


Sram guide r lever spring

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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. ☺ published 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 fussy, 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.☺ 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. 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 video... And 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 falf, 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 quickly. 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 quickly. 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 quickly. 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 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. 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 quick 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. 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: That's a strong negative. My Working with the hopeful brakes (has been running the E4 on the 160mm Enduro bike for 3 years) is that they have more energy than anything else I've used, along with the feel/feedback/modulation you can't get with any other brand/model. Best Best 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: 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 front and 160 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 quick 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. 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'll be taking a closer look tonight, but I think the piston might be bent, rub marks only on one side of the chunky bit I thought all the RSC had an adjusted piston design and r/lrs was the one with a larger plastic

iPhone using Tapataalk Do you have 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. cokeonspecialwodollars 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 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 Tapataalk 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 Tapataalk 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, which I can't find. Where is the serial number? On the underside of the caliper. Let him wash and scrub. You will find it sent from my E6653 using Tapataalk 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 caliper, 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 Tapataalk 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 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. 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 guides (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 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 lol. 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 lol. 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 lol. 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? It's just BSI 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. Yes, I got an RSC, must be like a replacement. I took my bike to the original purchase place, with no bleeding charge. Yes, I got an RSC, must be like a replacement. I took my bike to the original purchase place, with no bleeding charge. Sheeeeeeeeeiiiiiii 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... Sheeeeeeeeeiiiiiii 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 them, 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 saying 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 replaced by the RSC, but 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 replacing both when they give you the bottom of the barrel. Had both my 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 XO 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 yes. 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 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 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? 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 Tapataalk 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 didn't give 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 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? 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 pin point is a good feature; It's very easy to get both FR levers feeling the same. The swing link and ball bearing turn on the 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 quite 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 routing. 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 Tapataalk Last Edit: March 10, 2017 I sent mine back to Pushys last week and they just confirmed that 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 Tapataalk 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? 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. 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 ahing 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 squeeze 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 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! 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 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 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 way in. Pull 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 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. 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/needng 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 front and OE organic 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/needng 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. I 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 out there, brake fluid is the only 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 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. 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 Tapataalk 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 thread, 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 thread, 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 thread, 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 way to the trail can cause my brakes to lock on or 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 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. 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 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 quibble, 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 see my local bike shop and see what 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 question. 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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