VELKYNE

USER GUIDE

RECTANGULAR DISC BRAKE PAD ALIGNMENT TOOL

A 2.4 mm stainless steel shim that slips over the rotor edge, between the pads: the caliper centres itself on it while you tighten its bolts, both pads end up at an equal distance, and the brake stops rubbing.



REF. DEVOILDISQ2BFLOW · ROAD, GRAVEL, MTB · STAINLESS STEEL, 85 MM, ≈ 5 G

01 · GETTING STARTED

CENTRING THE CALIPER ON THE ROTOR

When to use it

- After a wheel or pad change, or transport where the caliper may have shifted.
- When a brake rubs or squeals continuously, before blaming the rotor.
- On hydraulic disc brakes for road, gravel and MTB. On a mechanical brake, set the fixed pad first as its manufacturer describes.

Centring the caliper

1. **Loosen by half a turn** the two caliper mounting bolts: it must be able to slide sideways, not fall off.
2. **Slide the tool** over the rotor edge, into the caliper, until its central section is held between the two pads.
3. **Squeeze the brake lever** and hold it: the pads clamp the tool and the rotor, and the caliper centres itself.
4. **Retighten the two bolts** alternately, a quarter turn each, lever still held, up to the manufacturer's torque.
5. **Release, remove the tool** and spin the wheel: the rotor runs free between the pads, no rubbing.
6. **Test the brakes** standing still, then at low speed, before riding.

Specifications

Use	**Caliper centring**	Brakes	**Road, gravel, MTB**
Material	**Stainless steel**	Length	**85 mm**
Centre section	**51 mm**	Height	**14 mm**
Thickness	**2.4 mm**	Weight	**≈ 5 g**

PRECAUTIONS

- **Cold, clean** rotor: no fingers on the braking surface, no lube nearby.
- Respect the **torque** stamped on the caliper or given by its manufacturer; a torque wrench protects a carbon frame.
- Remove the tool before spinning the wheel, and never ride with it in place.

RECTANGULAR OR ELLIPTICAL

The rectangular version covers the full height of the pads and calipers of various sizes; it also stops one piston pushing out further than the other. The Velkyne elliptical shim, shorter, fits in the smallest tool roll.

02 · DAY TO DAY

IF IT STILL RUBS, CARE

Why a caliper goes off centre

A wheel refitted a millimetre to one side, new thicker pads, a tight transport, and one pad kisses the rotor. The tool enforces an equal gap on both sides while you tighten the bolts: something the hand alone never guarantees.

IF IT STILL RUBS

- **Rubbing once per turn, same spot**: the rotor is bent. Find the spot with the wheel spinning and true it with a rotor truing tool; this shim does not do that.
- **One pad stays stuck**: a piston no longer retracts. Push it fully back with a clean flat tool, pads removed, and centre again.
- **The caliper moves as you tighten**: one bolt was tightened fully before the other. Alternate in quarter turns, lever held.
- **The lever comes to the bar**: low fluid or air in the system. That is a bleed, not a centring.
- **Mechanical brake**: only the outer pad moves. Set the fixed pad with its adjuster, then centre with the tool.

Care, storage

- Wipe it after use: stainless steel fears neither corrosion nor the heat of a rotor.
- Five grams, 85 mm: leave it in the tool roll with the multi-tool.

A well-centred disc brake is silent with the wheel spinning and crisp at the lever: nothing more, nothing less.



The tool over the rotor, held between the pads: squeeze the lever, then tighten the bolts.

On video

Independent tutorials, scan to watch.

Three different ways to center disc brakes and stop rotor rub
Syd Fixes Bikes · English

How to fix disc brake rub on your bike
John on a Bike · English

Need help?

velkyne.com/contact
Our team answers your questions about use and compatibility.