

EXTRACT

EN - 2702418

MAGURA

**FABIO WIBMER
SIGNATURE EDITION**

**MAGURA COCKPIT
INTEGRATION**

**SETUP-CHECK
WITH LOIC BRUNI**

**TIPS FOR
COOLER DAYS**

MTB — GRAVITY

STORIES

No. 1/2020



WHAT'S INSIDE

04



**MAGURA
PRODUCT INNOVATIONS**

**FABIO WIBMER
SIGNATURE EDITION**



06

10



**MAGURA COCKPIT
INTEGRATION**



FOR FURTHER CONTENT & INFORMATION
JUST SCAN THE QR-CODES ON THE PAGE.

14



**SETUP CHECK
WITH LOIC BRUNI**

**SERVICE TIP:
CHANGING A LEVER BLADE**



18

20



**THREE QUESTIONS
FOR BERND KÄSTLE**

**TIPS FOR
COOLER DAYS**



22

M

C





PERFECT INTEGRATION. A BIKE FROM THE FUTURE.

/11

What will bikes look like in the future? The new MAGURA MCi concept bike, which completely dispenses with external tubings and cables, gives us a look.

MAGURA Cockpit Integration (MCi) is the first system ever in which an hydraulic brake is fully integrated in the handlebar. Installed in an innovative concept bike for cross-country use, it shows how the design language of the cockpit can be revolutionized.

Besides MCi, the bike features a unique stem and innovative headset. Together they enable the invisible tubing routing. The result is a clean design, better aerodynamics and greater protection for the hydraulic components inside.

The heart of the system is a cylinder located internally in the handlebar grip area. Despite this integration, the reservoir dimensions and piston diameter have been kept as the MAGURA MT series. This gives the MCi the same stability and braking power as conventional MAGURA MT brakes.

SETUP CHECK

TAILOR-MADE
FOR THE WORLD CHAMPION!



WORLD CHAMPION BIKE - SPECIALIZED DEMO WITH MAGURA MT7 DISC BRAKES

K

"Compromise" is a word that DH world champion Loïc Bruni and his mechanic Jack never use. In World Cup competition the difference between victory and defeat is measured in fractions of a second. Every detail of Loïc's Specialized Demo 8 downhill bike is tailored to his preferences. You won't find a compromise anywhere.

Even the wheel sizes are special. Loïc's Demo rolls on a 27.5" and 29" mix. The larger front wheel runs over obstacles more easily to provide a smoother ride, while the smaller rear wheel gives the bike greater agility and flattens the steering angle. In addition, the geometry of the rear frame, provided by Specialized only for the team, is optimized to meet Loïc's requirements.

The chassis components come from Öhlins, a specialist company in Sweden. When it comes to fine-tuning, Loïc relies on his longtime mechanic Jack and a special bike for recording data. The athlete's feeling is of course important, but for critical adjustments the two men use data recorded from several training runs. Sensors on the chassis, brake and frame register every movement and provide information on the spring travel. This results in recommendations for the setup of the fork and shock absorber.

/15



LOIC BRUNI

CHANGING A LEVER BLADE IN 6 STEPS!



Advanced

The following pictures guide you through a lever blade change on a MAGURA MT Carbotecture SL® brake master.

(MT6, MT8, MT7, MT TRAIL CARBON / SL, from MY2015)



1 — First remove the BAT adjuster.
To do this press the bayonett clip
down and turn it by 90°.



2 — Be careful while removing the
bayonett clip and spring. Now
actuate the lever blade and pull
the BAT adjuster out of the body.



SERVICE TIP

TIPPPPP



PPPPPPPPPP PPPP SERVICE

3 — Remove the cover on both sides and place the master on an object with a hole (e.g. an adhesive tape roll). **Important:** Make sure that the master is positioned so that it represents the left master.

4 — Now carefully tap out the lever blade bearing pin with a punch of max. 3.5 mm diameter (the lever blade bearing pin does not have to be completely removed, approx. 2 mm can remain in the master) and remove the lever blade.

5 — Insert the new lever blade in the master and position it so that the openings are in line with each other. Then turn the master to the right and carefully tap in the lever blade bearing pin again. Finishing by using a punch until flush.

6 — Lastly replace the cover and replace the BAT adjuster, finally check that the master is functioning correctly.



MAGURA tech videos: Take a look at our tech videos and learn how to optimize your performance. You'll also find instructions on changing a lever blade for Carbotecture® brake masters (MT5, MT4, MT TRAIL SPORT, MT SPORT from MY2015).



MAGURA



**THREE GOOD BIKES
FOR COMMUTING**

**THIS IS HOW OUR
EMPLOYEES COMMUTE**

**MAGURA
eSTOP**

**GREATER SAFETY
FOR E-BIKES**

CITY — TREKKING

STORIES

No. 1/2020

WHAT'S INSIDE

04



THREE GOOD BIKES
FOR COMMUTING

07



THIS IS HOW OUR
EMPLOYEES COMMUTE

10



MAGURA
eSTOP

14



SERVICE TIP:
HS

16



GREATER SAFETY
FOR E-BIKES

THREE GOOD BIKES FOR COMMUTING

No more excuses: Three novel bike concepts for commuters

"My commute is too long." "A bike is too unwieldy." "I can't carry anything on a bike."

