

A black and white photograph of a Formula Active & MD-1 brake pad cover. The cover is dark-colored with a central circular area containing a gear-like pattern. Several screws are visible around the perimeter. The background is light gray with some circular patterns.

**F FORMULA**

**Active  
&  
MD-1**

**SOSTITUZIONI PASTIGLIE**

**REPLACING THE PADS**

**REPLACEMENT PLAQUETTES**

**ERSETZUNG DER BELÄGE**

**SUSTITUCION PASTILLAS**

## GENERAL INSTRUCTIONS

Follow strictly the instructions contained herein, in order to ensure a long service life for the braking system and to avoid the most common accidents which occur during maintenance.

Warning: the braking system ACTIVA & MD.1 pads must be replaced by qualified personnel authorised by the manufacturer.

Failure to observe these instructions shall void the braking system warranty.

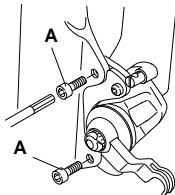


### ACTIVA VERSION

#### REPLACING THE BRAKE PADS

Remove the cable connected to the brake lever without loosening the clamp.

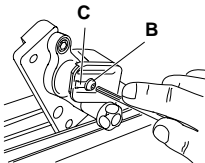
Remove the yoke by loosening mounting screws A.



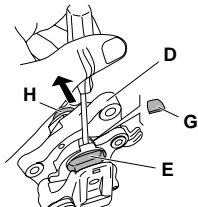
Removing the internal brake pad

Remove screw B with a hexagonal socket wrench (2.5 mm Ø).

Remove tab C and the worn pad.



**WARNING:** As the parts are so small, be extremely careful when using the screwdriver as you could injure your hands. Wear protective gloves.



Removing the external brake pad

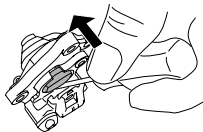
Bring knob F into contact with the snap ring.

Remove plastic guard G.

Fit a small tip screwdriver (see illustration) between yoke body D and the rest surface of brake pad E.

Apply a light pressure in the direction indicated by the arrow and remove the worn external pad.

Turn adjustment knob H of the external brake pad anti-clockwise until it is fully home.

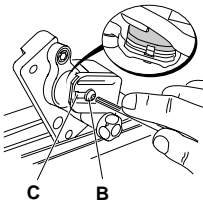


## Assembly ACTIVA

### ASSEMBLY

First install the external brake pad and position it with the nose at the bottom. Use a small-tip screwdriver and apply a light pressure as illustrated. Put safety guard G back into place.

Install the internal brake pad and secure it in place by using tab C and mounting screw B. Apply medium-strength adhesive (Loctite) to the screw itself.



### WARNING:

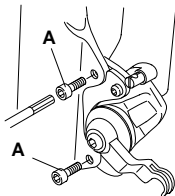
**Use alcohol only (ISOPROPYL ALCOHOL) to clean the brake disk.**

**Using products other than those indicated may be extremely hazardous to the user.**

Put the yoke back onto the fork or frame by following the instructions given in the brake system manual. In addition, make all the necessary adjustments to the brake as indicated in the manual.

**WARNING:**

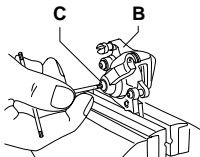
***The brake system requires a certain period of time before maximum efficiency is achieved. It is advisable to apply the brake at least 100 times with extreme caution before the brake can be considered fully efficient.***



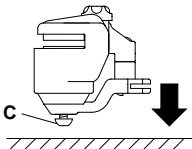
## MD•1 VERSION

### REPLACING THE BRAKE PADS

Remove the braking system linkage cable without loosening the clamp. Remove the caliper by loosening lock screws A.



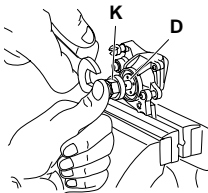
Removing the external pad  
Place caliper B on the workbench and secure it in a vice using a protective plate so as not damage it. Loosen screw C of the linkage turning it three times anti-clockwise.



Take the caliper assembly, firmly holding the end of the linkage with one hand, and beat the side where lock screw C is located on a stiff surface.

Loosen completely the screw and remove the linkage.

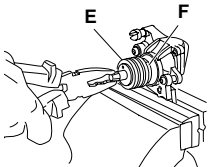
***WARNING: During disassembly hold firmly the linkage so as to prevent the spring to come out.***



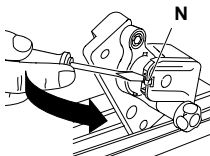
Loosen ring nut D by using wrench K (supplied by Manufacturer on request) or another one which is suitable.

Using a pair of pliers, pull out pad-holder cylinder E. Be extremely careful when performing this procedure in order to prevent the balls from coming out.

Gradually pull pad holder F off cylinder E, taking care not to let the balls come out. Replace the worn pad holder.

