Unified slave cylinders on Magura rim brakes
HS 33 and HS 11 from week 13/2010 onwards

As of delivery week 13/2010 Magura unifies the slave cylinders of the rim brakes. Instead of having 2 different slave cylinders per brake (one cylinder with M6/M8 threads, one cylinder with M6/M6) there will be identical slave cylinders with M6/M8 threads in future, as shown in the picture on the right.

This slave cylinder unification involves a slightly changed handling concerning the hose fitting and shortening.

Hose shortening with unified slave cylinders

The brake is delivered like this:

- Shorten the main hose to the requested length with the hose cutter as shown.
- Hold the hose carefully at the cutting point so that it cannot snap away! Never activate the lever blade with an open system!

Preparation of the main hose

- Slide the sleeve nut and a new olive onto the shortened hose.

Brake after correct hose shortening

- Insert the hose fully into the slave cylinder. Do not crossthread! Use an 8 mm open-end torque wrench and tighten with 4 Nm/34 in. lbs.
- Always check for correct installation by pulling the hose. Make sure that the system has no leaks by activating the levers and checking all hose connections.

Barbed fitting M8 x 0,75

Hose to the master

Slave cylinder connecting hose

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Slave cylinder connecting hose

Insert the hose fully into the slave cylinder. Do not crossthread! Use an 8 mm open-end torque wrench and tighten with 4 Nm/34 in. lbs.

Always check for correct installation by pulling the hose. Make sure that the system has no leaks by activating the levers and checking all hose connections.