

WARNING! BEFORE INSTALLING AND USING THIS NEW FORMULA SRL PRODUCT IT IS CRITICAL TO YOUR SAFETY THAT YOU READ AND STRICTLY ADHERE TO THE INSTRUCTIONS IN THIS MANUAL. FAILURE TO DO SO COULD CAUSE SERIOUS INJURY AND/OR INVALIDATE YOUR LEGAL RIGHTS.

KEEP THIS MANUAL IN A SAFE PLACE FOR FUTURE REFERENCE AS IT CONTAINS INFORMATION CRITICAL TO YOUR SAFETY.

WARNING! DO NOT INSTALL OR DISASSEMBLE THIS FORMULA SRL PRODUCT ON YOUR OWN!

Always seek the help of a professional mechanic. If you decide to ignore this important warning, keep in mind that you are doing so EXCLUSIVELY at your own risk.

Note: AS FOR ANY MANUAL, THIS ONE MAY BE UPDATED. CONTACT YOUR MECHANIC, OR CHECK OUR WEB SITE REGULARLY, (www.formula-brake.com) TO RECEIVE ANY SUCH UPDATES.

This manual provides information for safe and proper mounting and use of the braking system; and for its routine maintenance. By following the rules contained in this manual you will ensure that the braking system has the best performance and operating life, along with avoiding the most common causes of accidents that may result from improper operation and maintenance.



WARNING: Carefully follow SAFETY GUIDELINES for proper braking system function. In this handbook you will find the following safety notices:



CAUTION: Directs your attention toward unsafe practices which could result in damage to the equipment or minor injury.



WARNING: Directs your attention toward unsafe practices which could result in personal injury or damages to the equipment.

GENERAL SAFETY GUIDELINES

- Never put your hands near or inside rotating parts. Protective five-finger gloves that do not reduce sensitivity or your ability to grip should be used during repair.
- Before starting any mounting operations, carefully check for dangerous conditions at the work site. If too dark, use all available light sources and make sure they work properly before starting work.
- All maintenance operations must be carried out solely by personnel authorized by FORMULA SRL.
- Always wear a properly fitted and fastened helmet while riding. Make sure the helmet is approved in the country of use.
- Wet weather impairs traction and braking, making it much more difficult to control the bike. More attention must be paid while riding in wet conditions in order to avoid accidents.
- Don't touch the surface of the disc rotors with your bare hands as the natural oils on your skin can compromise performance. Always wear clean latex gloves when handling the disc rotors.
- Learn and comply with the local rules of the road and cycling regulations. Always ride carefully and responsibly.
- Wear close-fitting clothes that make you easy to see (fluorescent or bright colors).

- If you ride at night, use adequate lights and reflectors that are clean and fitted securely.

