

FAQ MAGURA Race Pro

Can I use the Race Pro with 2.5mm thick brake rotors?

No. Race Pro is designed for a brake rotor thickness of 2.0mm with corresponding piston and brake pad spacing as well as a narrower brake disc slot.

What brake disc sizes and types can I use on the Race Pro**?**

All MAGURA rotors with a thickness of 2mm and diameters from 180mm to 220mm can be used. The MDR-P and MDR-S 2.0 are recommended.

Can I change the lever blade on the Race Pro?

Yes, the lever blade can be changed. Replacement lever blades for the Race Pro are available from your dealer. Instructions on how to change the levers can be found in the brake owners manual.

How is the brake lever pivoted?

The brake lever is mounted in replaceable ball bearings. The ball bearings are available as spare parts. Instructions for changing the ball bearings can be found in the brake owners manual.

Can I change the reservoir cover on the Race Pro?

Yes, the reservoir cover and diaphragm can be replaced in the event of a defect. Replacement covers with diaphragm for the Race Pro are available as spare parts. Instructions for changing can be found in the brake owners manual.

Can I change seals on the Race Pro?

Yes. The seals are included in the brake master piston kit. The piston kit for the Race Pro is available as a spare part. Instructions for changing them can be found in the brake owners manual.

How to bleed the Race Pro correctly?

Like other MAGURA brakes, a Quickbleed via the EBT screw on the brake master can be done on the Race Pro or also a complete bleed via the bleeding valve on the brake caliper. Instructions for bleeding can be found in the brake owners manual
or as a video: https://www.youtube.com/watch?v=fjW23BUUaQQ

Is there a bleeding valve on the Race Pro caliper?

Yes, the brake caliper has a bleeding/filling valve for clean bleeding.

What brake medium is used to operate/bleed the brake?

The Race Pro, like all other MAGURA brakes, runs with MAGURA Royal Blood mineral oil.

What brake pads can I use for the Race Pro?

The Race Pro uses MDP13 brake pads. The MDP13 silver pads are installed as standard. MDP13 Black/grey and yMDP13 yellow pads are also available as an option, as well as the "shim"-pads MDP13+ silver, MDP13+ black and MDP13 +yellow.

How do I connect the brake hose to the Race Pro?

The brake hose is connected to the brake master with the Easy link quick-connection system. Easy link enables the connection and disconnection of the hose from the brake master without tools. To disconnect from the brake master, only remove the Easy link clip from the Easy link valve. To click-in the hose again, the Easy link clip must be reinstalled beforehand.
There are 2 options for the Easy link connector that is clicked into the Easy link valve:

- ETT Easy link screw connector for easy self-assembly without special tools
- ETT Easy link crimp connector for crimping with special tools at a specialized dealer.

What is the Easy link valve on the brake master for?

With the Easy link valve, the brake hose can be connected to the brake master quickly, easily and safely and disconnected again. The Easy link valve, which is screwed into the Race Pro master housing, closes hydraulically tightly when the hose is disconnected, i.e. no oil can escape even when the brake lever is pressed.

What happens if I have disconnected the brake hose from the Race Pro brake master and then pull the brake lever?

When the brake hose is disconnected, the Easy link valve closes hydraulically tightly. No oil can be pushed through the valve when the lever is activated. If the brake master is correctly bled, the lever can then only be moved a few mm at the end of the lever tip, as the non-compressible mineral oil MAGURA Royal Blood is pressed against the Easy link valve and cannot escape into the open air or the brake hose as usual. The short lever throw of a few mm is explained by the system-related idle stroke of the piston from the idle position to the completion of the so-called sniffer hole or vent hole.

Can I also use the normal olive connection with pin and sleeve nut on the Race Pro master?

Yes, the normal olive connection with pin/support sleeve and sleeve nut can also be used on the brake master. To do this, the Easy link valve must be removed. The black M8x0.75 sleeve nut must then be used.
Parts needed for this alternative connection (MAGURA part number, description):

- 0720446 sleeve nut M8x0,75 black (10 Pcs.) (tightening torque 4Nm/35.4 lbf in)
- 0720916 olive, black (20 pcs.)
- 0720825 pin (10 pcs.)
- 0720405 grommet (10 pcs.)

What options do I have to connect the hose to the Race Pro master?

There are 3 ways to connect the brake hose to the brake master:

- ETT Easy link screw connector for easy self-assembly without special tools.
- ETT Easy link crimp connector for crimping with special tools at a specialized dealer.
- Normal olive connection with pin/support sleeve and black M8x0.75 sleeve nut without Easy link valve.

What material are the various main brake components made of Race Pro?

The brake caliper, brake master housing, brake lever and reservoir cover are machined anodized aluminum forgings.

Why is the Race Pro not made of Carbotecture material like the MT7?

MAGURA continues to rely on Carbotecture and aluminium as materials for its brake masters. In response to demands from many fans (and haters/critics), MAGURA has equipped the RACE with an aluminium brake master. After years of development, MAGURA has succeeded in achieving a typically MAGURA price point with aluminium while developing a compact brake master.

What adjustment options are available on the brakes?

On the brake, the reach adjust can be adjusted without tools using the adjustment wheel in the lever blade.

How can I adjust the Race Pro to my needs? What can I tune?

These options for adjusting/tuning are available:

- Lever reach tool-free
- Brake pads MDP13 silver, MDP13 black or MDP13 yellow
- “shim”-Brake pads MDP13+ silver, MDP13+ black or MDP13+ yellow
- Brake rotor types with 2mm thickness from the MAGURA portfolio
- Brake rotor diameter from 180mm to 220mm

Are the brake masters of the Race Pro flip-flop?

No, the brake masters of the Race Pro are not flip-flop, they cannot be changed from left to right or vice versa. There is a separate right and left brake master. However, in order to easily switch from front wheel left/rear wheel right to front wheel right/rear wheel left, the brake hose can simply be changed via the left Easy link valve.

How can I switch from front wheel left/rear wheel right to front wheel right/rear wheel left on Race Pro?

The brake hose can be easily changed via the Easy link valve on Race Pro.

Do I have to bleed the Race Pro again if the hose was disconnected from the Easy link valve at the brake master?

No, the Race Pro does not have to be bled then. The hose can simply be clicked back into the Easy link valve on the Race Pro brake master.
The Easy link valve on the Race Pro completely closes the brake master when the hose is disconnected, so that no oil can escape and no air can enter.
However, the Easy link nozzle on the brake hose is open. Since the brake caliper side is pressure less with the open hose, no oil escapes or air enters here either. However, the end of the hose with the Easy link nozzle must always be held in place to avoid snapping away or skidding around with oil loss and air ingress!
However, if the hoses are to be clicked into the other brake lever, e.g. to change from front wheel left/rear wheel right to front wheel right/rear wheel left, the pistons of both brake calipers must be pushed back before disconnecting the hose from the brake lever to ensure the same amount of oil in both brakes (otherwise possible different wear thicknesses of brake pads and/or discs can lead to an overfilled and underfilled brake).

What other brakes are brake calipers or brake masters of Race Pro compatible with?

Race Pro is not compatible with any other brake calipers or masters. Oil flow volume from the brake master, wear volume in the expansion chamber, caliper width and ratios do not match any other system.

Can I mount the Race Pro brake caliper on a MT7 brake master or vice versa an MT7 caliper on a Race Pro brake master?

No, that doesn't work. Either too little oil is pumped into the brake caliper or there is a risk that the brake lever rests on the handlebar grip during hard braking or that too little braking power is generated by a lower ratio.