

Dealer's Manual

ROAD	GRAVEL	MTB
E-BIKE	LIFESTYLE	GENERAL

Hydraulic Disc Brake (SHIMANO Low Viscosity Oil)

DEORE

BR-M6200

BR-M6220

BL-M6200

SHIMANO

BR-MT600

BR-MT620

BL-MT620

BP-D02S-MX

BP-D03S-RX

BP-G04S-MX

BP-G05S-RX

BP-J05A-RF

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IMPORTANT NOTICE

- **This dealer's manual is intended primarily for use by professional bicycle mechanics.**

Users who are not professionally trained for bicycle assembly should not attempt to install the components themselves using the dealer's manuals.




If any part of the information on the manual is unclear to you, do not proceed with the installation. Instead, contact your place of purchase or a distributor for assistance.

- Make sure to read all manuals included with each product.
- Do not disassemble or modify the product other than as stated in the information contained in this dealer's manual.
- All manuals and technical documents are accessible online at <https://si.shimano.com>.
- For consumers who do not have easy access to the internet, please contact a SHIMANO distributor or any of the SHIMANO offices to obtain a hardcopy of the user's manual.
- Please observe the appropriate rules and regulations of the country, state or region in which you conduct your business as a dealer.

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


The following instructions must be observed at all times in order to prevent personal injury and physical damage to equipment and surroundings.

The instructions are classified according to the degree of danger or damage which may occur if the product is used incorrectly.

 DANGER	Failure to follow the instructions will result in death or serious injury.
 WARNING	Failure to follow the instructions could result in death or serious injury.
 CAUTION	Failure to follow the instructions could cause personal injury or physical damage to equipment and surroundings.

TO ENSURE SAFETY

⚠ WARNING

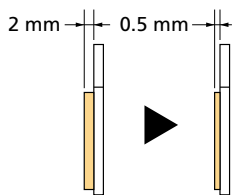
- **Be sure to follow the instructions provided in the manuals when installing the product.**
Only use SHIMANO genuine parts. If a component or replacement part is incorrectly assembled or adjusted, it can lead to component failure and cause the rider to lose control and crash.
-  Wear approved eye protection while performing maintenance tasks such as replacing components.

Be sure to also inform users of the following:

- Because each bicycle may handle slightly differently depending on the model, be sure to learn the proper braking technique (including brake lever pressure and bicycle control characteristics) and operation of your bicycle. Improper use of your bicycle's brake system may result in a loss of control, which could lead to serious injury due to a fall or collision.
- Riders must become accustomed to the higher performance of this brake before riding the bicycle. The 220 mm, 203 mm, and 180 mm rotors provide a higher braking force than the 160 mm rotors. 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.
- Keep your fingers away from the rotating rotor. The rotor is sharp enough to inflict severe injury to your fingers if caught.



- Do not touch the calipers or rotor while riding or immediately after dismounting from the bicycle. The calipers and rotor will become hot when the brakes are operated, so you may get burned if you touch them.
- Do not allow any oil or grease to get onto the rotor or pads. Riding the bicycle with oil or grease on the rotor or pads may prevent the brakes from operating and result in serious injury due to a fall or collision.
- Check the thickness of the pads and do not use them if they have a thickness of 0.5 mm or less. Doing so may prevent the brakes from operating and result in serious injury due to a fall or collision.



- Do not use the rotor if it is cracked or deformed. The rotor may break, and result in serious injury due to a fall or collision.
- Do not use the rotor if its thickness is 1.5 mm or less. Also do not use it if the aluminum surface becomes visible. The rotor may break, and result in serious injury due to a fall or collision.
- Do not continuously apply the brakes. Doing so may cause a sudden increase in the brake lever stroke, preventing the brakes from operating and resulting in serious injury due to a fall or collision.
- Check the information on the [supported models for each oil type](#), and use the correct oil for the product. Doing otherwise may prevent the brakes from operating and result in serious injury.
- Do not mix SHIMANO hydraulic mineral oil with SHIMANO low viscosity oil. Doing so may prevent the brakes from operating and result in serious injury.

TO ENSURE SAFETY

- Do not use the brakes with fluid leaking. Doing so may prevent the brakes from operating and result in serious injury due to a fall or collision.
- Do not apply the front brake too strongly. If you do so, the front wheel may lock and the bicycle may fall forward, and serious injury may result.
- Because the required braking distance will be longer during wet weather, reduce your speed and apply the brakes early and gently. Failure to do so may result in serious injury due to a fall or collision.
- A wet road surface may cause tires to lose traction; therefore, to avoid this, reduce your speed and apply the brakes early and gently. If the tires lose traction, it may result in serious injury due to a fall or collision.
- If the quick release lever is on the same side as the rotor, confirm that it does not interfere with the rotor. Otherwise, the bicycle may fall forward, and serious injury may result.

For installation to the bicycle and maintenance

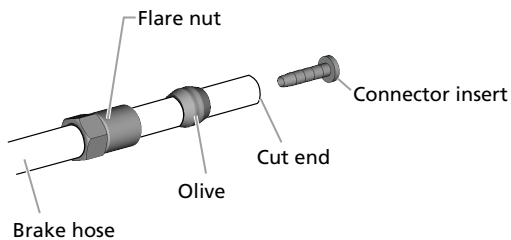
- Do not use oil other than SHIMANO low viscosity oil. Doing so may prevent the brakes from operating and result in serious injury due to a fall or collision.
- Use only mineral oil from a container that has been stored in a clean and sealed state. Doing otherwise may prevent the brakes from operating and result in serious injury due to a fall or collision.
- Do not let water or air bubbles get into the brake system. Doing so may prevent the brakes from operating and result in serious injury due to a fall or collision.
- Do not use with a tandem bicycle. Doing so may prevent the brakes from operating and result in serious injury due to a fall or collision.

■ Brake hose

- Refer to the table below, and do not use an incorrect connector insert. Doing so may prevent the brakes from operating and result in serious injury due to a fall or collision.

Brake hose	Connector insert	
	Length	Color
SM-BH90	11.2 mm	Silver
SM-BH59	13.2 mm	Gold

- Do not reuse the olive piece or the connector insert when reinstalling. Doing so may prevent the brakes from operating and result in serious injury due to a fall or collision.



- Cut the brake hose so that the cut end is perpendicular to the length of the hose. If the brake hose is cut at an angle, fluid leaks may result. Fluid leaks may prevent the brakes from operating and result in serious injury due to a fall or collision.



CAUTION

Be sure to also inform users of the following:

■ Cautions on SHIMANO low viscosity oil

- Use appropriate eye protection when handling, and avoid contact with eyes. In the event of eye contact, flush with fresh water and seek medical assistance immediately. Contact with eyes may result in irritation.
- Use gloves when handling. In the event of skin contact, wash well with soapy water. Contact with skin may cause a rash and discomfort.
- When using SHIMANO low viscosity oil, cover your nose and mouth with a respirator type mask and ensure that the area is well-ventilated. Inhalation of oil mist or vapors emitted from SHIMANO low viscosity oil may cause nausea.
- If oil mist or vapor emitted from SHIMANO low viscosity oil is inhaled, go immediately to an area with fresh air. Cover up with a blanket. Stay warm and stable and seek professional medical advice.

■ Bed-in period

- When using resin pads, perform bed-in for a longer period of time than metal pads. Resin pads are designed to reduce the amount of noise generated between the pads and the rotor when the brakes are operated. A longer bed-in period is required than for metal pads. Refer to “ [Replacing the pads](#) ” for information on how to perform bed-in.
- Disc brakes have a bed-in period, and the braking force will gradually increase as the bed-in period progresses. You may lose control of the bicycle, which can result in serious injury due to a fall or collision.
(The same thing will happen when the pads or rotor are replaced.)

For installation to the bicycle and maintenance

- When using the SHIMANO original tool (TL-FC36, etc.) to remove and install the rotor lock ring, wear gloves and be careful not to touch the outer edges of the rotor with your hands. Failure to do so may result in cuts to your hands.

■ Handling SHIMANO low viscosity oil

- Do not drink. May cause vomiting or diarrhea.
- Keep out of reach of children.
- Do not cut, let near heat, weld or pressurize the SHIMANO low viscosity oil container. Doing so may cause an explosion or fire.
- Disposal of used oil: Follow local county and/or state codes for disposal. Use caution when preparing the oil for disposal.
- Directions: Keep the container sealed to prevent foreign objects and moisture from getting inside, and store it in a cool, dark area away from direct sunlight or heat. Keep from heat or flame.

■ Brake hose

- When cutting the brake hose, handle the knife carefully so as not to cause injury.
- Be careful to avoid injury from the olive.

■ When using TL-BH62

- When cutting the brake hose, handle the knife carefully so as not to cause injury.
- Be careful to avoid pinching your fingers between the lever and the tool during operations.
- When replacing the knife blade, handle the knife carefully so as not to cause injury.
- If SHIMANO low viscosity oil adheres to the brake hose, use isopropyl alcohol to clean the hose and remove the oil.
- Keep the tool and the blades out of reach of children.

Notice

Be sure to also inform users of the following:

- 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 place of purchase.
- Use soapy water and a dry cloth when cleaning and carrying out maintenance of the brake system. Do not use commercially available brake cleaners or silencing agents. Such substances can cause damage to parts such as seals.
- In the case of carbon levers, wash them with a soft cloth using a neutral detergent. Otherwise, the material may be damaged and lose strength.
- Avoid leaving the carbon levers in areas of high temperature. Also keep them well away from fire.
- 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.