BRAKING SYSTEM SAFETY RULES

- FORMULA SRL braking devices have been designed for use on two-wheel vehicles with human propulsion only. Any other application is dangerous and may result in the failure of this product. FORMULA SRL declines any and all responsibility for the safety of this product if used for an application other than which it is intended.
- FORMULA SRL braking devices are a high-performance product, offering a stop power higher than normal brakes. As a result, fewer efforts are required to lock up the wheel when braking. Be careful as a locked wheel can make the user lose control of the bicycle and can cause injuries.
- The user is responsible for learning and using the correct braking technique; consult the Owner's Manual of the bicycle, ask a professional bicycle dealer for advice, or contact Formula srl for additional details and recommendations.
- Test the brakes and your braking technique on flat and even ground before using the bike in more severe conditions.
- Brakes are essential for the safe use of a bicycle. The improper setup and use of the brakes can make you lose control and cause an accident, with unpredictable consequences and potential serious injuries.
- Do not change the parameters of the braking system to obtain other performances than those established by the manufacturer.
- Disc brakes get very hot when used. WARNING: NEVER touch the caliper or the rotor immediately after use. Make sure the brakes have cooled down before working on them.
- Before use, check to ensure the front brake lever is on the side of the handlebars you are accustomed to having it on. If the lever is on the other side, sudden braking can cause you serious injury. Have a professional mechanic swap the position of the levers if they are incorrect.
- A high braking load (total weight over 100 Kg and an incline of over 15%) will mean a necessary reduction in your speed and the use of both brakes when braking.
- Before each use, check all fasteners for correct torque. Torque ratings are supplied in this manual and an appropriate torque wrench is required to perform this check (pp. 22-23-24-25-26-27-29-30).
- The brake rotors must be installed on wheels that are suitable for this type of brake system. A wheel with an insufficient spoke section or with a radial spoke lacing can break under normal use of the braking system and cause serious injury or an accident. Check with your wheel manufacturer BEFORE installation to ensure compatibility.
- Check the spoke tension and condition frequently. A damaged spoke may break suddenly and interfere with the braking system. This may result in serious personal injury or accidents. The bike frame or fork must be suitable for mounting the braking system.
- The frame and the fork of the bicycle must be suitable for this type of braking system. The support, size and position of the components will only function properly if the system is intended for use with disc brakes.
- It is critical to cross-check your frame and fork manufacturers' manuals on all the parts critical to the braking system and verify that the torque ratings match the ratings found in this manual. In the case of inconsistency of the values, don't install the braking system.
- Make sure the bicycle is clean before doing any maintenance on the brakes.
- Never install the brakes using adapters or supports supplied by other manufacturers. Doing so will void the warranty and release Formula srl of liability. Only use original Formula srl products.

- Only use products recommended in this manual, otherwise you can damage the system and the brakes will be unreliable and potentially dangerous.
- Don't let brake fluid or other oils or grease used for lubricating the bicycle come into contact with the disc rotors. If this does happen, clean the discs using isopropyl alcohol ONLY.
- Don't let brake fluid or lubricants come into contact with the brake pads. If this does happen, the brake pads will be contaminated and MUST be replaced before the next use.
- Only use DOT 4 brake fluid from a new bottle. NEVER use old fluid, or fluid that has been bled out of the system. Old fluid can contain water and this will compromise the performance and function of the system.
- All new brakes, new brake pads and new discs have to bed in. This requires at least 50 applications of the brakes at a speed of 30 Km/h before the brakes reach the maximum performance. Make sure you are in a zone where there is no road traffic to bed the brakes in.
- Before every ride, make sure there are no fluid leaks in the system by applying the lever and holding it down as far as it will go. Check the hose connections and the brake fluid reservoir for any leaks. Consult a professional mechanic if there are fluid leaks. A fluid leak can cause a serious accident!
- THE BRAKING SYSTEM MAY NOT HAVE THE HIGHEST BRAKING EFFICIENCY WHEN NEW, THEREFORE A BREAK IN PERIOD AND LONGER STOPPING DISTANCES SHOULD BE ALLOWED FOR UNTIL THE SYSTEM IS BROKEN IN AND OPERATING NORMALLY.
- The efficiency of the brakes depends on many factors which FORMULA SRL has no control over. These include the speed of the bike, the wheel-terrain contact, the brake lever application force, the correct installation and maintenance of the brakes, the hydraulic brake fluid, the levers, the brake shoes or pads, the condition of the bike, the weight of the rider, the correct braking technique, the weather conditions, the type and conditions of the terrain, and many other factors.



NOTE ON HEALTH AND ENVIRONMENT

Formula s.r.l. declares that the braking system and the spare parts it deals with are manufactured with asbestos-free friction material. They are also in compliance with regulations and laws in force concerning health and environmental protection.

Do not inhale the powder they produce and carefully wash your hands before eating and drinking.



ENVIRONMENTAL NOTE

In order to safeguard the environment, please refer to these simple instructions for the correct disposal of Formula srl products.

- 1) The packaging material does not require special disposal precautions because it is not dangerous in any way; we suggest recycling paper and plastic.
- 2) It is also recommended to dispose of the metal parts after use.
- 3) In regards to the brake liquid DOT4, it is recommended to follow the instructions in the safety sheet available from: <http://support.formula-brake.com>.

