it was ready, so I got there just before the store closed, squeezed the lever (in store A/C) seemed lovely, thanks goodbye, came home after 30 degrees (20 minutes each way) drive and squeezed again. ahhh asshole. Had a closer look, the same levers are still dirty (the rear also has a small scratch due to my limited upright skills). Not happy Jan. Their overall policy is to replace the entire lever, not just the piston assembly. If the lever is still sticking out, they've done nothing. Now it's a crappy service. Went to pick up my bike with new RSC levers today as I had a call saying they were ready. Turns out they didn't arrive and that Sram sent back my old RSCs. As I was about to leave (for the second time) with Rs on my bike so I could ride it this weekend, their post arrived and of course there were RSC levers. I was in a hurry as I had to get to work, so they quickly hit the levers as I said I would be bleeding myself. On the other hand, they gave me some top tips on Srams' new inhouse bleeding technique and today I did the best bleeding I've ever done on the brakes of Sram. I must say that the new technique is excellent - even easier than Shimano! Can you share this bleeding technique, or will you have to kill us if you say? Got my bike back, I'm not sure they did anything. My levers are dirty, i.e. not new, are SRAM repair levers? Surely they will at least clear the levers? They don't send the kit to the store, do they? The rear lever is still slowly coming back. The front lever wasn't that bad. Called the bike shop this morning, a lot of expletives (by their absent mechanic) said to bring the bike in they would do for dinner. The new levers were still in the pack, but my bike enjoyed a good holiday, hanging out with all the other bikes in store during the week! Hopefully back riding tomorrow! Can you share this bleeding technique, or will you have to kill us if you say? Sram customers may not know the technique, otherwise bike stores will lose billions of dollars on bleeding. But I'm going to ruin it. Them. Keep in mind that this method assumes that you have an empty system, you first need to dip the liquid through the system from the calliper end. So it's really simple: 1. Put the bike in the bike in the bike stand and remove the pads. Wind All the way and with RKS CPA all the way in. Pull the pistons to flush with the calliper shelter using a pair of pliers (or some more suitable and accurate tools) and insert the bleeding block. 2. Half fill the syringe with the appropriate fluid point making sure there are minimal bubbles. 3. Open the bleeding port, attach the syringe, and press firmly down the piston. When you do this, you will see a lot of bubbles rushing into the syringe. 4. Pull the piston as far as it will go, suck even more air out of the system. 5. Release the piston and remove the syringe. 6. Push all the air out of the syringe, fill up to about 1/3 and repeat steps 1 - 5 two more times. 7. On the last repetition, press down a little on the piston before removing from the bleeding port. You should see the liquid overflowing from the bleeding port. The quick propeller bleeding the port screw back 8 inches. Wipe all the excess liquid (obviously I usually wrap the rag around the lever to minimize leakage) and reinstall the pads, wheel and remove the bike from the stand. 9. Pump levers several times and they will firm up to rock solid. 10. Crack open Pirate Life PA or IPA, spend a lot of time looking with love at your pride and joy and congratulate yourself on the shop bleeding without spending \$80 beer money ... #disclaimer: this useful tutorial guide was authored by Pirate Life. - Rode his bike on 11 replays of the DH run today, and the brakes were flawless. Sram customers may not know the technique, otherwise bike stores will lose billions of dollars on bleeding. But I'm going to ruin it for them. Keep in mind that this method assumes that you have liquid in callipers. If you have an empty system, you first need to dip the liquid through the system from the calliper end. So it's really simple: 1. Put the bike in the bike stand and remove the pads. Wind levers all the way, and with RSCs CPA all the pistons to flush with the calligrapher shelter using a pair of pliers (or some more appropriate and accurate tools) and insert the bleeding block. 2. Half fill the syringe with the appropriate fluid point making sure there are minimal bubbles. 3. Open the bleeding port, attach the syringe, and press firmly down the piston. When you do this, you will see a lot of bubbles rushing into the syringe. 4. Pull the piston as far as it will go, suck even more air out of the system. 5. Release the piston and remove the syringe. 6. Push all the air out of the syringe, fill up to about 1/3 and repeat steps 1 - 5 two more times. 7. On the last repetition, press down a little on the piston before removing from the bleeding port. You should see the liquid overflowing from the bleeding port. The quick propeller bleeding the port screw back 8 inches. Wipe all the excess liquid (obviously, usually I wrap around the lever to minimize leakage) and reinstall the pads, wheel and remove the bike from the stand. 9. Pump levers several times and they will firm up to rock solid. 