For installation to the bicycle and maintenance

- The 220 mm, 203 mm, and 180 mm rotors have a larger diameter than the 160 mm rotor for cross-country bicycles, and so the warping of these rotors is greater. As a result, they may interfere with the performance of the pads.
- If the brake caliper mounting boss and the dropout are not parallel, the rotor and caliper may touch.
- When the bicycle wheel has been removed, it is recommended that pad spacers are installed. The pad spacers will prevent the piston from coming out if the brake lever is depressed while the wheel is removed.
- If the brake lever is depressed without the pad spacers installed, the pistons will protrude further than normal. Use a flat-shaped tool to push back the pads, while being careful not to damage the surface of the pads. (If the pads are not installed, use a flat-shaped tool to push the pistons straight back in, while being careful not to damage them.) When pushing back the pads or pistons, do so with an oil funnel attached to the brake lever. Otherwise, the diaphragm of the brake lever may be damaged by the oil pressure.
- For cleaning brake hoses exposed to SHIMANO low viscosity oil, or cleaning and maintaining tools, use isopropyl alcohol or a dry cloth. Do not use commercially available brake cleaners. Doing so may cause damage to resin parts.
- Do not remove the pistons when cleaning the calipers.
- If the rotor is worn, cracked or warped, it should be replaced.

The actual product may differ from the illustration because this manual is intended mainly to explain the procedures for using the product.

List of tools to be used

The following tools are needed for installation/removal, adjustment, and maintenance purposes.

Tool	
	2 mm hexagon wrench
	2.5 mm hexagon wrench
	3 mm hexagon wrench
	4 mm hexagon wrench
	5 mm hexagon wrench
	8 mm spanner
	Slotted screwdriver (nominal size 0.8 x 4 recommended)
	TL-BH62
	TL-BR001 (syringe and tube)
	TL-BR003 (oil funnel and oil stopper)
	Micrometer

Installation / removal

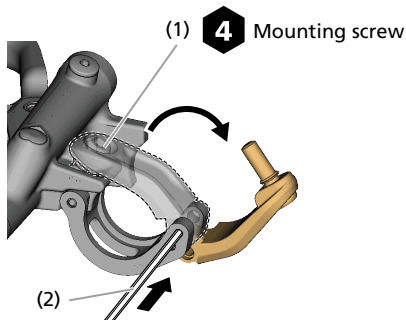
Installing the brake lever

For the installation method when installing with an I-SPEC EV type shifter, refer to the [dealer's manual of the shifter](#) being used.

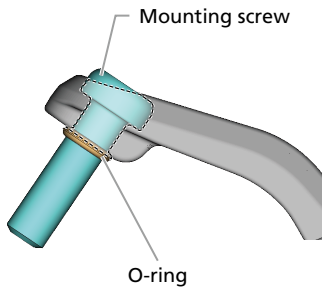
When installing parts onto a carbon frame/handlebar, confirm the recommended tightening torque with the carbon frame or handlebar manufacturer. This will prevent damage to the frame/handlebar due to over-torquing or inadequate securing of the components.

1. Open the clamp band of the brake lever.

- (1) Loosen the mounting screw.
- (2) Press the recessed area of the clamp band with a tool such as a 2 mm hexagon wrench to disengage the safety latch.



2. Push an O-ring against the clamp band as shown in the figure.

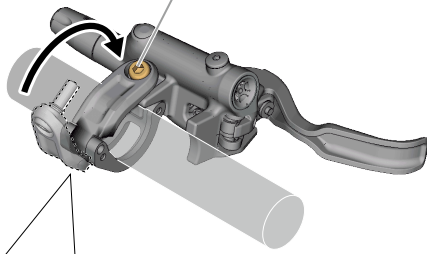


3. Install the brake lever to the handlebar.

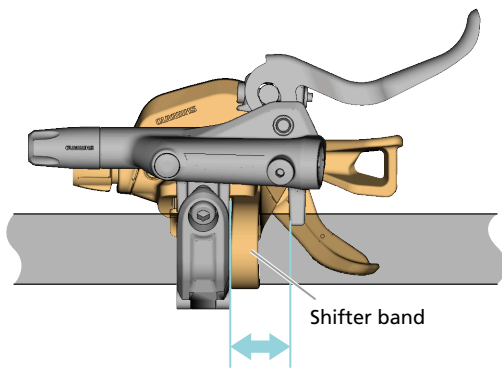
Secure it using the mounting screw.

Mounting screw

4 4 - 6 N·m



When installing the brake lever in combination with a standard type shifter, install the brake lever so that the position of the shifter band is within the range shown in the figure. After the shifter is installed, install the brake lever while checking its position.



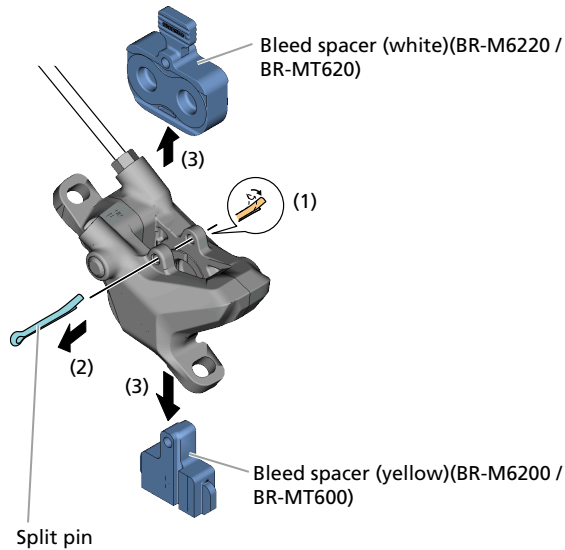
Installing the rotor

Refer to the [dealer's manual for the wheels](#) to install and remove the rotor.

Installing the brake caliper (post mount type)

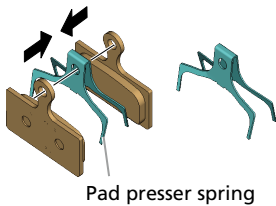
1. Install the wheel with an attached rotor onto the frame.
2. Remove the bleed spacer.

- (1) Close the tip of the split pin.
- (2) Remove the split pin.
- (3) Remove the bleed spacer.



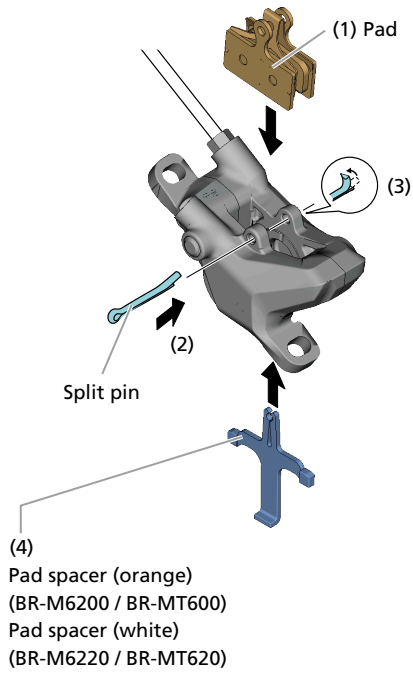
3. Set the pad presser spring in the pads.

Set the pads as shown in the figure.



4. Install the pads.

- (1) Set the pads in the caliper.
- (2) Insert a new split pin.
- (3) Open the tip of the split pin.
- (4) Install the pad spacer.



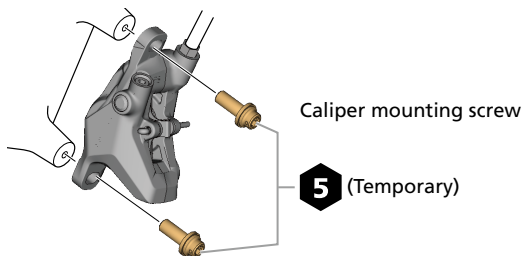
NOTICE

- Some pads have left (L) and right (R) markings. Take note of this when setting them in the caliper.

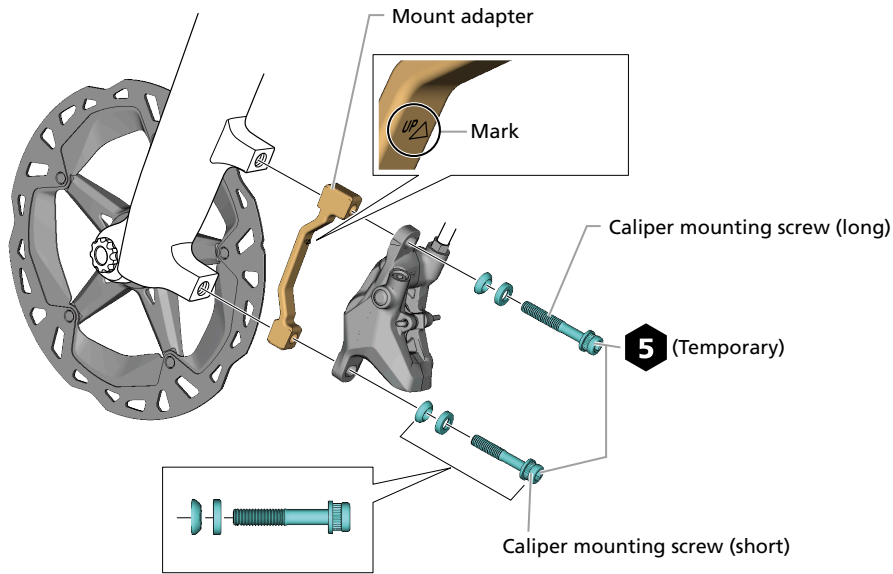
5. **Depress the brake lever several times and make sure that the lever operation becomes stiff.**
6. **Remove the pad spacer.**
7. **Temporarily install the caliper on the frame without fully tightening the mounting screws so that the caliper can still move horizontally.**

If it is necessary to install a mount adapter, temporarily install the adapter after setting it on the caliper. Set the adapter so that the mark is facing up.