In the case of all three items mentioned above, it is recommended to dispose of the waste following the national directives through specialised companies.

FOREWORD

Hydraulic brake fluid

Use only DOT 4 Super hydraulic brake fluid from sealed containers. Don't leave the bottles of DOT fluid open for a long time as this product absorbs moisture in the air and this will change its physical properties, seriously affecting the efficiency of the brakes. Change the oil in the system every year to maximize performance (see Draining in the instructions manual - <http://support.formula-brake.com>.)



WARNING: Besides damaging paint, the brake system's fluid is extremely hazardous if it comes in contact with the eyes or skin.

Always wear latex gloves when handling.

In the event of eye contact flush with fresh water and seek medical assistance immediately. In the event of leakage or accidental contact with the DOT4 brake liquid, please refer to the safety sheet available on the internet at: <http://support.formula-brake.com>.

General lubricants

Use silicon grease for EPDM seals. Formula srl recommends: UNISILKON TKN 1011 by KLUBER or KLUBER SYNTHESE GLEP1.



WARNING: Do not use any type of lubricants in the area of the piston operating pin (shown by the arrow in the figure) because it includes EPDM O-Rings.



CAUTION: Use of inappropriate type of grease may compromise the integrity of the seals and cause damage to the system and therefore to the user.

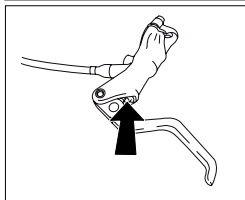
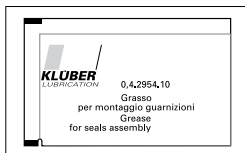
Loctite for screw lock

We recommend using medium strength Loctite (Loctite 222 or 242) (where indicated) on all threaded fasteners.

After applying Loctite and fitting the fastener, clean any excess Loctite with a cloth. Let the Loctite dry for at least 24 hours BEFORE use.



WARNING: The Loctite used in some parts found in this product can be dangerous if it comes into contact with your eyes or skin.



1 ASSEMBLY

1.1 Brake disc installation



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WARNING: Consult THE SAFETY REGULATIONS found in this manual (pp. 18-19-20).



CAUTION: For disc installation, use a dynamometric wrench suitable for the given tightening torque.



WARNING: Ensure the disc rotor isn't hot before working on it by letting it sit for a minimum of 10-15 minutes. Let it cool if necessary.

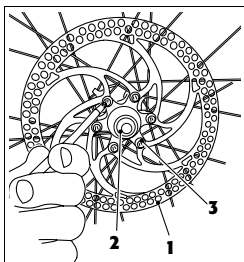


CAUTION: When removing the screws, always make sure to reapply medium strength loctite and ensure the torque settings are correct by using a torque wrench.

The range of FORMULA disc brakes includes the following models:

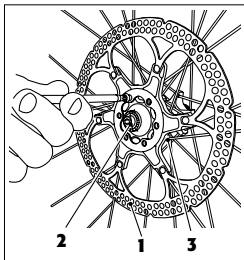
I.S. MONOLITHIC BRAKE DISK

Place brake disc **1** on hub **2** of an assembled wheel with the markings facing outwards. Make sure the arrow **3** on the disc flange indicates the correct direction of rotation. Tighten the 6 MS screws supplied with a TORX® T25 bit/tool. Tighten the 6 screws in a star pattern to a torque setting of **6 Nm \pm 5%**. Carefully clean the disc with isopropyl alcohol to remove any traces of grease or oil. Mount the wheel and secure with the original fasteners.



I.S. TWO PIECE BRAKE DISK

Place brake disc **1** on hub **2** of an assembled wheel with the markings facing outwards. Make sure the arrow **3** on the disc flange indicates the correct direction of rotation. Tighten the 6 MS screws supplied with a TORX® T25 bit/tool. Tighten the 6 screws in a star pattern to a torque setting of **6 Nm \pm 5%**. Carefully clean the disc with isopropyl alcohol to remove any traces of grease or oil. Mount the wheel and secure with the original fasteners.



