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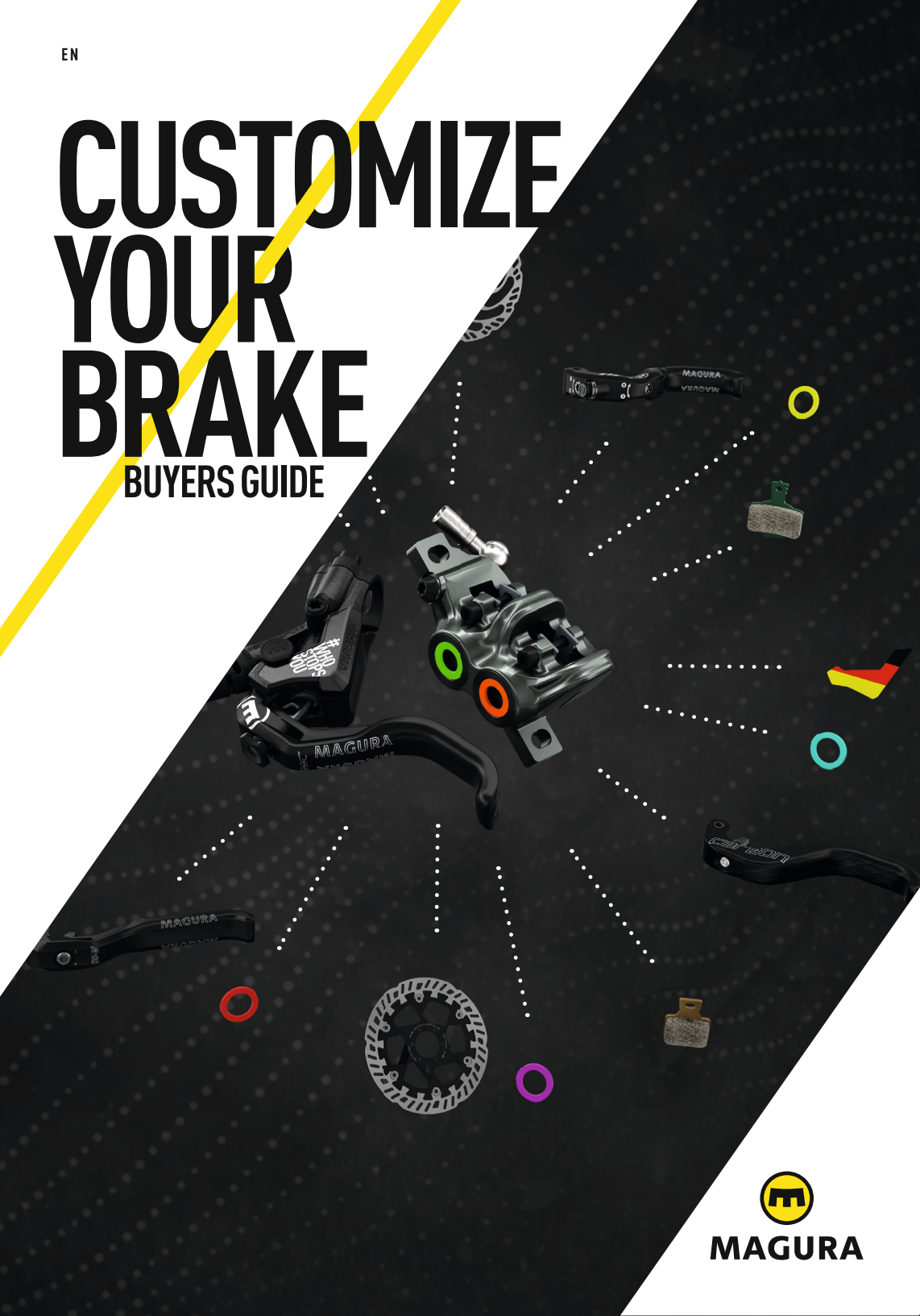
CUSTOMIZE YOUR BRAKE

BUYERS GUIDE



MAGURA

#CUSTOMIZE YOURBRAKE

NO MORE COMPROMISES! THE MAGURA #CUSTOMIZEYOURBRAKE OPTIONS ENABLE YOU TO INDIVIDUALIZE YOUR BRAKES.

Performance
Choose the brake model that suits you and match it to your riding style with the right rotors & brake pads.