Without mount adapter

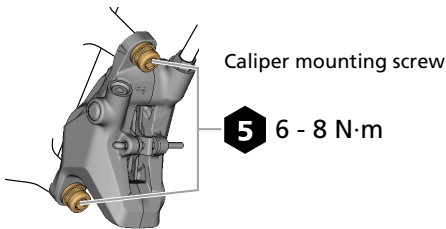


With mount adapter



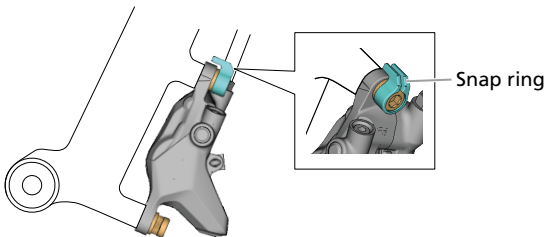
8. Depress the brake lever so that the rotor is held between the pads, then tighten the caliper mounting screws.

If the brake hose is not already installed in the caliper, install the brake hose then perform the step.



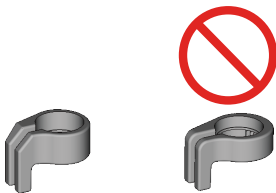
9. Secure the caliper mounting screws.

In order to prevent the screw from loosening, install a snap ring on the head of the screw.



NOTICE

- Use the supplied snap rings. Other models of snap rings cannot be installed.



Installing the brake caliper (international-standard mount type)

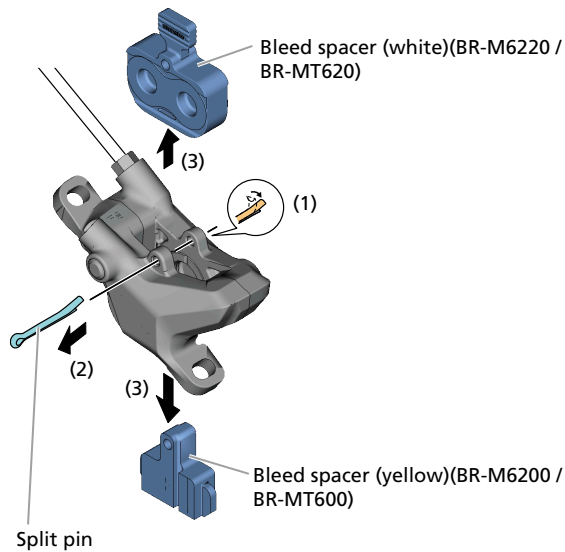
NOTICE

- For international-standard mounts (ISO mounts), a dedicated adapter is required.

1. Install the wheel with an attached rotor onto the frame.

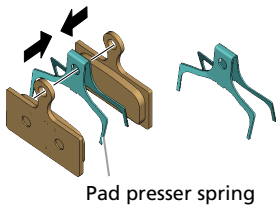
2. Remove the bleed spacer.

- (1) Close the tip of the split pin.
- (2) Remove the split pin.
- (3) Remove the bleed spacer.



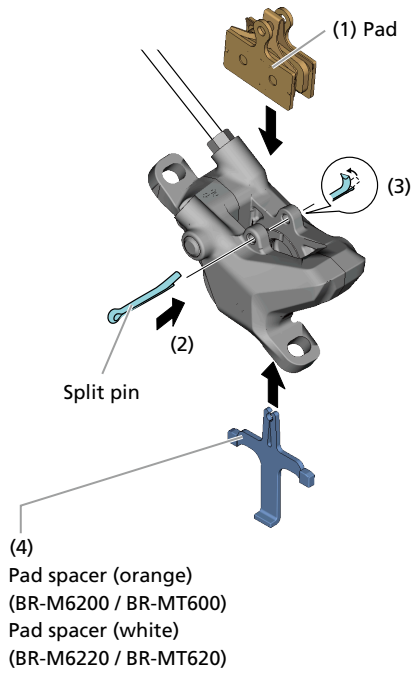
3. Set the pad presser spring in the pads.

Set the pads as shown in the figure.



4. Install the pads.

- (1) Set the pads in the caliper.
- (2) Insert a new split pin.
- (3) Open the tip of the split pin.
- (4) Install the pad spacer.

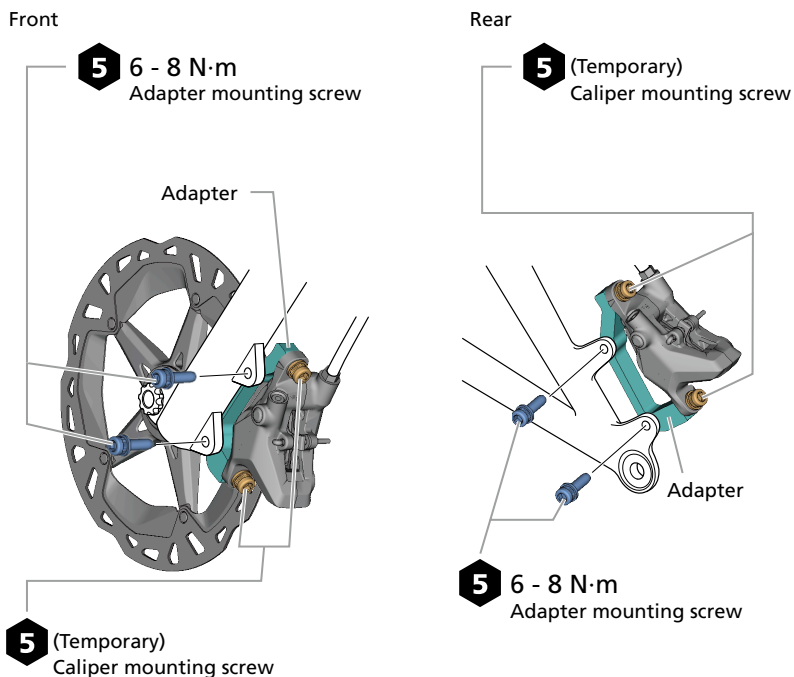


NOTICE

- Some pads have left (L) and right (R) markings. Take note of this when setting them in the caliper.

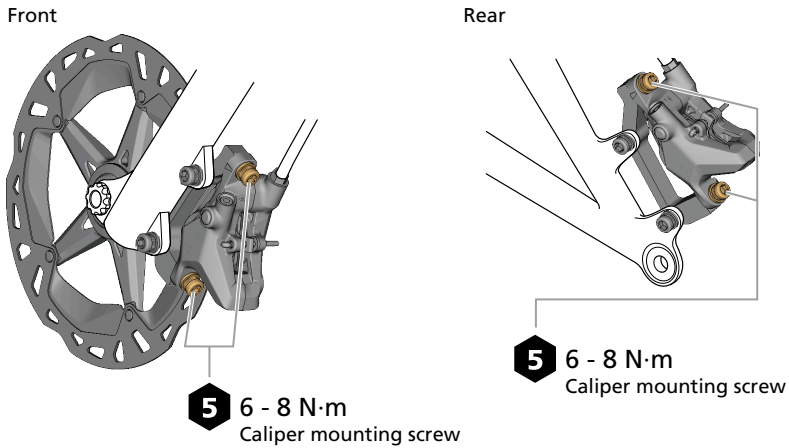
5. **Depress the brake lever several times and make sure that the lever operation becomes stiff.**
6. **Remove the pad spacer.**
7. **Temporarily install the caliper on the adapter, then install it onto the frame.**

Tighten with the adapter mounting screws. Perform temporary installation until the caliper can only move a slight amount left and right.



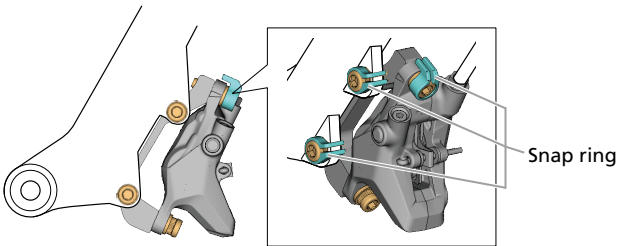
8. Depress the brake lever so that the rotor is held between the pads, then tighten the caliper mounting screws.

If the brake hose is not already installed in the caliper, install the brake hose then perform the step.



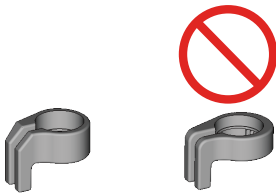
9. Secure the caliper mounting screws.

