VELKYNE

USER GUIDE

DISC BRAKE PAD ALIGNMENT TOOL

A 55 × 19 mm elliptical stainless steel shim that hugs the rotor between the pads: the caliper centres itself on it while you tighten its bolts, the gap becomes equal on both sides, and the brake stops rubbing.

REF. REGDISQBFLOROND · ROAD, GRAVEL, MTB · STAINLESS STEEL, 55 × 19 MM



01 · GETTING STARTED

CENTRING THE CALIPER ON THE ROTOR

My brake rubs: is this the right tool?

- Yes in most cases: the rub comes from a caliper off centre after a wheel or pad change, or transport.
- No if the rub comes back **once per turn at the same spot** (bent rotor) or if **one pad stays stuck** (seized piston): those call for other tools.
- Hydraulic 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, between the pads. Its curve follows the rotor: it stays put.
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.
6. **Test the brakes** standing still, then at low speed, before riding.

Specifications

Use	**Caliper centring**	Brakes	**Road, gravel, MTB**
Material	**Stainless steel**	Dimensions	**55 × 19 mm**
Shape	**Elliptical**	Withstands	**Heat, corrosion**

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.

WHY ELLIPTICAL

Its curve follows the rotor and the tool holds itself in place while you tighten the bolts, where a straight shim slips. 55 × 19 mm of stainless steel that takes a still-warm rotor: the smallest travel tool roll accepts it. The Velkyne rectangular shim, longer, covers calipers with more clearance.

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.
- **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.
- 55 × 19 mm: leave it in the travel 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 elliptical shim hugs the rotor edge and stays in place between the pads while you tighten.

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.