

Shifting Lever and Hydraulic Disc Brake



User's manuals in other languages are available at : <http://si.shimano.com>

IMPORTANT NOTICE

- Contact the place of purchase or a bicycle dealer for information on installation and adjustment of the products which are not found in the user's manual. A dealer's manual for professional and experienced bicycle mechanics is available on our website (<http://si.shimano.com>).
- Do not disassemble or alter this product.

For safety, be sure to read this user's manual thoroughly before use, and follow it for correct use.

Important Safety Information

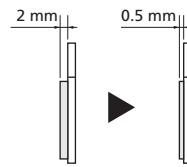
For replacement information, contact the place of purchase or a bicycle dealer.

WARNING

- This hydraulic brake system has different braking characteristics from those of the rim brake type. Familiarize yourself sufficiently with the braking characteristics before use. If you ride the bicycle without becoming sufficiently familiar with the braking characteristics, braking may cause you to fall off the bicycle, potentially causing serious injury or a fatal accident.
- The 203 mm and 180 mm disc brake rotors provide a higher braking force than the 160 mm disc brake rotors. Make sure that you completely understand the braking characteristics before using the brakes.
- Please make sure to keep your fingers away from the rotating disc brake rotor. The disc brake rotor is sharp enough to inflict severe injury to your fingers if caught within the openings of moving rotor.
- The calipers and disc brake rotor will become hot when the brakes are operated; do not touch them while riding or immediately after dismounting from the bicycle, otherwise you may get burned.
- Be careful not to allow any oil or grease to get onto the disc brake rotor and brake pads, otherwise the brakes may not work correctly.
- If any oil or grease does get on the pads, you should consult a dealer or an agency. There is danger that the brakes may work incorrectly.



- If noise occurs during brake operation, the pads may have been worn down to where they are unusable. Check that the brake system temperature has been cooled down sufficiently, and then check that the thickness of each pad is 0.5 mm or more. Or, consult a dealer or an agency.



- If the disc brake rotor is cracked or deformed, immediately stop using the brakes and consult a dealer or an agency.
- If the disc brake rotor becomes worn down to a thickness of 1.5 mm, immediately stop using the brakes and consult a dealer or an agency. The disc brake rotor may break, and you may fall off the bicycle. For an Ice-Technologies disc brake rotor, if the aluminum surface becomes visible, immediately stop using the brakes as well.
- Vapor lock may occur if the brakes are applied continuously. To solve this problem, momentarily release the lever.

Vapor lock occurs when the oil inside the brake system becomes heated, which causes the water or air bubbles inside the brake system to expand. This can then result in a sudden increase in the brake lever stroke.

- The disc brake is not designed to work when the bicycle is upside down. If the bicycle is turned upside down or on its side, the brake may not work correctly, and a serious accident could occur. Before riding the bicycle, be sure to operate the brake lever a few times to check that the brakes operate normally. If the brakes do not operate normally, stop using the brakes and consult a dealer or an agency.
- If you feel no resistance when depressing the brake lever, immediately stop using the brakes and consult a dealer or an agency.
- If fluid leaks occur, immediately stop using the brakes and consult a dealer or an agency.
- It is important to sufficiently understand the operation of the bicycle brake system. Improper use of your bicycle's brake system may result in a loss of control or a fall, which could lead to severe injury. Because each bicycle may handle differently, be sure to learn the proper braking technique (including brake lever pressure and bicycle control characteristics) and operation of your bicycle. This can be done by consulting your professional bicycle dealer and the bicycle's owners manual, and by practicing your riding and braking technique.
- If the front brake is applied too strongly, the wheel may lock and the bicycle may fall forward, and serious injury may result.
- Always make sure that the front and rear brakes are working correctly before you ride the bicycle.
- The required braking distance will be longer during wet weather. Reduce your speed and apply the brakes early and gently.
- If the road surface is wet, the tires will skid more easily. If the tires skid, you may fall off the bicycle. To avoid this, reduce your speed and apply the brakes early and gently.
- After reading the user's manual carefully, keep it in a safe place for later reference.

CAUTION

■ Cautions on Shimano genuine mineral oil (mineral oil)

- Contact with eyes may result in irritation. In the event of contact with eye, wash with water and seek medical attention immediately.
- Contact with skin may cause a rash and discomfort. In the event of contact with skin, wash well with soap and water.
- Inhalation of Shimano genuine mineral oil (mineral oil) vapors may cause nausea. Cover nose and mouth with a respirator type mask and use in a well ventilated area. If Shimano genuine mineral oil vapor is inhaled, go immediately to an area with fresh air and cover up with a blanket. Lay down and keep warm, and seek professional medical attention if required.