In order to prevent the screws from loosening, secure the caliper mounting screws and adapter mounting screws with snap rings.



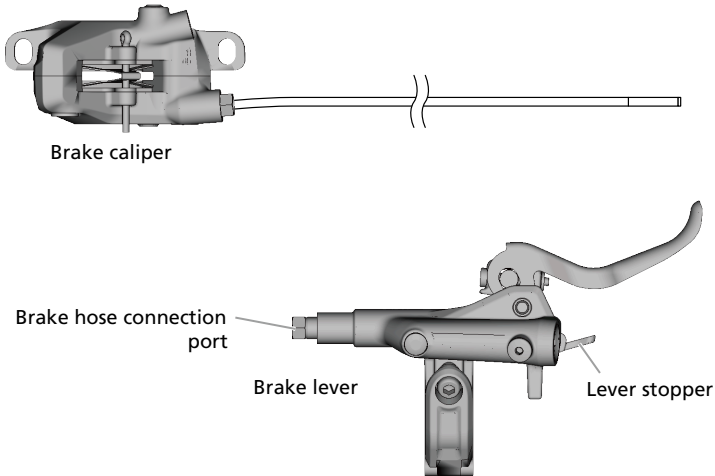
NOTICE

- Use the supplied snap rings. Other models of snap rings cannot be installed.



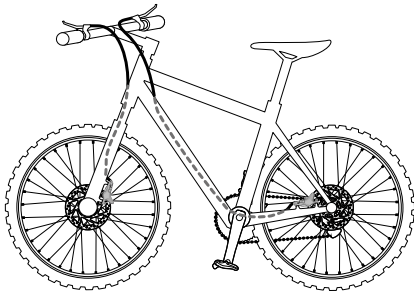
Installing the brake hose

Overview of the easy hose joint system



Checking the length of the hose

1. Route the brake hose into the final installation position.



NOTICE

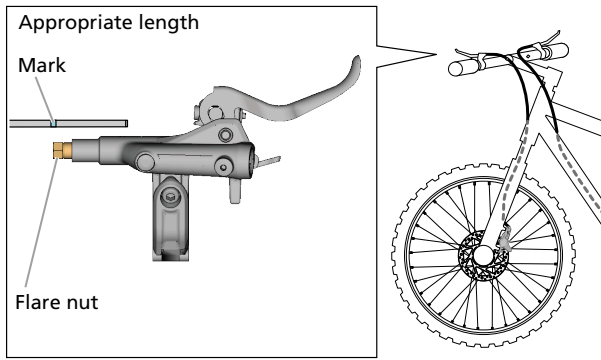
- This figure is only for explanatory purposes. For details on how to route the brake hoses, consult the manufacturer of the bicycle or refer to the bicycle's manual.

2. Check the appropriate length of the brake hose.

Secure the brake lever in the position used when riding.

Check the mark on the brake hose with the edge of the brake lever flare nut.

- * If the hose is at the appropriate length, it is not necessary to cut the hose. Proceed to the "[Connecting the hose](#)" section in "Installing the brake hose."
- * If the hose needs to be shortened, proceed to "[Cutting the hose](#)" in "Installing the brake hose."
- * If the hose length is insufficient, replace with a hose that has an appropriate length. Proceed to "[Replacing the brake hose](#)."

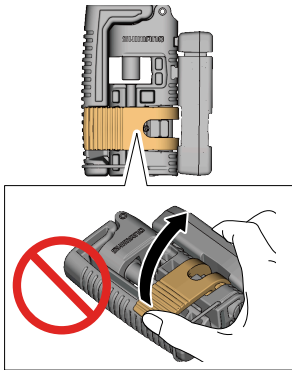


Cutting the hose

Use care when cutting the hose, as oil may leak when the hose is cut.

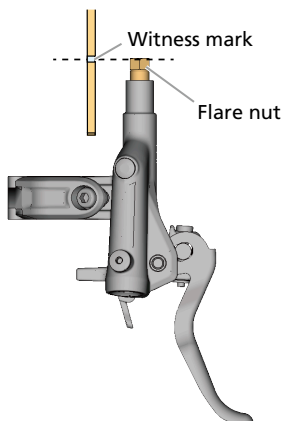
NOTICE

- Make sure to also refer to the manual for SHIMANO original tool TL-BH62.
- Do not move the lever indicated in the figure before disassembling SHIMANO original tool TL-BH62.



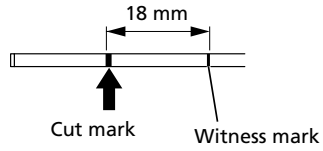
1. Determine the appropriate length and add a witness mark on the brake hose.

Add the mark so it is aligned with the edge of the flare nut.



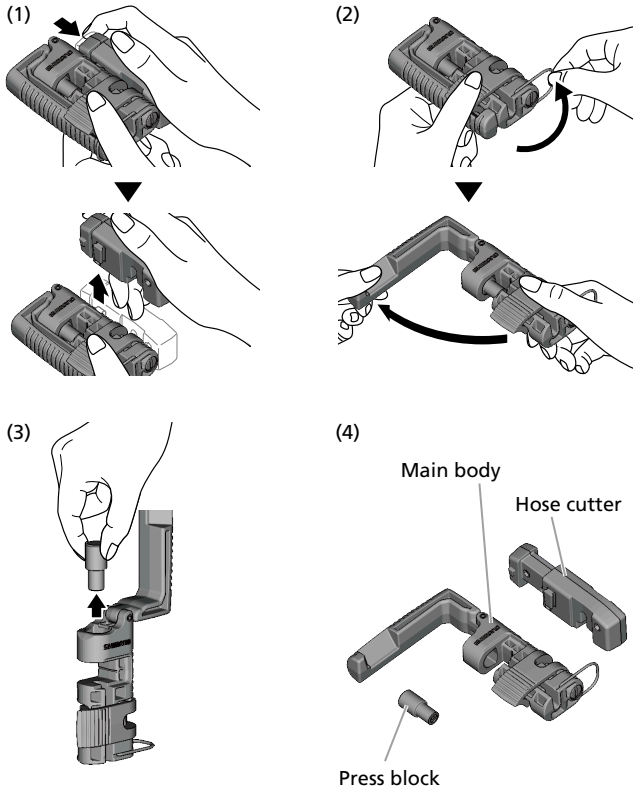
2. Add a cut mark.

Mark the hose at a position 18 mm from the witness mark towards the end of the hose.



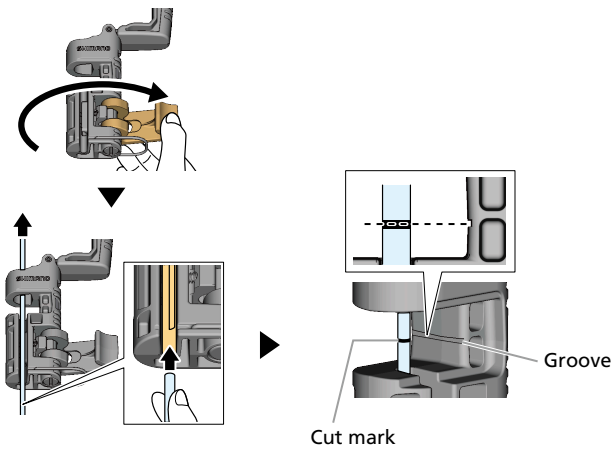
3. Prepare tool TL-BH62 for the cutting of the brake hose.

Disassemble the tool as shown in the figures.

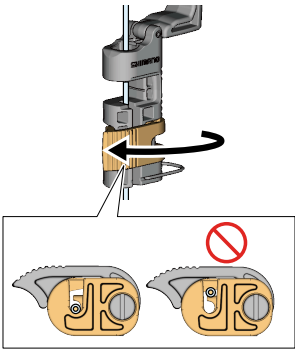


4. Insert the brake hose into the TL-BH62.

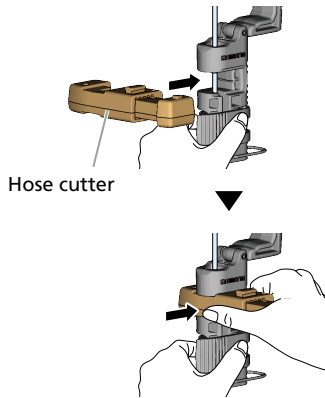
When placing the brake hose, make sure that the cut mark is parallel to the alignment groove in the tool.



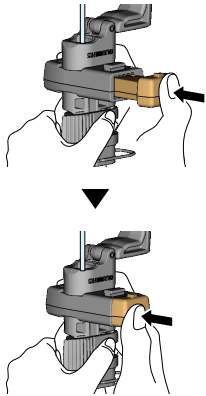
5. Check the cut location and secure the brake hose in place.



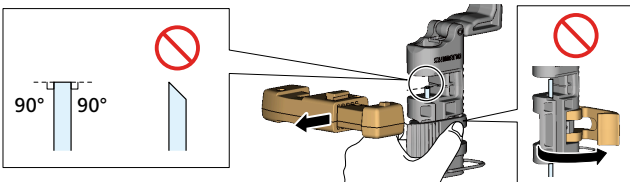
6. Check that the hose is secure, then install the hose cutter.