TWO PIECE BRAKE DISK WITH CENTER LOCK ROTOR

Place the hole of the disc **1** in the splined hub **2** pushing it fully into place.

Place it with the markings facing the operator.

Fully tighten the ring nut **3**.

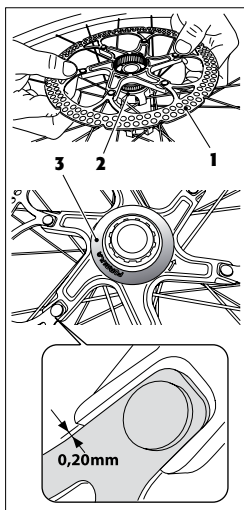
Tighten the ring nut to **40 Nm \pm 5%**.

Check the play in the mating point between the brake disk rotor's arms and the seats inside the disc on a regular basis.

Force the disk in one direction and insert graduated rods of a thickness gauge in the empty space on the opposite side.

Formula srl considers a play that is the sum of **0.20 mm** as shown in the figure as acceptable.

Replace the brake disk if this value is not present.



MONOLITHIC BRAKE DISK WITH CENTER LOCK ADAPTER

Place the hole of the disk **1** in the splined hub **2** pushing it fully into place.

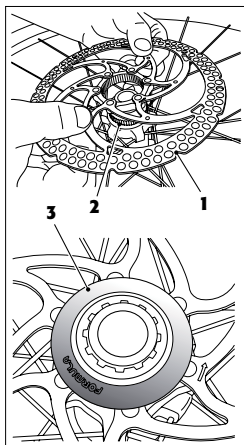
Place it with the markings facing the operator.

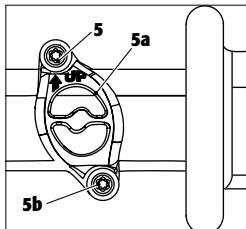
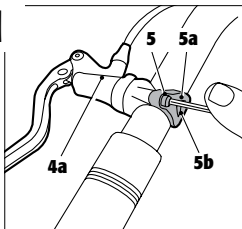
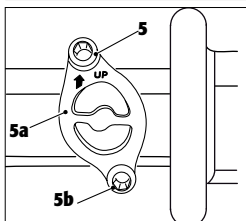
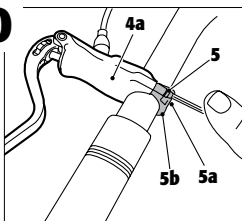
Fully tighten the ring nut **3**.

Tighten the ring nut to **40 Nm \pm 5%**.

If the disk needs to be replaced, hold the adapter in place and tighten the six screws crosscrossing using a torque setting of **4 Nm \pm 5%**.

Always use original screws with threadlocker.

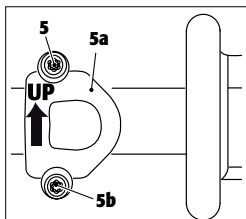
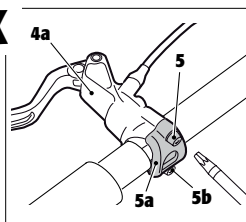


R1**R0**

1.2 Installing the pump

RX

- The pump can be supplied in a right-hand (rh) or left-hand (lh) version for installation on both sides of the handlebar.



Models R1 – R0 – The One – R1X have just one collar that is interchangeable and used with the word “UP” facing up.

Model RX – RX0 has a collar for the right-hand solution (rh) and one for the left-hand solution (lh).

As a result, the side on which it will be used must be specified when placing the order.

The installation steps are similar for both models:

- Fit the pump body **4a** to the handle bar positioning it as shown in the figure and orientating it in the desired position.
- Fix the pump body **4a** by mounting the collar **5a** so that the indication “UP” faces the upper part (as shown in the figure). First tighten the upper screw **5** to a torque setting of **2.5/3 Nm±5%** and then screw **5b** to a torque setting of **2.5/3 Nm±5%** using 3 mm (R1/R0) and 4 mm (RX) hex. socket wrenches.