■ Burn-in period

- Disc brakes have a burn-in period, and the braking force will gradually increase as the burn-in period progresses. Make sure that you are aware of any such increases in braking force when using the brakes during the burn-in period. The same thing will happen when the brake pads or disc brake rotor are replaced.

Note:

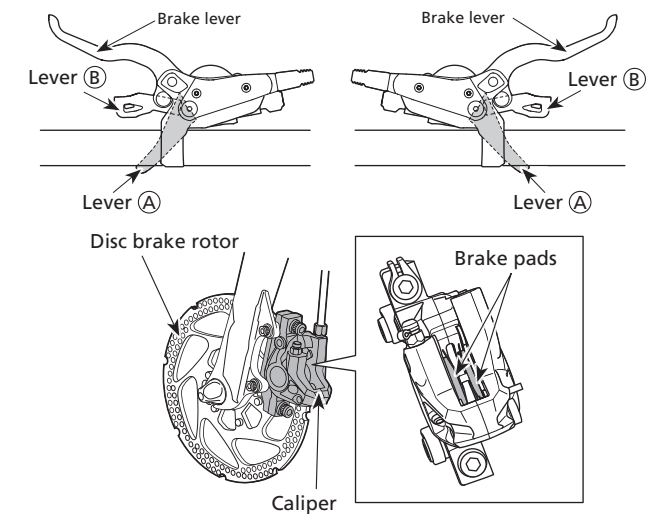
- Be sure to rotate the crank when carrying out any operations which are related to gear shifting.
- Do not use thinners or similar substances to clean the products. Such substances may damage the surfaces.
- When the bicycle wheel has been removed, it is recommended that pad spacers are installed. Do not depress the brake lever while the wheel is removed. If the brake lever is depressed without the pad spacers installed, the pistons will protrude further than normal. If that happens, consult a dealer.
- Use soapy water and a dry cloth when cleaning and carrying out maintenance of the brake system. Do not use commercially-available brake cleansers or silencing agents, as they can cause damage to parts such as seals.
- Products are not guaranteed against natural wear and deterioration from normal use and aging.
- For maximum performance we highly recommend Shimano lubricants and maintenance products.

Regular inspections before riding the bicycle

Before riding the bicycle, check the following items. If any problems are found with the following items, contact the place of purchase or a bicycle dealer.

- Is the brake oil leaking?
- Do the front and rear brakes work correctly?
- Does each brake pad have a thickness of 0.5 mm or more?
- Is the disc brake rotor cracked or deformed?
- Is gear shifting carried out smoothly?
- Are the levers securely installed to the handlebar?
- Do any abnormal noises occur during operation?

Names of parts



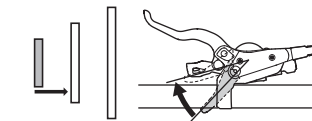
Operation

Gear shifting operation

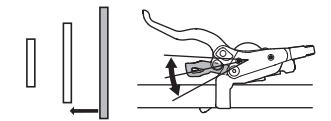
Be sure to keep turning the crank during the lever operation.

< Front >

Lever A
Shifting up (Pedaling becomes heavier.)



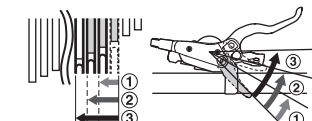
Lever B
Shifting down (Pedaling becomes lighter.)



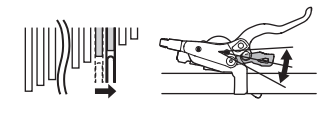
* Depending on the model you can shift gears either by pushing or pulling the lever.

< Rear >

Lever A
Shifting down (Pedaling becomes lighter.)

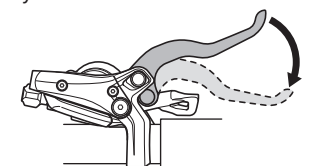


Lever B
Shifting up (Pedaling becomes heavier.)



* Depending on the model you can shift gears either by pushing or pulling the lever.

This product is equipped with a reach adjustment function. If you feel that the brake lever is far and difficult to use, consult a dealer or an agency.



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Please note: specifications are subject to change for improvement without notice. (English)

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