7. Press the hose cutter as shown in the figure to cut the brake hose.

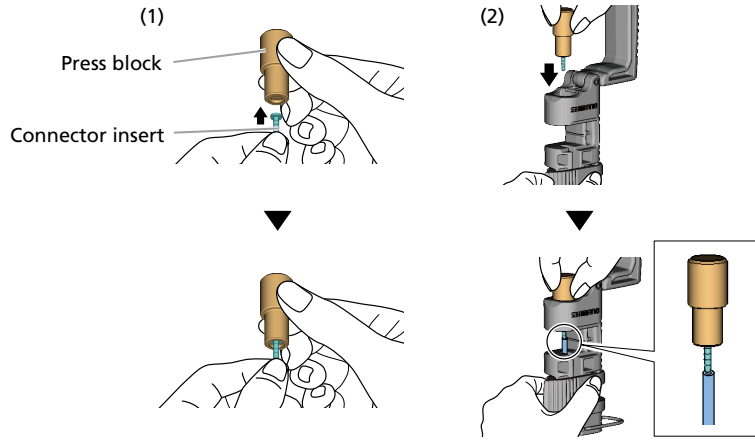


8. Remove the hose cutter and check that the cut end is even.



9. Install the connector insert in the press block, then set the press block in the TL-BH62.

Make sure that the tip of the connector insert is correctly positioned inside the opening of the brake hose.

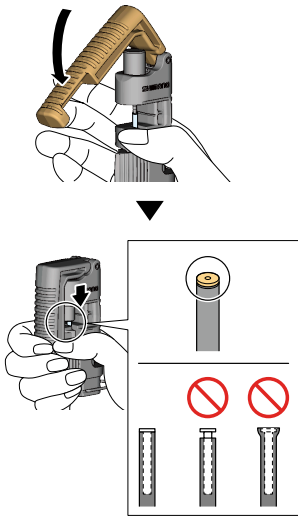


NOTICE

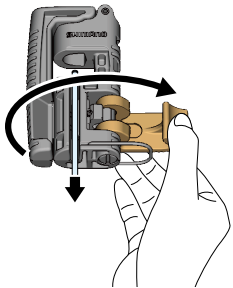
- When connecting with an easy hose joint system, a specific Connector Insert (SHIMANO CODE No.: Y8JA98020 / color: silver) must be used. Use of any connector insert other than the specified one may lead to fluid leaks and other malfunctions.

10. Depress the lever on the TL-BH62 to install the connector insert in the brake hose.

Check that the connector insert is installed correctly.

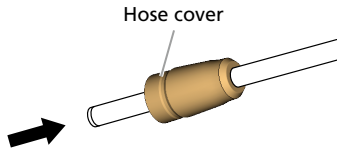


11. Remove the brake hose from the TL-BH62.



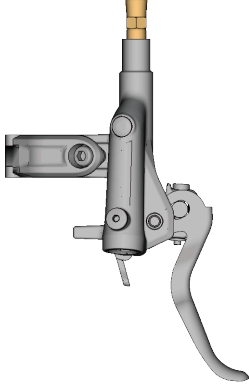
Connecting the hose

1. Pass the hose cover over the brake hose.



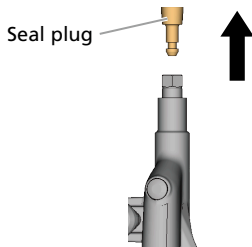
2. Set the hose connection port of the brake lever so that it is facing upward.

Secure it by adjusting the angle of the handlebar, or other means.



3. Remove the seal plug.

Use a clean rag to keep oil from dripping off the seal plug.

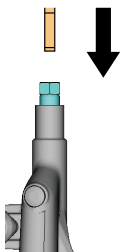


4. Insert the brake hose into the brake hose connection port.

The lever comes with a pre-installed olive. When inserting the hose, ensure it does not snag on the olive.

Insert the hose until the witness marks added beforehand on the surface of the hose are covered.

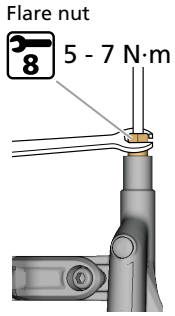
Cover with a clean rag while conducting this procedure as some of the internal oil may leak.



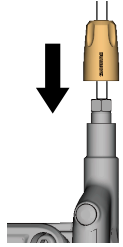
NOTICE

- If there is film over the tip of the brake hose, insert the brake hose into the brake hose connection port without puncturing the film.

5. Tighten the flare nut.



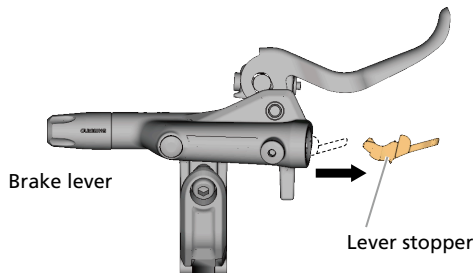
6. Wipe off any residual oil and install the hose cover.



7. Remove the lever stopper from the brake lever.

Pull the lever stopper out after removing the brake lever from the handlebar.

Pull out the lever stopper by means of short back and forth movements while taking care not to depress the brake lever.



8. Check that the pad spacer is installed in the caliper.

9. Operate the brake lever several times. Check that the pads grip the pad spacer and that the lever becomes stiff.

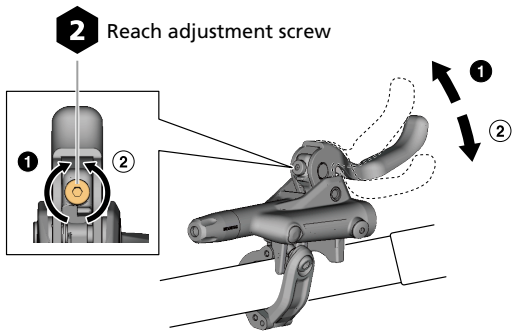
If the lever does not become stiff, refer to "[Adding SHIMANO low viscosity oil and bleeding air](#)" section to bleed the air from the system.

Adjustment

Adjusting the reach

1. Turn the reach adjustment screw to adjust the reach.

Tightening the reach adjustment screw (clockwise) widens the distance between the position of the brake lever and the handlebar, while loosening the screw (counterclockwise) narrows it.



Maintenance

Replacing the pads

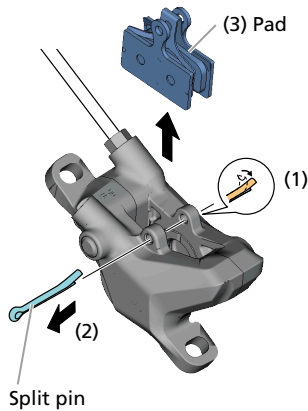
Replace the pads in the following circumstances:

- When the pads become contaminated due to oil, etc.
- When the thickness at the most worn-down part of the pad is 0.5 mm
- When the pad presser spring is interfering with the rotor

1. Remove the wheel from the frame.

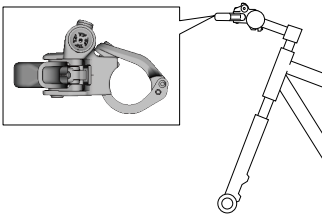
2. Remove the pads.

- (1) Close the tip of the split pin.
- (2) Remove the split pin.
- (3) Remove the pads from the caliper.



3. Clean the pistons and the surrounding area.

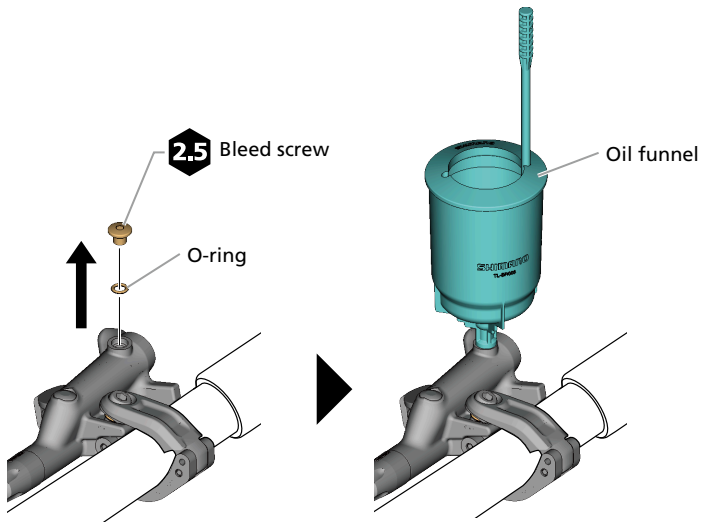
4. Set the brake lever so that it is parallel to the ground.



5. Remove the bleed screw and O-ring, and insert the oil funnel.

Do not insert the oil stopper.

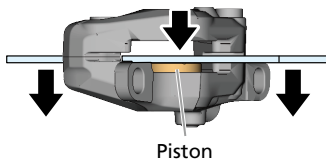
If you push the pistons back without attaching the oil funnel to the brake lever, the diaphragm of the brake lever may be damaged by the oil pressure.



6. Push the pistons straight back as far as they will go.

This brake system is designed to automatically adjust the gap between the rotor and the pads by the pistons gradually protruding in relation to the wear of the pads. As a result, when the pads are replaced, the pistons need to be pushed back into position.

Use a flat-shaped tool to push the pistons back while being careful not to twist them.



NOTICE

- Do not push the pistons with a sharp tool. Doing so may damage the pistons.