10. Crack Open Pirate Life PA or IPA, spend a lot of time lovingly at your pride and joy and congratulate yourself on the shop bleeding without losing \$80 beer money ... #disclaimer: this useful tutorial guide was authored by Pirate Life. - Rode his bike on 11 replays of the DH run today, and the brakes were flawless. This trick has been around for vears. but is not often discussed. I've often heard him call Whistler bleeding. For kids plaving at home, don't do it with Shimano brakes, it won't end. You are in the wrong stream anyway if you are looking for Shimmy tips.... Thanks to Nauty, assuming in step 3, what do you say about bleeding. port on the lever rather than a wicketkeeper? I would have gone for Carl Strauss or Endeavour to gold myself, but each in its own way... Edit: Just think about what technique like this actually update the fluid in the braking system, as the published SRAM method does? Last edited: March 12, 2017 Sram customers may not know the technique, otherwise bike stores will lose billions of dollars on bleeding. But I'm going to ruin it for them. Keep in mind that this method assumes that you have liquid in callipers. If you have an empty system, you first need to dip the liquid through the system from the calliper end. So it's really simple: 1. Put the bike in the bike stand and remove the pads. Wind levers all the way, and with RSCs CPA all the pistons to flush with the calligrapher shelter using a pair of pliers (or some more appropriate and accurate tools) and insert the bleeding block. 2. Half fill the syringe with the appropriate fluid point making sure there are minimal bubbles. 3. Open the bleeding port, attach the syringe, and press firmly down the piston. When you do this, you will see a lot of bubbles rushing into the syringe. 4. Pull the piston as far as it will go, suck even more air out of the system. 5. Release the piston and remove the syringe. 6. Push all the air out of the syringe, fill up to about 1/3 and repeat steps 1 - 5 two more times. 7. On the last repetition, press down a little on the piston before removing from the bleeding port. You should see the liquid overflowing from the bleeding port. The quick propeller bleeding the port screw back 8 inches. Wipe all the excess liquid (obviously I usually wrap the rag around the lever to minimize leakage) and reinstall the pads, wheel and remove the bike from the stand. 9. Pump levers several times and they will firm up to rock solid. 10. Crack open Pirate Life PA or IPA, spend a lot of time looking with love at your pride and joy and congratulate yourself on the shop bleeding without spending \$80 beer money ... #disclaimer: this useful tutorial guide was authored by Pirate Life. - Rode his bike on 11 replays of the DH run today, and the brakes were flawless. Assuming step three port on the lever, there is nothing special about this procedure, it strikes me as a sloppy way for the store to shoot down as many warranties replaced levers as both without making proper bleeding where all the liquid is replaced and removing any air bubbles at the end of the calliper Vacuum bleeding is far superior. The compressed air pushes the new liquid through the system from the end of the calliper once all the big air bubbles are eliminated, pulling the vacuum does an impressive job. I can only guess if the SRAM plant is even vacuum bleeding. Mats with brand new giants, plant bleed on the front of the garbage brake guide. I get the rear may have been done at the giant factory after the internal routing line, but the front has to be delivered from SRAM. Even then, the Giant will have the volume to be wanting/needing vacuum bleeding. Spare the poor honeycomb on the production line using syringes. I had an RS, was replaced by RS. I also just got the levers, and the bleeding was pretty simple. It was through the bike supermarket in Nunawading where I bought my Anthem Adv SX and I had to place them my old levers and they just sent me a new - easy peasy. \$80 for bleeding...? I'm not in the business! I am certainly in love with them again after the Mont24 lap of course today. I run semi-metallic at the back and that works for me. The Great Environment and Kowalskis Beer Garden in particular have lovely descents that rewards beautifully modulated opening turns. A good way to kill an hour or two of Thank You Nauty, assuming in step 3, what do you say about a bleeding port on the lever rather than a wicketkeeper? I would have gone for Carl Strauss or Endeavour to gold myself, but each in its own way... Edit: Just think about what technique like this actually update the fluid in the braking system, as the published SRAM method does? Yes, the lever. It doesn't update all the fluids in the system, which means when you pay \$80 for this type of bleeding it's a complete rip-off. Assuming the third step is bleeding the port on the lever, there is nothing special about this procedure, it strikes me as a sloppy way for the store to shoot down as many warranties to replace the levers as possible without doing proper bleeding where all the liquid is replaced and removing any air bubbles at the end of the calliper. Vacuum bleeding is far superior. The