If the hose length needs to be adjusted, contact the manufacturer, if not proceed with the positioning of the hose on the bicycle, carefully following the instructions given below:

- the hose needs to be attached to the fork or frame in a way that does not interfere with the free flow of fluid through the hose;
- the hose should not make curves smaller than a 20 mm radius and should not interfere with any moving part of the bicycle.

⚠ WARNING: An incorrectly mounted brake hose or a hose that is in contact with moving parts of the bicycle can compromise the braking action and cause serious accidents.

⚠ CAUTION: After the brake has been installed, make sure the handle bar turns freely; if the brake hose gets in the way, make the required adjustments so that it does not contact the manufacturer.

1.3 Installing the caliper

⚠ WARNING: never install the FORMULA SRL calipers using adapters or supports made by other manufacturers. Failure to heed this precaution will void the warranty. Use only parts manufactured by FORMULA SRL mounted on forks or frames provided to avoid accidents and serious injury.

⚠ CAUTION: Only correct mounting of the system and its various support elements will ensure the safety of the cyclist and the exceptional performance of FORMULA SRL disk brakes.

To adapt frames or forks to the various diameters of brake rotors available, FORMULA SRL supplies different adapters which can be mounted between the fork or frame and the brake caliper. Fit the caliper to the fork, proceeding as follows:

INTERNATIONAL STANDARD MOUNT OR SIMILAR

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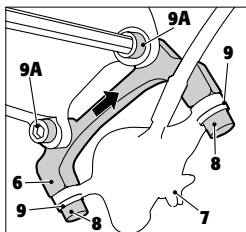
⚠ CAUTION: For disc installation, use a dynamometric wrench suitable for the given tightening torque.

⚠ CAUTION: When removing the screws, always make sure that medium strength loctite is applied when reassembling, and that the correct torque wrench settings are used.

R1 - RX - The One - RO - RX1 - RXO can be used

⚠ CAUTION: Make sure the washers **9** and thread-blocker are present on screws **9a** and **8** before attempting to start assembly. Apply medium-strength threadblocker (if not present).

- Place the adapter **6** on the frame (or fork) with the arrow facing the direction in which the wheel turns.
- Insert the screws and washers **9a** tightening them with a 5mm hex. socket wrench to a torque setting of **9 Nm±5%**.



- Place the caliper on the adapter **6**, making sure the disk enters inside the pads without any interferences and that the caliper **7** is in place.
 - Insert (making sure threadblocker is present) the screws **8** with the washers **9** and tighten them but not completely using a 5mm hex. socket wrench.
 - Slightly loosen the screws **8** and center the caliper and pads.
 - Pull the pump lever 2-3 so that the caliper can center itself with the disk.
 - Keep the pump lever down and tighten the screws to a torque setting of **9 Nm \pm 5%**.
- Go to step 4).**

FRONT POST MOUNT FORK



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CAUTION: You must use a torque wrench to assemble the all fasteners.



CAUTION: When removing the screws, always make sure that medium strength loctite is applied when reassembling, and that the correct torque wrench settings are used.



CAUTION: Make sure the washers are installed before assembling the fasteners.



CAUTION: When mounting the caliper onto the fork, check that the caliper body is not in contact with the fork itself.

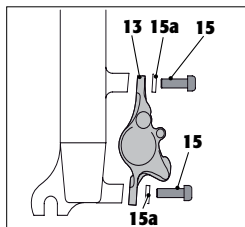


R1 - RX - The One - RO -RX1 - RXO can be used

This adapter can be used in various applications:

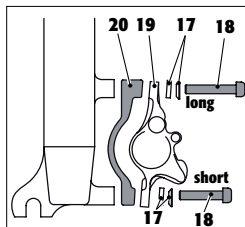
1) Installing directly onto a POST MOUNT fork