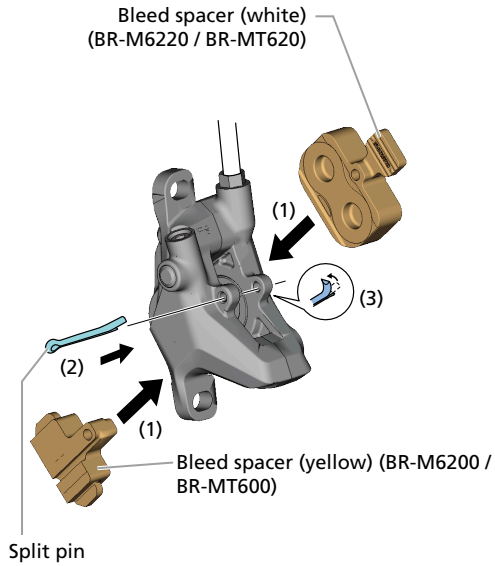
7. Check the inside of the oil funnel, and fill it with oil if it is empty.

If there is oil in the oil funnel, proceed to step [9](#).

8. Install the bleed spacer, then depress the brake lever several times.

After operating the brake lever, remove the bleed spacer.

- (1) Set the bleed spacer in the caliper.
- (2) Insert a split pin.
- (3) Open the tip of the split pin.
- (4) Depress the brake lever several times.
- (5) Remove the bleed spacer.



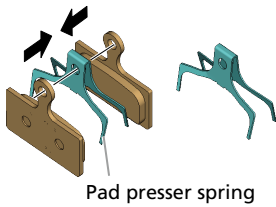
9. Remove the oil funnel, then install the bleed screw and O-ring.

Follow the procedures in steps [22](#) to [25](#) of "[Adding SHIMANO low viscosity oil and bleeding air.](#)"

10. Set the pad presser spring in the new pads.

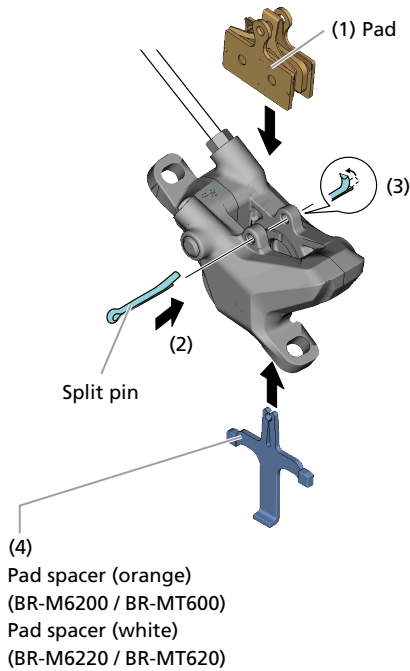
Set the pads as shown in the figure.

Some pads have left (L) and right (R) markings. Take note of this when setting them in the caliper.



11. Install the pads.

- (1) Set the pads in the caliper.
- (2) Insert a new split pin.
- (3) Open the tip of the split pin.
- (4) Install the pad spacer.



12. Depress the brake lever several times and make sure that the lever operation becomes stiff.
13. Remove the pad spacer and install the wheel.
14. Check that the rotor does not interfere with the pads.

If there is interference, check if the wheel is installed correctly. If there is no problem with the installation of the wheel, refer to "Installing the brake caliper" section and adjust the position of the caliper.

- [Installing the brake caliper \(post mount type\)](#)
- [Installing the brake caliper \(international-standard mount type\)](#)

NOTICE

- To optimize the performance of the pads and rotor after replacing the pads, perform the bed-in procedure as explained in the steps below:
 - (1) Ride your bicycle in a flat and safe area without obstacles and depress the brake lever an amount that enables pedaling.

Do this only with one brake lever at a time. For your bicycle with gear shifting capability, shifting the chain to the largest sprocket and the smallest chainring makes pedaling easier. If it has the assist function, perform bed-in with the function OFF. Performing bed-in with the function ON may overheat the rotor and cause discoloration and noise.
 - (2) With the brake lever depressed, ride your bicycle for 20 m.
 - (3) Repeat steps (1) and (2) at least 10 times for both the front and rear brakes.

While repeating the process, the braking force will increase.

Replacing SHIMANO low viscosity oil

It is recommended to change the oil when it becomes noticeably discolored.

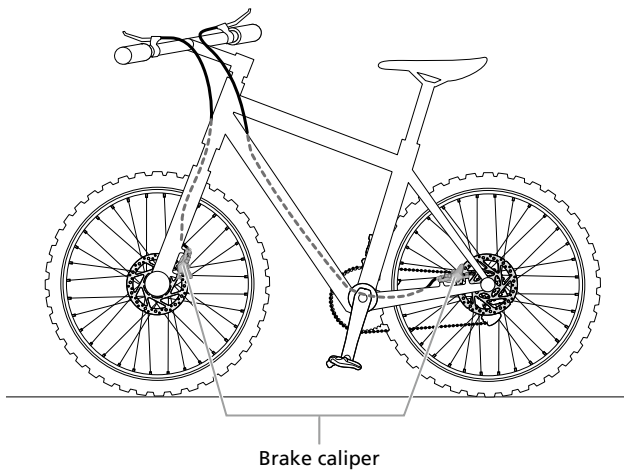
Refer to the “ [Discharging SHIMANO low viscosity oil](#) ” and “ [Adding SHIMANO low viscosity oil and bleeding air](#) ” sections to perform the replacement procedure.

Discharging SHIMANO low viscosity oil

⚠ CAUTION

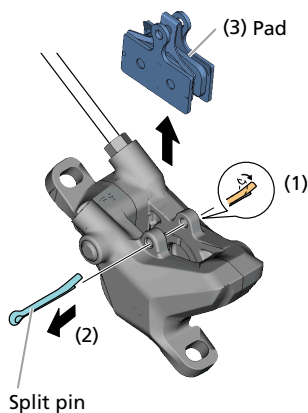
- Note the following cautions when handling SHIMANO low viscosity oil:
 - Do not drink. May cause vomiting or diarrhea.
 - Keep out of reach of children.
 - Do not cut, let near heat, weld or pressurize the SHIMANO low viscosity oil container. Doing so may cause an explosion or fire.
 - Disposal of used oil: Follow local county and/or state codes for disposal. Use caution when preparing the oil for disposal.
 - Directions: Keep the container sealed to prevent foreign objects and moisture from getting inside, and store it in a cool, dark area away from direct sunlight or heat. Keep from heat or flame.

1. Secure the bicycle so that it is parallel to the ground using a stand, etc.

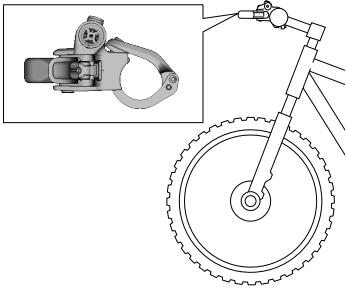


2. Remove the pads.

- (1) Close the tip of the split pin.
- (2) Remove the split pin.
- (3) Remove the pads from the caliper.

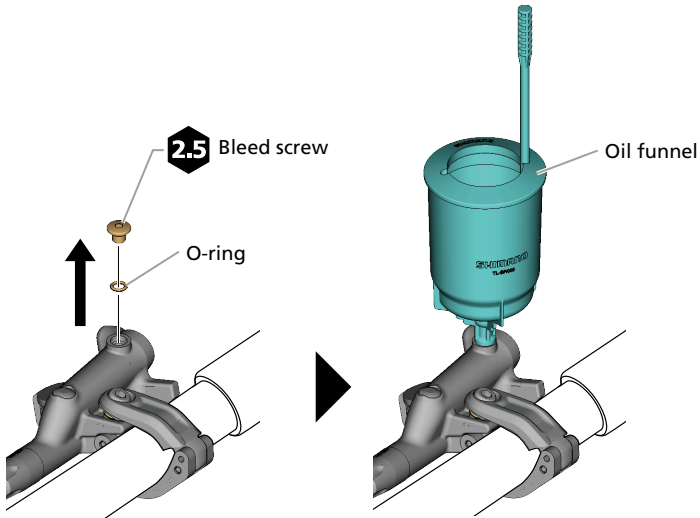


3. Set the brake lever so that it is parallel to the ground.



4. Remove the bleed screw and O-ring, and insert the oil funnel.

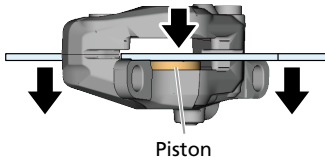
Do not insert the oil stopper.



5. Push the pistons straight back as far as they will go.

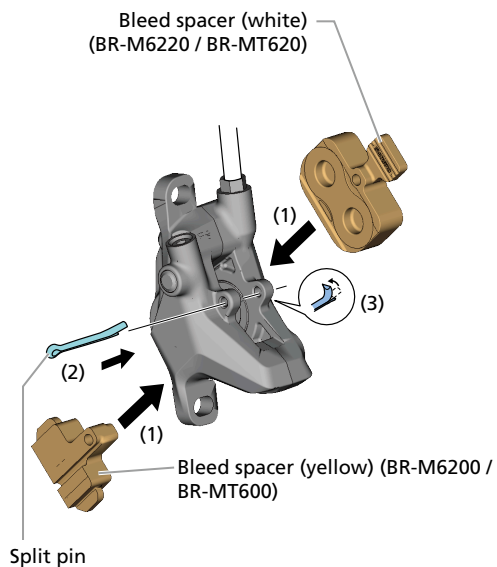
Use a flat-shaped tool to push the pistons back while being careful not to twist them.