Ergonomics
No two hands are alike. Find the right lever blade ergonomics for you.

Design
Specify the design of your brake.

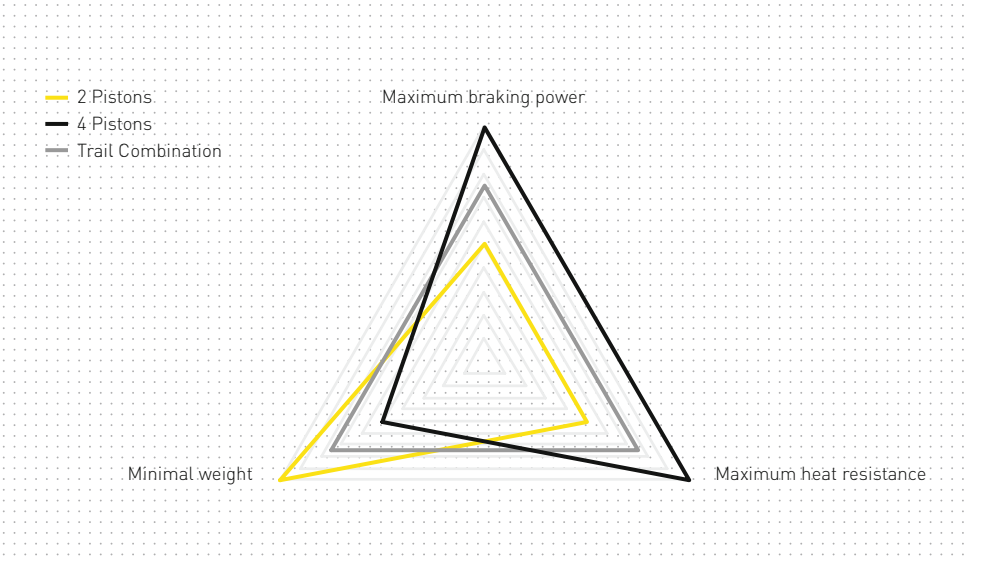
Make a MAGURA brake all yours and get the best performance out of it!
#customizeyourbrake

1 OPTIMIZE THE PERFORMANCE OF YOUR BRAKE

BRAKE MODELS

Choose the heart of your brake. How much power do you need?

2 PISTONS	For cross country with very good braking power and extremely low weight.	**Models:** €: MT SPORT / MT4 €€: MT8 PRO €€€: MT8 SL
4 PISTONS	For gravity and e-MTB with maximum braking power and heat resistance.	**Models:** €: MT5 €€€: MT7 PRO
TRAIL COMBINATION	For trail riding with 4 powerful pistons in front for solid braking power and low weight 2 pistons at the rear for finely-tuned modulation.	**Models:** €: MT TRAIL SPORT €€€: MT TRAIL SL

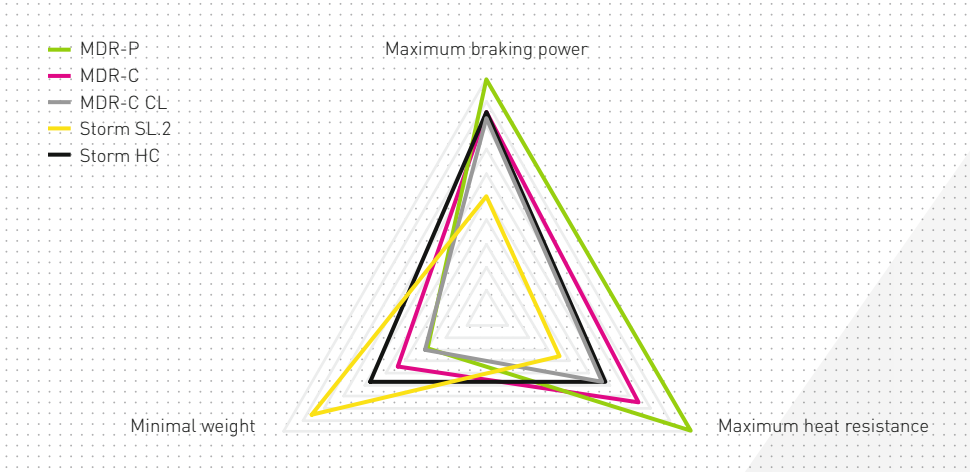


ROTORS

Choose the right rotor for your application and your total weight.