- Place the caliper **13** in the fork seat checking insertion without forcing or interference of the pads in the disk and caliper in the seat.
 - Insert the screws **15** (apply medium-strength threadblocker if not present) with the relative washers **15a**.
 - Pull the pump lever 2-3 times to center. Keep it pulled and tighten the screws with a 5mm hex. socket wrench.
 - Tighten the screws to a torque setting of **9 Nm \pm 5%**.
- Go to step 4).**



2) Assembly with POST MOUNT adapter FOR 180 DISK

- Insert the special washers **17** on the screws **18** making sure the concave and convex profiles mat.
- Make sure threadblocker is present on the screw (apply medium-strength threadblocker if not present).
- Put in all the parts including the caliper **19** and adapter **20** on the screw following the order shown in the figure.

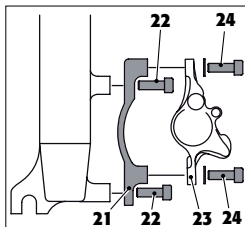


- Insert the screws, with the entire assembly, in the holes of the fork fitting making sure the arrow faces upwards.
- Make certain the pads are inserted inside the disk without being forced or any interferences.
- Tighten the screws with a 5mm hex. socket wrench without fully tightening.
- Pull the pump lever 2-3 times to center the caliper.
- Keep the pump lever pulled and tighten the screws **18** with a torque setting of **9 Nm±5%**.
Go to step 4).

3) Installing with adaptor on POST MOUNT fork

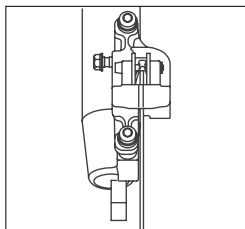
- Place the adapter **21** in the fork fitting, making sure the arrow faces upwards
- Insert the screws **22** and tighten with a 5mm hex. socket wrench.
- Tighten with a torque setting of **9 Nm±5%**.
- Place the caliper **23** on the adapter making sure the disk is inserted inside the pads without being forced or any interferences.
- Tighten the screws **24** with a 5mm hex. socket wrench
- Pull the pump lever 2-3 times to center the caliper.
- Keep the pump lever pulled and tighten the screws **24** with a torque setting of **9 Nm±5%**.

Go to step 4).



- 4) Slowly turn the wheel and make sure the disk is straight and centered and does not rub against the pads.
Brake 2-3 times to bring the pads to the right work value.

⚠ WARNING: The brake system requires a break in period to obtain top performance. We recommend running the bike at a speed of 30 Km/h and braking it at least 50 times allowing it to come to a full stop (taking the required precautions) before considering the system broken in and fully efficient.



REAR POST MOUNT FORK

- The rear post mount fork is supplied according to the user's requirements therefore it comes with a specific description.

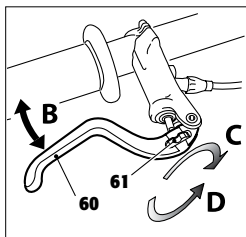
2 SET UP

2.1 Positioning the R1 - RO - The One - RX1 - RXO lever

Turn the knob **61** so as to adjust the position of the lever **60** (distance **B**) as required.

Turn the knob **61** in the direction **C** to increase the distance **B**.

Vice versa, turn the knob **61** in the direction **D** to decrease the distance **B**.

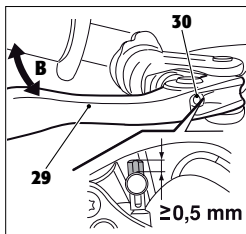


2.2 Positioning the RX lever

To position lever **29** (distance **B**) to meet your needs, adjust screw **30** with a 2 mm Allen wrench.



WARNING: The head of adjuster screw **30** must protrude at least 0,5 mm from the threaded insert.



2.3 Braking feeling adjustment (Optional)

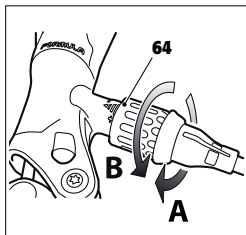
FCS (Feeling Control System) adjustment allows the change of the braking point in the braking device.