Do not push the pistons with a sharp tool. Doing so may damage the pistons.



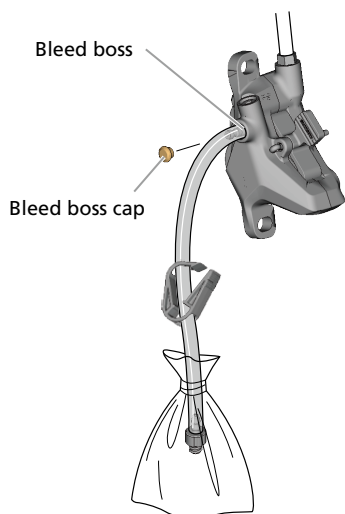
6. Install the bleed spacer.

- (1) Set the bleed spacer in the caliper.
- (2) Insert a split pin.
- (3) Open the tip of the split pin.



7. Install a bag and tube on the bleed boss.

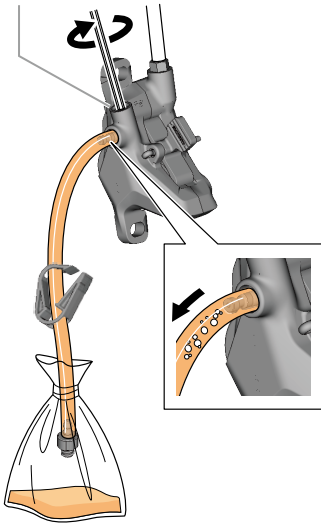
- (1) Remove the bleed boss cap.
- (2) After attaching a bag to the tube, connect the tube to the bleed boss.



8. Loosen the bleed screw.

The oil will begin to drain. Operating the brake lever while the oil drains will allow the oil to drain more quickly.

3 Bleed screw

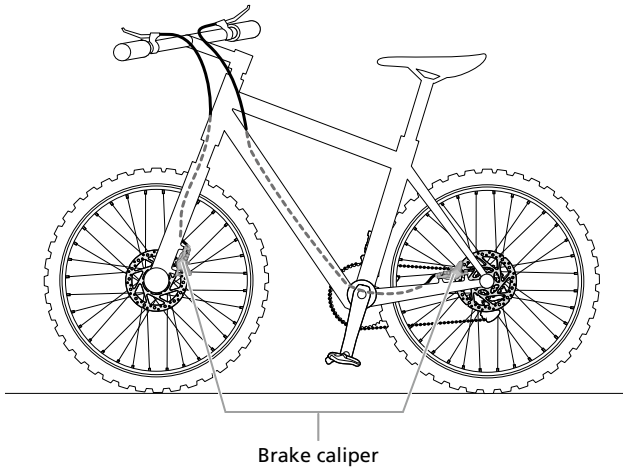


Adding SHIMANO low viscosity oil and bleeding air

NOTICE

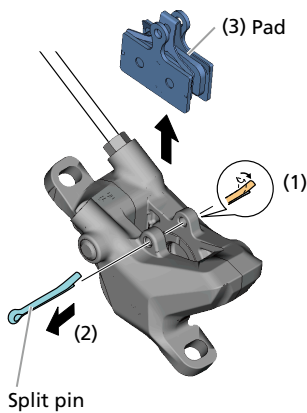
- When adding oil, use only SHIMANO low viscosity oil.
- When bleeding air you will need the TL-BR001 and TL-BR003 SHIMANO original bleed tools.

1. **Secure the bicycle so that it is parallel to the ground using a stand, etc.**

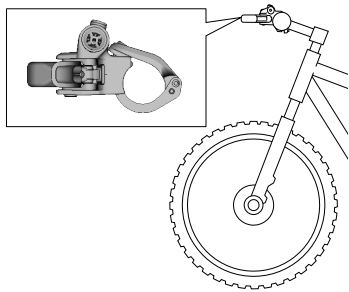


2. **Remove the pads.**

- (1) Close the tip of the split pin.
- (2) Remove the split pin.
- (3) Remove the pads from the caliper.

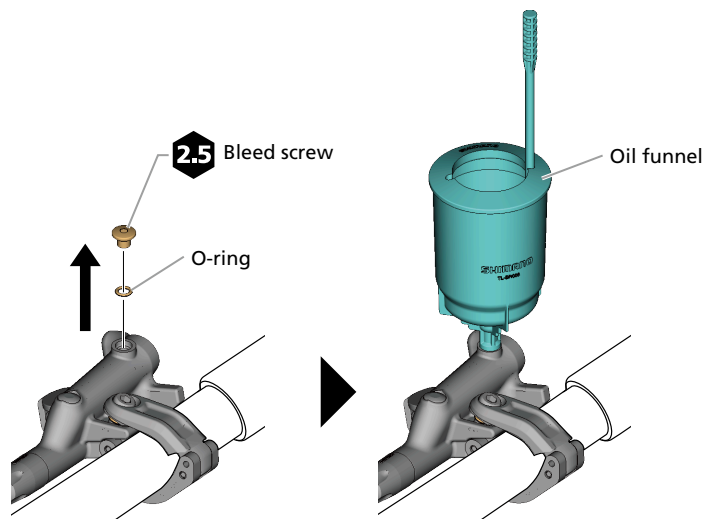


3. **Set the brake lever so that it is parallel to the ground.**



4. Remove the bleed screw and O-ring, and insert the oil funnel.

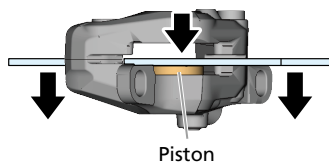
Do not insert the oil stopper.



5. Push the pistons straight back as far as they will go.

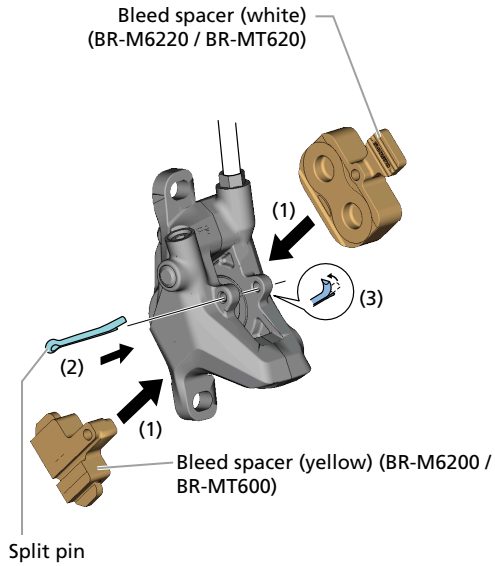
Use a flat-shaped tool to push the pistons back while being careful not to twist them.

Do not push the pistons with a sharp tool. Doing so may damage the pistons.



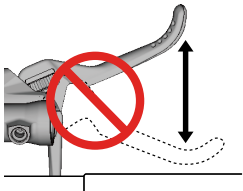
6. Install the bleed spacer.

- (1) Set the bleed spacer in the caliper.
- (2) Insert a split pin.
- (3) Open the tip of the split pin.

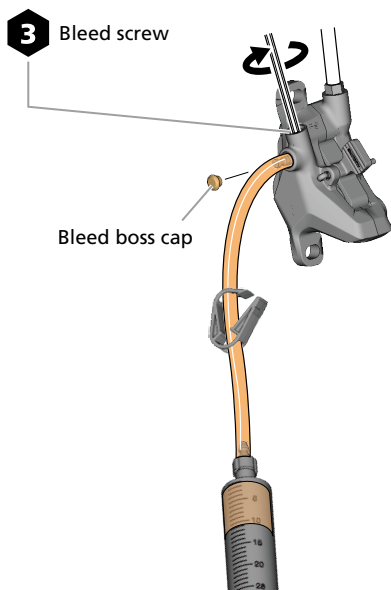


7. Add the oil through the bleed boss.

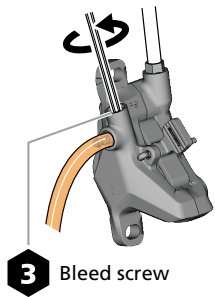
Do not depress the brake lever while adding oil. Doing so may introduce air bubbles into the system. If the lever was depressed, drain the oil and re-start the process.



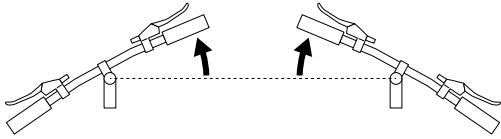
- (1) Remove the bleed boss cap.
- (2) Fill a syringe with oil, then connect the tube to the bleed boss.
- (3) Loosen the bleed screw by 1/2 of a turn.
- (4) Push the piston of the syringe to add the oil.
- (5) Oil will start to come out from the oil funnel. Continue adding the oil until there are no more air bubbles in the oil that is coming out.