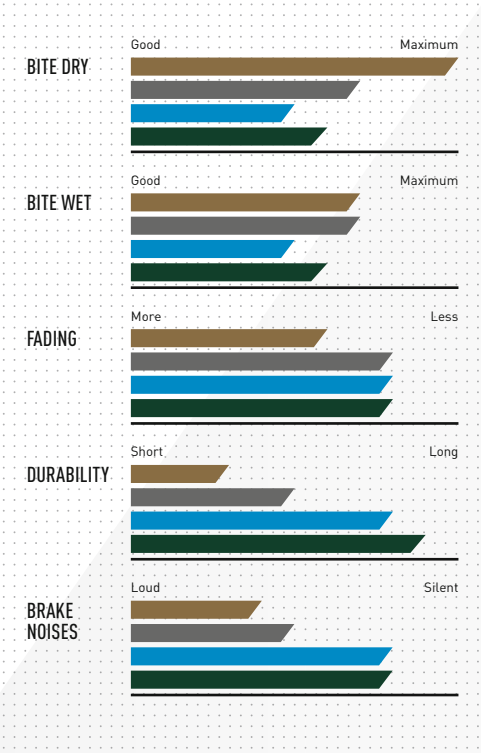
MDR-P €€€	Offering a special patented interlocking of the outer and inner rings (Dovetail Interlink Technology) giving optimum braking performance even under heavy loads. In addition, maximum heat resistance and stability. **WARNING:** Never use rotor with centerlock adapter!
STORM SL.2 €€	Fantastic brake power with minimum weight. Optimized for the Cross Country use.
MDR-C CL €€	A two-piece rotor for the best brake power at high loads. Equipped with a centerlock fitting for corresponding hubs.
STORM HC €	Optimized for best braking power at high loads as well as its light weight. Recommended for trail and gravity use.
MDR-C €	Thanks to the additional connecting ring the one-piece rotor, optimized for e-bikes is particularly stiff, vibration resistant and the ideal all-rounder - whether on city, trail or e-bike.

Rotro diameter: The bigger the better
Assuming the same manual force, a rotor with a diameter of 203 mm generates about 10 % more braking force than one with a diameter of 180 mm, and a rotor´s force increase by 20 %. By selecting the right diameter you can reduce the demand on arm strength, prevent brake fading and gain added safety.



BRAKE PADS

Choose a brake pad to suit your riding style.



RACE

For those who take their equipment to the limits and require outstanding cross country or downhill braking power.

PERFORMANCE incl. ECE

Intended for long rides, these pads offer safety together with excellent performance in all conditions.

COMFORT incl. ECE

For riders who want control rather than bite as well as a long-lasting product.

SPORT incl. ECE

Due to its powerful braking capabilities together with high durability and shorter bed-in time, this is a perfect brake pad for use with e-bikes.

ECE and ABE
Brake pads with an ECE marking and rotors with a ABE (National Type Approval) can be retrofitted to s-pedelecs without any problems and without being certified by the German Technical Inspection Authority (TÜV), provided that the bicycle model is listed on the application list.

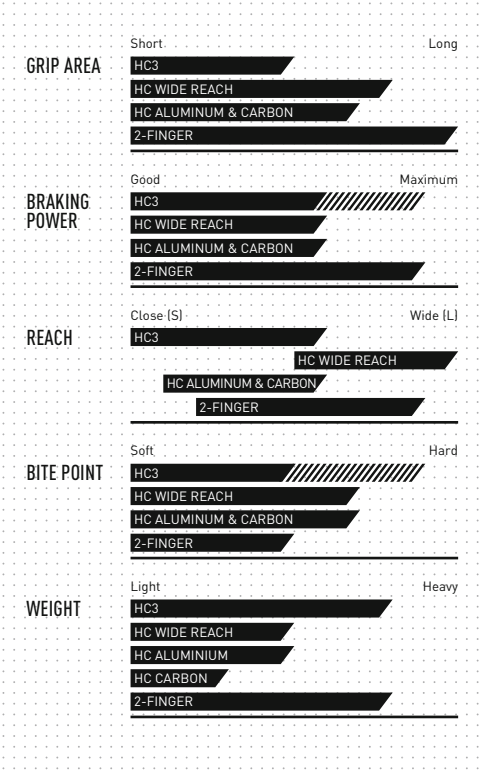
Important: Bed-in brake pads!