Turn the ring nut **64** in the direction **A** for an abrupt and immediate braking.

Turn the ring nut **64** in the direction **B** for a soft and progressive braking.



WARNING: The lever must be in idle position when adjusting the FCS.



3 PAD REPLACEMENT



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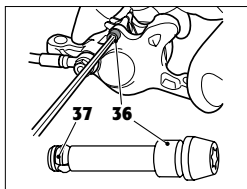
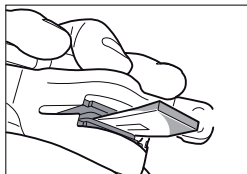
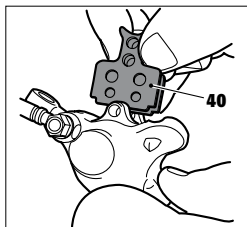
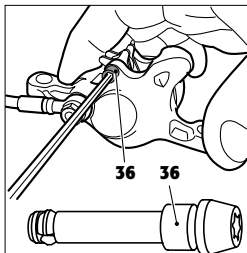
WARNING: Consult THE SAFETY REGULATIONS found in this manual (pp. 18-19-20).

Version R1

- Remove the ring that prevents unscrewing **37** from the end of the pin **36**.
- Loosen the fixing pin **36** of the pads, using a TORX® T15 spanner.
- Remove the pads **40** and the spring.
- Carefully clean the pistons inside the caliper, using a brush soaked in isopropyl alcohol.
- Carefully clean the disc using a cloth soaked in isopropyl alcohol.
- Temporarily put the WORN pads back in position and, using a flat blade screwdriver to push down between the pads, push the pistons fully back inside the caliper.
- Take the worn pads out again.
- Install the new pad kit, spring included.

NOTE: the pads are identical and can be placed on the left or right side.

- Check the integrity of the anti-loosening ring **37** placed on the fixing pin **36**.
- Tighten fixing pin **36** of the pads to a torque setting of **2 Nm±5%** with a TORX® T15 spanner.

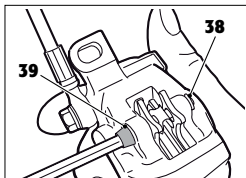
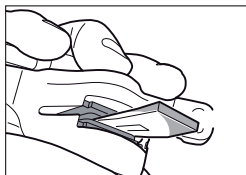
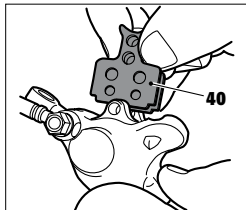
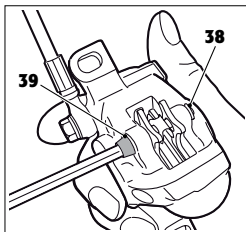


Version RX - RO - The One - RX1 - RXO




- Remove snap ring **38** and loosen fixing pin **39** of the pads, using a 3 mm Allen wrench.
- Remove the pads **40** and the spring.
- Carefully clean the pistons inside the caliper, using a brush soaked in isopropyl alcohol.
- Carefully clean the disc using a cloth soaked in isopropyl alcohol.
- Temporarily put the WORN pads back in position and, using a flat blade screwdriver to push down between the pads, push the pistons fully back inside the caliper.
- Take the worn pads out again.
- Install the new pad kit, spring included.

NOTE: the pads are identical and can be placed on the left or right side.

- Tighten fixing pin **39** of the pads to a torque setting of **2 Nm \pm 5%** with a 3 mm Allen wrench, then put snap ring **38** back in place.






- WARNING:** When assembling the fasteners, always make sure they are torqued down to the right torque setting.
- CAUTION:** Use a dynamometric wrench provided with the required hexagon or TORX® inserts to install the screws.
- CAUTION:** When transporting the bike with the wheels off, always fit the relevant spacer between the brake pads.
- CAUTION:** Never apply the lever without the pads in place or with the wheel removed. If this does happen you will have to press the brake pads back into the caliper with a clean flat-bladed screwdriver.
- CAUTION:** When installing new brake pads, be very careful to avoid contamination with oil or grease.
- WARNING:** After having carried out this operation, make sure the system works properly by performing 50 braking tests. Only use the bike after having made sure the system is working properly. If this is not the case, contact a professional mechanic.