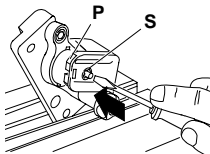


***CAUTION: Install the new pad as indicated in the "Installing the External Pad" chapter.***



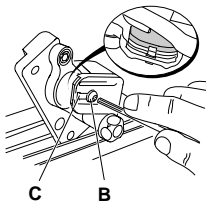
Removing the internal pad  
Hold the caliper in a vice with protective plates as shown in the illustration. Avoid overtightening the vice as this may damage the caliper.

Raise tab N by using a small-tip screwdriver. Remove the tab by using suitable pliers. Press on the brake pad pin until snap ring S comes out.



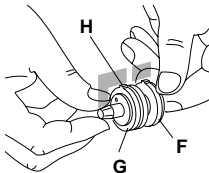
**WARNING:** As the various parts are extremely small, use the screwdriver with great care as it may seriously injure your hands. Wear protective gloves.

Remove worn pad P and replace it.



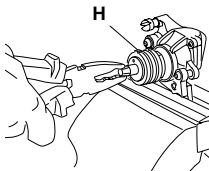
### Montaggio MD•1

Installing the internal pad  
Install the internal brake pad and secure it in place by using tab C and mounting screw B. Apply medium-strength adhesive (Loctite) to the screw itself.



Installing the external pad

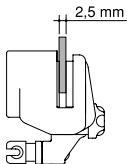
**WARNING:** Should support G come out of the ball holder, when replacing pad holder F, put it back in place that pawl H on the ball holder is lined up with the corner of hexagonal part of the cylinder as indicated in the illustration.



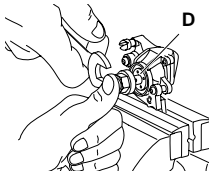
Before fitting the cylinder (complete with the pad in the brake unit) slightly lubricate the internal part of the unit and the external circumference of the cylinder assembly (use standard grease for bearings).

**WARNING:** Pay attention not to put grease on the pads as this may cause death!

Re-install the cylinder assembly and the pad holder on the caliper, fitting pawl H into the seat in the caliper itself.



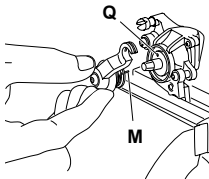
**IMPORTANT!** Place a 2.5 mm thick shim between the two pads as indicated in the illustration.



Re-install ring nut D using the wrench provided or another suitable one and fully tighten to a torque of 11 Nm.

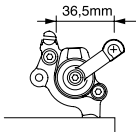
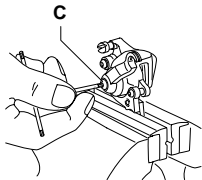
Re-install the linkage and spring on the caliper.

**IMPORTANT!** When performing this operation, make sure retaining pin M of the spring fits into hole Q of the cylinder assembly.



Then attach the linkage to the pin of the cylinder assembly, positioning the hexagonal tapered coupling in such a way that the linkage is as shown in the illustration, according to the value indicated.

Tighten fixing screw C of the linkage to a torque of 4.5 Nm. Make sure the linkage moves freely.





**CAUTION:**

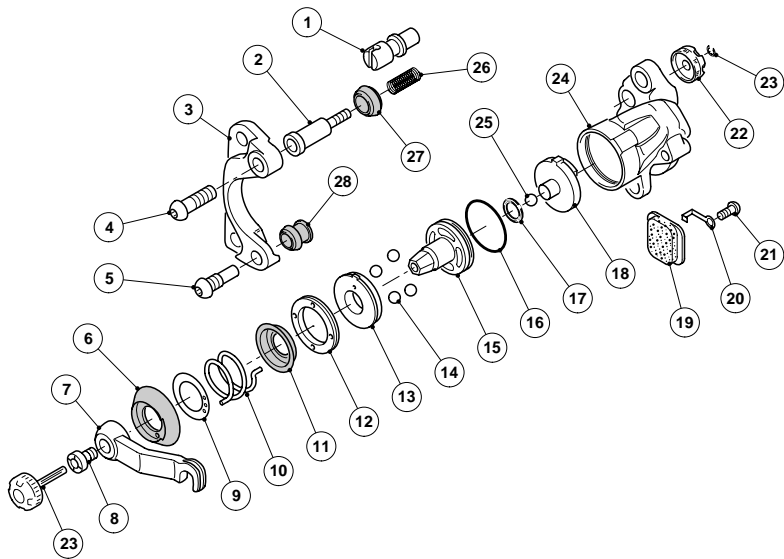
*Use only ISOPROPYL ALCOHOL to clean the disk brakes.*

*The use of any other product may cause the user a very hazardous situation.*

Re-install the caliper on the yoke or the frame, observing the instructions given in the manual concerning the braking system.

**WARNING**

*The brake system needs a break in period. Formula suggests to brake at least a hundred times before you can consider it broken in and the brakes is fully efficient.*



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