compressed air pushes the new liquid through the system from the end of the calliper once all the big air bubbles are eliminated, pulling the vacuum does an impressive job. I can only guess if the SRAM plant is even vacuum bleeding. Mats with brand new giants, plant bleed on the front of the garbage brake guide. I get the rear may have been done at the giant factory after the internal routing line, but the front has to be delivered from SRAM. Even then, the Giant will have the volume to be wanting/needing vacuum bleeding. Regret poor honeycomb on production using syringes. I agree that this procedure is sloppy for a bike shop - especially when charging \$80! I've had these brakes for a while now and think of thinking my 80 dollars not even paid for the fluid upgrade is definitely disappointing. For \$80 it would be nice to see some silicone spray on the pistons to release them as well. like this technique, like very fast and solid bleeding do at home when changing levers or locking hoses, but for a bike shop to bleed is a bit shoddy. Heard the other day that if one fails and the serial numbers are similar, then SRAM will replace both right for \$80 it would be nice to see some silicone spray on the pistons to release them as well. . For each of its own, but I understand despite all the possible lubricant that should be on the pistons, and a toothbrush and soapy water to clean. Heard the other day that if one fails and the serial numbers are similar, then SRAM will replace both directly exactly what happened to me - LBS photographed serial numbers (engraved on wicketkeepers - they can be hard to find) and given their SRAM, 2-3 weeks later, new levers shipped and installed by LBS. I suspect that SRAM may be repairing all the levers that come back and sharing them as faulty come, hence the variable turnaround delay. I could be wrong, but that explains why my original levers were R and the ones I came back for were RSC, and the reverse was happening to others. I'm in the same boat at Theotenie. Picked up my bike today (from the same LBS) only to find my RS brakes were replaced by R's. They said they would check with SRAM tomorrow, but I am very that they didn't give me a head in advance. I'll let you know if I get anywhere. Finally got my new RS levers set for the weekend. LBS said they are churning through four substitutions a week at the moment. Page 15 I had this issue for a while on my Rs guide, got around to getting a new internal kit for both levers. Just for the sake of interest here is a picture of the updated piston on the right next to the old style on the left. It was pretty obvious the piston was sticking out when I removed it it had a slight score and discoloration from friction. The new pistons are installed and bleed today everything seems fine. The kit for the inside only cost me about 25 on each side. another set of RSC over the last week. You don't need a maintenance tool. The short length of 1/2 of the water pipe allows you to sit the plastic trunk when turning the piston receiver with a flat screwdriver blade. The contact regulator panel has 4.5 turns in it before it falls apart. Turn on the contact regulator assembly. Turn the shaft of the piston four turns clockwise from completely and you're good to go. Waiting for my replacement rsc to come after the warranty. Here's hoping the new ones are good! Sent from my SM-G930F with Tapatalk was in despair on Saturday night after trying to bleed my mine before Sunday's race (RRR 35km to Port Douglas) as the piston was completely stuck in the well. So stripped them and gave the pistons a light careful rub with some 1000grit sandpaper and rebuilt. They work as new again and have been well worked with the race test and perfect: thumb: p.s. Thanks link1896 for this stone; You don't need a maintenance tool. The short length of 1/2 of the water pipe allows you to sit the plastic trunk when turning the piston receiver with a flat screwdriver blade. The contact regulator panel has 4.5 turns in it before it falls apart. Turn on the contact regulator assembly. Turn the shaft of the piston four turns clockwise from completely and you're good to go. Was in despair on Saturday night after trying to bleed my RSC before Sunday's race (RRR 35km to Port Douglas) as the piston was completely stuck in the well. So stripped them and gave the pistons a light careful rub with some 1000grit sandpaper and rebuilt. They work as new again and have been well worked with the race test and perfect: thumb: p.s. Thanks link1896 for this stone; It's an amazing job. My comments probably make sense after you take it all apart for 10 minutes rooting around. hello guys, I just came across this tread, my 2016 Trek Remedy came with the SRAM Guide RS brakes and they have been an absolute random nightmare since I bought the bike! When they work they have amazing brakes, but for example, warm sun just on the way to the trail can cause my brakes to lock on the rotor! Anyway just a couple of weeks ago I had enough and ordered a new set of XT brake trail from the chain reaction, should I chase the sram about these brakes or just leave it and stick to my new XT that work every time? hello guys, I just came across this tread, my 