-  **WARNING:** Before each use make sure all the screws and bolts are tightened to the correct torque found in the present manual.
-  **CAUTION:** Don't worry if you can hear the brake disc and pad rubbing lightly. This noise will disappear as the brakes are used; new brake pads must bed in to find the correct position on the disc. A light friction may occur each time the pads are replaced or when the wheel is incorrectly installed or faulty.
-  **WARNING:** Don't use brake pads supplied by other manufacturers. This would void your warranty. Only use original Formula srl products.

4 MAINTENANCE

-  **WARNING:** Consult THE SAFETY REGULATIONS found in this manual (pp. 18-19-20).

The periodic cleaning of this braking system using a suitable biodegradable degreasing product that doesn't damage the system is necessary.

-  **WARNING:** ISOPROPYL ALCOHOL is recommended to clean the disc brake. The use of any other product may be hazardous to the user.
-  **WARNING:** Do not touch the rotor right after its use as it might cause you severe injury.
-  **WARNING:** After carrying out this operation, perform 50 braking tests to make sure the brakes are working properly.

READ CAREFULLY!

FORMULA SRL extends to the original purchaser of its wheels a limited warranty that the wheels are free of defects in material and/or workmanship for a period of two years from date of purchase.

WHAT PROTECTION DO I RECEIVE FROM THE WARRANTY?

FORMULA SRL will, at its discretion, repair or replace the defective product under warranty.

WARRANTY CONDITIONS AND LIMITATIONS

1. The manufacturer guarantees its products to be free from defects in materials or workmanship for 24 months from the date of purchase. You must establish proof of purchase with a mandatory document (sales receipt or invoice) showing the date and place of retail purchase of the product in order to obtain warranty service.
2. The validity of this warranty is subject to the following:
 - (a)- The claim must be initiated within eight (8) days of discovery of the potential defect;
 - (b)- Every claim must be submitted to the FORMULA SRL Dealer from which the product was purchased, with the understanding, however, that the discretion as to the acceptability of

the claim is exclusively FORMULA's ;

- (c)- Only a FORMULA SRL Dealer can ship the allegedly defective product, with the accompanying documentation.

Failure to comply with these procedures will invalidate the claim; in which case the product will be made available to the owner for thirty (30) days and then destroyed.

3. This warranty does not cover damages resulting from:

- a. Incorrect transport and installation. Incorrect installation refers to failure to follow the safety guidelines and instructions outlined in the Instructions manual.**
- b. Unintended and inappropriate use of the product. Unintended and inappropriate use refers to use of the product for purposes different from those for which it was specifically designed and manufactured. Some unintended purposes include cross country and UCI sanctioned downhill races.**
- c. Use of materials or spare parts that do not carry the Formula trademark for braking systems. Formula Srl shall not guarantee conformity, safety, service life and performance of Formula braking systems if materials and spare parts that do not carry the Formula trademark and/or are non-compatible and/or are not suitable and/or are not expressly authorized are used.**
- d. Lack of appropriate or reasonable maintenance or storage, washing with harsh materials, use of corrosive agents, prolonged exposure to solvents.**
- e. Products on which the serial number and/or production code have been altered, damaged and/or removed.**
- f. Modifications made by persons not duly authorized by Formula without being approved by Formula.**
- g. Normal wear and tear or deterioration due to the use of the product.**

4. Retailers, wholesalers, importers or anyone else apart from FORMULA SRL may not modify this warranty in any way.

5. This warranty does not affect the statutory rights of the consumer or any rights the purchaser may have against the dealer pursuant to the sales contract.

6. The laws of Italy govern all matters arising out of or relating to this warranty. Any disputes or legal actions by purchaser arising out of or relating to this warranty shall be brought in court in Prato.