There are plenty of arguments against commuting by bike. We've looked at three interesting solutions that take the wind out of all these excuses. So think about it!



EXCUSE 1: MY COMMUTE IS TOO LONG.

For those who have a long ride to work, S-pedelecs are a particularly good solution. Their pedalling assistance of up to 45 km/h compares favourably with 25 km/h for normal e-bikes. The gain in speed can make the ride to work a pleasure even over long stretches.

Powered by a Bosch Performance Speed motor, the Haibike SDURO provides good acceleration, and with MAGURA MT4e brakes it comes to a safe stop even at high speeds. A brake light switch in the lever blade automatically activates the tail light even before braking action starts, providing a warning to vehicles behind.



HAIBIKE SDURO TREKKING S 9.0

MAGURA MT4e / Bosch Performance Speed 45 km/h
Bosch PowerTube 500 Wh / 27.5" / 3.999,00 € RRP

THIS IS HOW OUR EMPLOYEES COMMUTE

Why not use your daily commute as a way to stay in shape? You could even dispense with a car entirely and set your sights on a carbon-neutral life. There are many good reasons to commute with a bike, but we're sure about one thing: every minute on a bike is a minute well spent!

We've asked three MAGURA employees about their motivation for commuting on a bike and what kind of bike they use.



17

.....

FABIAN (PRODUCT MANAGEMENT)

BIKE:
YT Jeffsy Trailfully

BRAKES:
MAGURA MT7
Raceline

ENJOYER & ADVENTURER

"My morning trip to work is eight kilometres of biking pleasure. I need about 30 minutes to get from my house on the Swabian Alb to our company down in the valley.

For three-quarters of the route I'm on a trail – perfect for letting my thoughts run free, testing new parts and having some fun. At the end of a working day I have an ascent of 350 metres, but I take it fairly easy and use the time to think about my day – some of my best ideas come to me when I'm biking."





MAGURA eSTOP – MAXIMUM PERFORMANCE AND SAFETY FOR E-BIKES

/11

Riding uphill is lots of fun with an e-bike. But downhill, the increased weight and higher speeds pose new challenges for riders and materials. To better meet the special requirements of e-bikes even better, MAGURA offers specially optimized components: MAGURA E-Bike Optimized.

On an e-bike a strong, reliable brake is essential. There's almost no other kind of bike in which good braking performance is so important because the higher weight means greater wear and longer braking distances. Not all brakes are able to overcome these challenges equally.

Three brake characteristics are especially important in an e-bike: heat resistance, brake force and durability. MAGURA's engineers set themselves the task of optimizing all three in one system. The newly developed eSTOP brake system consists of three perfectly matched components: eSTOP brake models, optimized rotors and the new SPORT brake pad.

The new **rotors** are specially reinforced to provide increased lateral rigidity and heat resistance with reduced vibration. The flagship of the eSTOP components is the new MDR-P rotor. A special feature of the two-piece rotor is the patented interlocking of the outer and inner rings (Dovetail Interlink technology). The interlocking provides additional support for the inner ring if the outer ring expands due to heat.

MAGURA HS SERVICE TIP

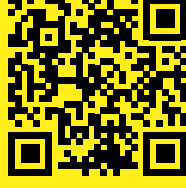
DETECTING BRAKE PAD WEAR AND PERFORMING MAINTENANCE



Beginner

For years, the MAGURA HS has been the favourite brake of world tourers, everyday cyclists and technology enthusiasts alike. That's because these hydraulic rim brakes from Bad Urach are both reliable and easy to maintain. As a rule, if you check the pads regularly you can count on years of dependable performance.

Here are the steps for detecting brake pad wear and replacing pads if necessary.



Watch the tech video about the assembly of a HS brake.



CHECKING

MAGURA brake pads are known for their excellent braking performance and durability. Most riders will never have to replace them. But if this does become necessary, you'll easily see it because the wear marks on the pad will no longer be visible or the grooves will be faint. If the grooves are considerably reduced, you should adjust the pads of your HS brake. If they've totally disappeared, we recommend replacement.

Tip: Pads that are unevenly worn or worn at an angle are a sign of incorrect brake cylinder alignment. To rectify this, contact your dealer or align the cylinder with the help of MAGURA tech videos.



ADJUSTMENT FOR WEAR

A worn brake pad lengthens the lever travel and makes braking unpleasant. To adjust the lever travel, screw in the pad wear adjustment until the lever blade is parallel to the handlebar grip when it's at the bite point. Adjustment can be performed without tools with the HS22 and HS33 models. With the HS11 you'll need a Torx T25 tool.



A list of brake pad versions is available at [magura.com](https://www.magura.com).



REPLACEMENT

A worn out pad can be replaced in a few easy steps. Unscrew the pad wear adjustment, open the quick-release lever at the brake cylinder and remove the wheel.



Then you can simply unclip the pads. After you've changed the pads, correct their alignment if necessary so that they are centred and parallel to the rim.