The bed-in phase is essential to ensue you get maximum braking power out of your new brake pads. To do this, accelerate to a speed of 30 km/h on a level road. Use one brake to decelerate to a standstill. Repeat this procedure at least 30 times per brake. Brake pads and rotors have now been bedded-in and will provide optimum braking performance.

2 OPTIMIZE YOUR ERGONOMICS

LEVER BLADES

Choose your brake's contact point and lever blade ergonomics.



HC3

1-finger lever blade with adjustable braking power and modulation. Developed with Danny MacAskill.

HC WIDE REACH

Wider 1-finger lever blade optimized for larger hands. Developed with DH world champion Loïc Bruni.

HC ALUMINUM & CARBON

1-finger lever blade made of aluminum or carbon.

2-FINGER

2- or 1-finger lever blade offering a longer grip area, softer bite point and increased leverage for excellent modulation.

Approved by

SQlab SPORTS ERGONOMICS

OPTIMAL SETTING

Positioning the brake master

Position your hand on the handlebar grip so that the outer heel of your hand is flush with the end of the handlebar. Now stretch out your index finger in its natural position (approx. 15°) and move the master inwards until the third finger phalanx is lying on the hook at the end of the tip of the lever blade. This method can also be used for for riders who brake with two fingers or middle finger by using the middle finger instead of the index.

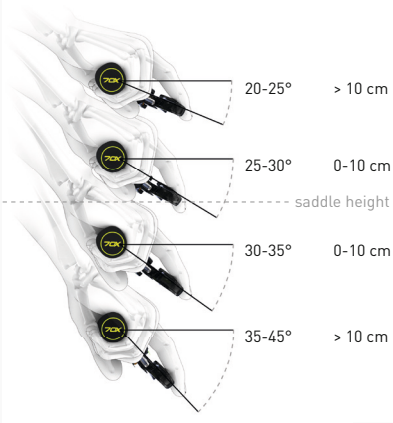
Hint: To achieve a really sensitive modulation, MAGURA recommends braking with the third finger phalanx.

My values: _____

Positioning the lever blade angle

To determine the lever blade angle, you must use your own saddle to bar drop (the difference between saddle height and handlebar height). It generally helps to adjust the lever blade until it describes the extended line of the forearm.

Reference values:
> 10 cm handlebar overheight: 20 – 25°
0 – 10 cm handlebar overheight: 25 – 30°
0 – 10 cm saddle overheight: 30 – 35°
> 10 cm saddle overheight: 35 – 45°



My values: _____

Positioning the lever blade

To adjust the reach of your lever blade, first determine your hand size with the reach template. Adjust the reach to match your hand size (S, M or L). Then adjust the reach at the bite point of your lever blade.

Lever reach at the bite point:
S: 2 cm – M: 3 cm – L: 4 cm

You can find the reach template at magura.com/2020/bike

My values: _____

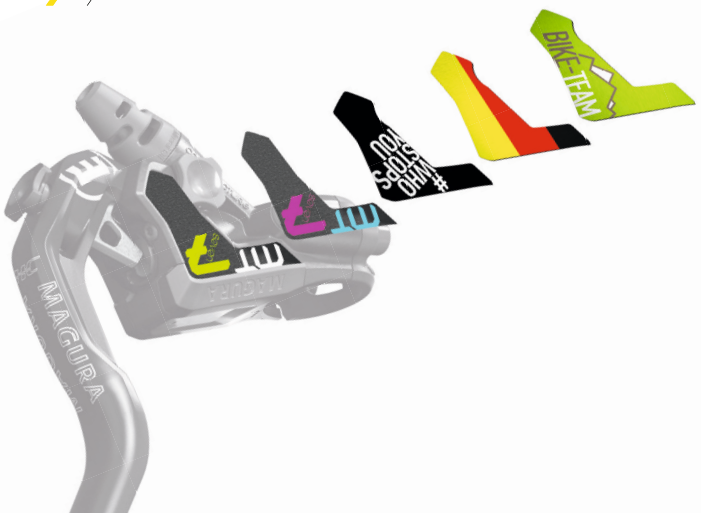
The settings relate to a general basic position. Change the fine adjustment individually where necessary.
Important: Make sure that you can grip the lever blade in any situation!

3 DESIGN YOUR OWN BRAKE

CLAMPS

RINGS

INDIVIDUAL COVERS



Design your individual cover here!

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