2016 Trek Remedy came with the SRAM Guide RS brakes and they have been an absolute random nightmare since I bought the bike! When they work they have amazing brakes, but for example, warm sun just on the way to the trail can cause my brakes to lock on the rotor! Anyway just a couple of weeks ago I had enough and ordered a new set of XT brake trail from the chain reaction, should I chase the sram about these brakes or just leave it and stick to my new XT that work every time? Take them back to the store you bought the bike from and claim their warranty. If you get them repaired/exchanged under warranty, they will be fixed and work normally again. Then you can flip the XTs or guides, depending on what you prefer, in the shopping section. Unrepaired RS' guides will cost about 50 bucks. hello guys, I just came across this tread, my 2016 Trek Remedy came with SRAM RS brakes and they have been an absolute random nightmare since I bought a bike! when they work they have amazing brakes, but for example, the warm sun just on the trail can cause my brakes to lock on on Rotor! Anyway just a couple of weeks ago I had enough and ordered a new set of XT brake trail from the chain reaction, should I chase the sram about these brakes or just leave it and stick to my new XT that work every time? Yes, there is a known problem with earlier guides. A redesigned internal piston fixes the problem. As the link says, return them under warranty and they will be corrected for nix. The warranty is 2 years, so you should be good if you bought a new bike in 2016. My brakes are currently in the process of being replaced. What did this entail for everyone else? The store said that my brakes were sent to Sram and that they should change the levers and bleed them now that the warranty replacement has arrived. Didn't Sram just did this and sent the brakes back to the store ready to go? Looks like now I have to pay for switching levers and brake bleeding, which is annoying as I can bleed my own brakes and I am being broken by a uni student. I don't want to hassle in the store as I don't just deal directly with Sram as I feel like a nuisance to the store. My brakes are currently in the process of being replaced. What did this entail for everyone else? The store said that my brakes were sent to Sram and that the warranty replacement has arrived. Didn't Sram just did this and sent the brakes back to the store ready to go? Looks like now I have to pay for switching levers and brake bleeding, which is annoying as I can bleed my own brakes and I am being broken by a uni student. I don't want to hassle in the store as I don't brake from them because of the moving interstates. It's a shame I couldn't just deal directly with Sram as I feel like a nuisance to the store. You can't deal with Sram directly, so you'll always be at the mercy of a bike shop. I only had to pay for the bleeding (also something I could do myself), but I was ultimately fine with that as I got a new set of levers and bike shops that help with these replacements should get something for their problems. To guibble, I'd rather pay them for my time in the replacement organization, but I did the job myself. Shop bleeding can be very expensive. Anyway just a couple of weeks ago I had enough and ordered a new set of XT brake trail from the chain reaction, should I chase the sram about these brakes or just leave it and stick to my new XT that work every time? My Sram warranty replacements have worked flawlessly since then, but the XT M8000s on my other bike required a few bleeding (in same period of time), and now one of the levers of sticking. Thanks for the guys response, unfortunately I can't find a receipt / I bought a bike for sale while on vacation in New zealand. I could do, so that Xt were good, but I miss Sram's modulation. Take them back to the store you bought the bike from and claim their warranty. If you get them repaired/exchanged under warranty, they will be fixed and work normally again. Then you can flip the XTs or guides, depending on what you prefer, in the shopping section. Unrepaired RS' guides will cost about 50 bucks. I just took the giant XTC from 2016 new (of course the deal is on price) and it has the RS brake guide on it as standard. Just about to order new brakes for it when I remembered this thread. I'm just going to use them and if there are any safeguards issues to them. The brakes have gotten so expensive since the last time I bought them and the XT 8000 seems to be also suffering long term. I just took the giant XTC from 2016 new (of course the deal is on price) and it has the RS brake guide on it as standard. Just about to order new brakes for it when I remembered this thread. I'm just going to use them and if there are any safeguards issues to them. The brakes have gotten so expensive since the last time I bought them and the XT 8000 seems to be also suffering long term. Most likely, they will have this guestion. Ride it for months and then guarantee them when you have a few busy weekends. Took a couple of weeks for the front, the rear was made in the store within 24h (inner route rear) rear) sram guide r lever return spring

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