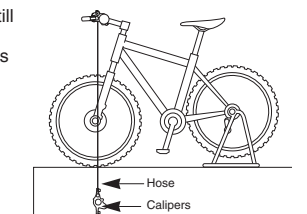


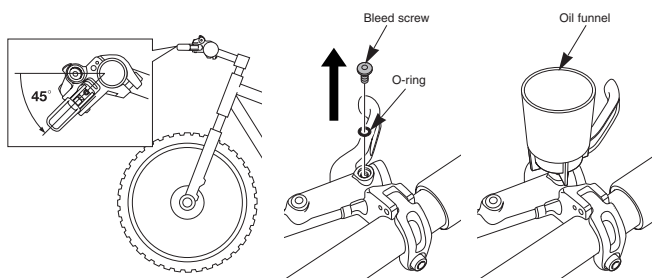
Adding mineral oil and bleeding air

When carrying out the air bleeding operation for the caliper, you will need the SM-DISC (oil funnel and oil stopper).

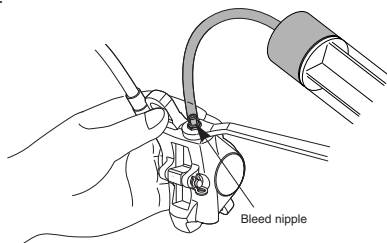
With the spacer for bleeding (yellow) still attached to the calipers, place the bicycle into a bicycle stand or similar as shown in the illustration.



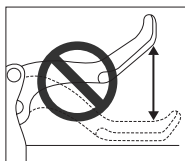
1. Set the brake lever so that it is in the riding position at a 45 degree angle to the ground, and then remove the upper bleed screw and the O-ring and insert the oil funnel. Do not insert the oil stopper at this time.



2. Set a 7 mm socket wrench in place, fill the syringe with oil, connect a tube to the bleed nipple, and then loosen the bleed nipple by 1/8 of a turn to open it. Push the plunger of the syringe to add oil. The oil will start coming out from the oil funnel. Continue adding oil until there are no more air bubbles mixed in with the oil that is coming out.



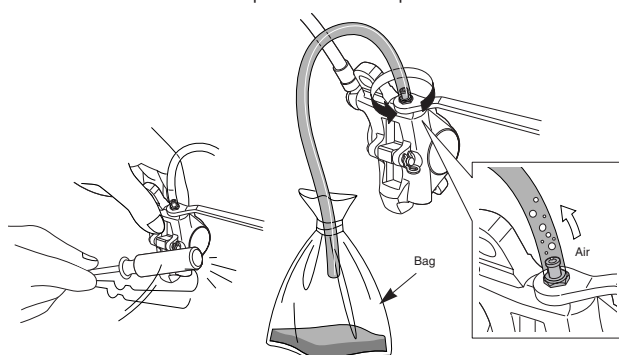
3. Once there are no more air bubbles mixed in with the oil, temporarily close the bleed nipple.



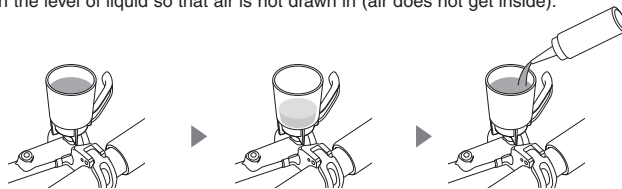
Do not continually squeeze and release the lever at this point.

If this is not observed, air bubbles may remain mixed in with the oil inside the caliper, and it will take longer to bleed the air. (If the lever is continually squeezed and released, drain out all of the oil and then add oil again.)

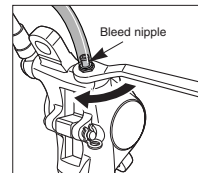
4. Set a 7 mm socket wrench in place as shown in the illustration, and then attach the bag to the tube. Connect the tube to the bleed nipple and then loosen the bleed nipple. After a little while, the oil and air will flow naturally from the bleed nipple into the tube. In this way it will be possible to easily extract the greater part of the air remaining inside the brake system. It may help to shake the hose gently or to tap the reservoir tank or caliper gently with a screwdriver or move the position of the caliper at this time.



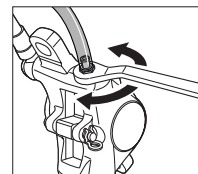
5. The level of liquid inside the funnel will drop at this time, so keep filling the funnel with oil to maintain the level of liquid so that air is not drawn in (air does not get inside).



6. Once air bubbles stop coming out from the bleed nipple, temporarily tighten the bleed nipple.



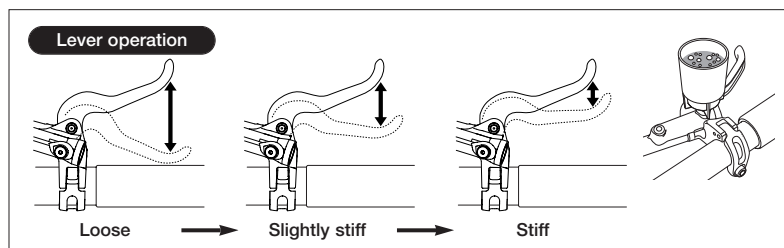
7. With the brake lever depressed, open and close the bleed nipple in rapid succession (for approximately 0.5 seconds each time) to release any air bubbles which may be in the calipers. Repeat this procedure about 2 to 3 times. Then tighten the bleed nipple again.



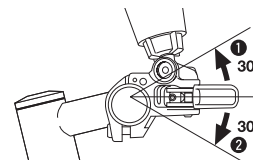
Tightening torque:
4 - 6 N·m {35 - 53 in. lbs.}



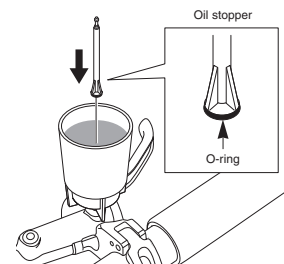
8. If the brake lever is then operated, air bubbles in the system will rise up through the port into the oil funnel. Once the bubbles stop appearing, depress the brake lever as far as it will go. The normal condition is for the lever to be stiff at this point.



9. Set the lever unit to the horizontal position as shown in the illustration and tilt it in the direction of ① by 30 degrees, and then carry out step 8 to check that there is no air remaining. Next, tilt the lever unit 30 degrees in the direction of ②, and carry out step 8 again to check that there is no air remaining. If any air bubbles appear, repeat the above procedure until they stop appearing.



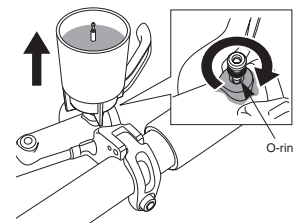
10. Plug the oil funnel with the oil stopper so that the side with the O-ring attached is facing downward.



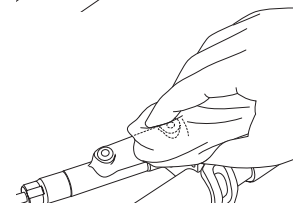
11. Remove the oil funnel while it is still being plugged with the oil stopper, and then attach the O-ring to the bleed screw and tighten it until oil flows out to make sure that there are no air bubbles remaining inside the reservoir tank.

* Do not operate the brake lever at this time, otherwise air may get inside the cylinder.

Tightening torque:
0.3 - 0.5 N·m {2.7 - 4.4 in. lbs.}



12. Wipe away any oil which has flowed out.



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