8. Once there are no more air bubbles mixed in with the oil, temporarily tighten the bleed screw.

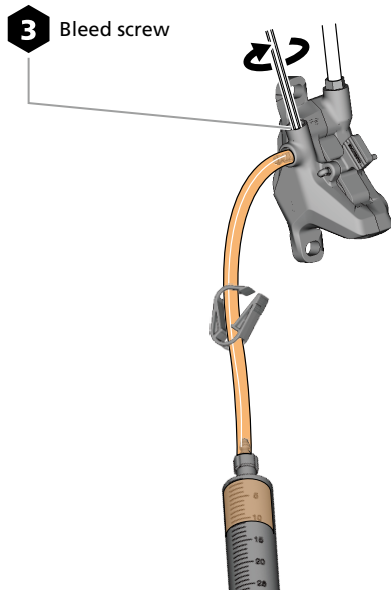


9. Operate the brake lever several times with the handlebar turned to the left and right.



10. Add the oil again through the bleed boss.

- (1) Fill a syringe with oil, then connect the tube to the bleed boss.
- (2) Loosen the bleed screw by 1/2 of a turn.
- (3) Push the piston of the syringe to add the oil.
- (4) Oil will start to come out from the oil funnel. Continue adding the oil until there are no more air bubbles in the oil that is coming out.



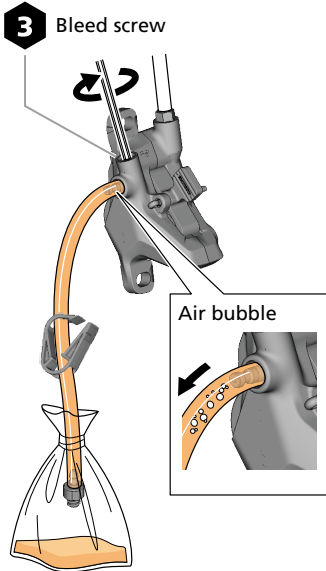
11. Remove the syringe.

Cover the end of the syringe tube with a clean rag to prevent spilling any oil.

12. Bleed the remaining air.

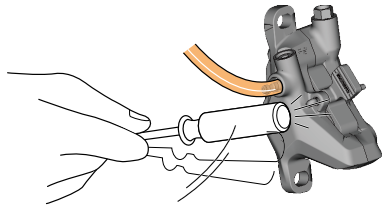
Most of the air bubbles remaining inside the brake system can be bled by performing the following operation:

- (1) After attaching a bag to the tube, connect the tube to the bleed boss.
- (2) Loosen the bleed screw.
- (3) After a little while, the oil and air bubbles will flow naturally from the bleed boss into the tube.

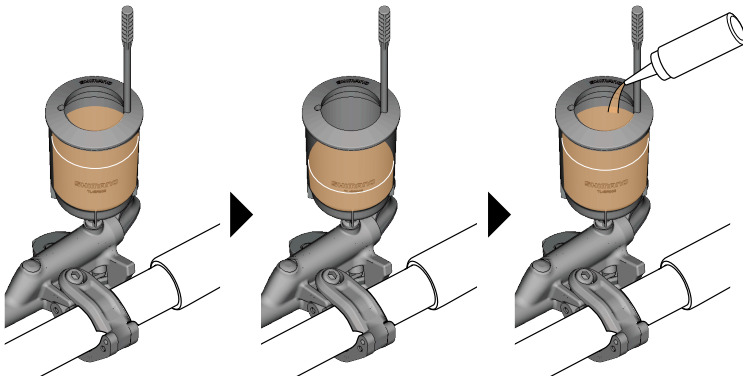


TECH TIPS

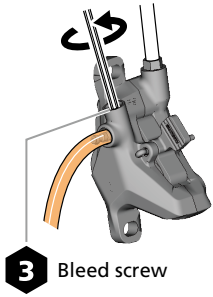
- It may help to gently shake the hose or lightly tap the reservoir or caliper with a non-marring screwdriver handle. Changing the caliper position may also improve results.



13. As the oil level drops in the oil funnel, add oil to maintain the oil level and prevent air from getting into the system.

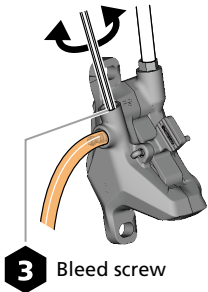
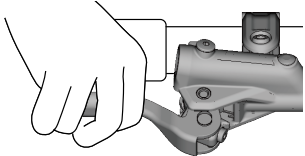


14. Once no more air bubbles come out from the bleed boss, tighten the bleed screw temporarily.

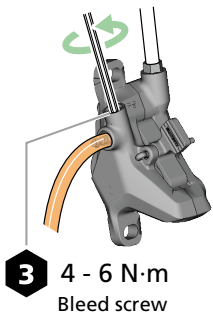


15. With the brake lever depressed, loosen and tighten the bleed screw in rapid succession.

Loosen and tighten for approximately 0.5 seconds each time to release any air bubbles inside the caliper.



16. Repeat step 15 twice or 3 times, then tighten the bleed screw.

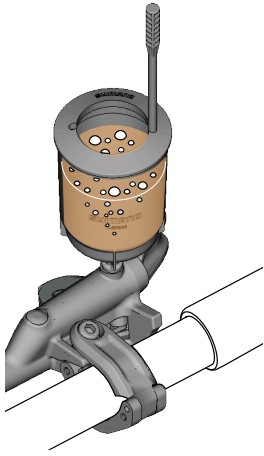


17. Remove the tube and wipe away any excess oil on the caliper.

18. Install the bleed boss cap.

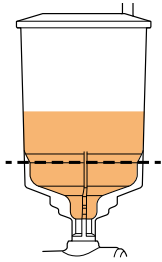
19. Operate the brake lever.

Air bubbles in the system rise up through the port into the oil funnel. Continue operating the brake lever until no more bubbles appear.

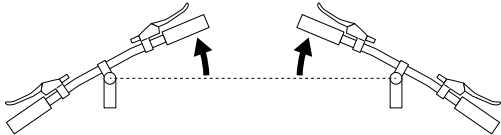


NOTICE

- As the oil level drops in the oil funnel, add oil to maintain the oil level and prevent air from getting into the system.
- Ensure that the oil level in the oil funnel does not drop below the line indicated in the figure.
If you operate the brake lever with the oil level below the line in the figure, oil that flows back inside the oil funnel may spray out from the oil funnel when the lever is released.

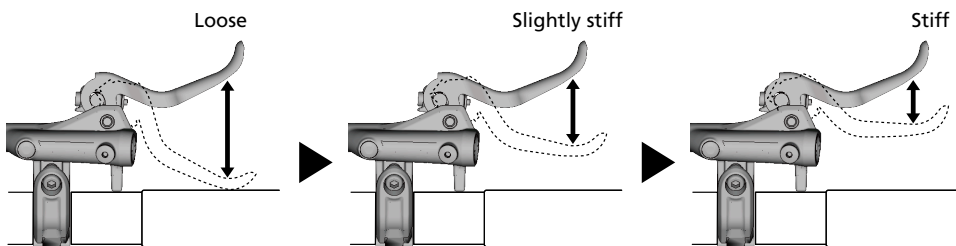


20. Operate the brake lever several times with the handlebar turned to the left and right.



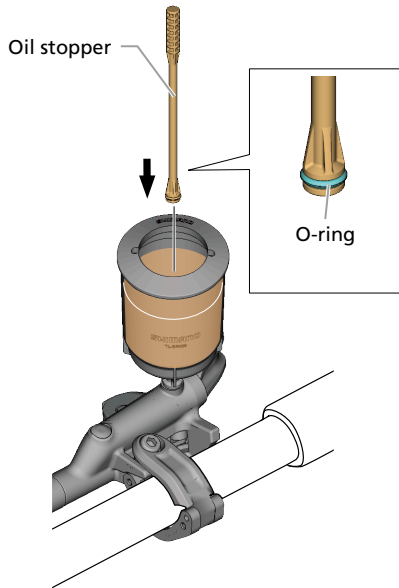
21. Depress the brake lever several times and make sure that the lever becomes stiff.

If the lever does not become stiff, repeat the procedures from step [12](#).

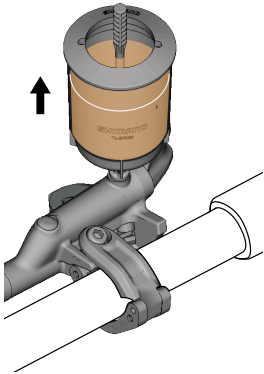


22. Plug the oil funnel with the oil stopper.

Make sure that the side of the oil stopper with the O-ring attached is facing downward.

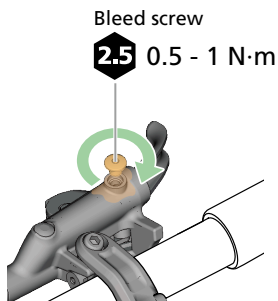


23. Remove the oil funnel with the oil stopper still in place.

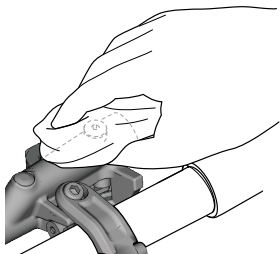


24. Install a bleed screw with O-ring.

Tighten until oil overflows to make sure that no air bubbles remain inside the reservoir.
Do not operate the brake lever. If operated, there is a risk of air bubbles entering the cylinder.



25. Wipe away any oil that has overflowed.



26. Remove the bleed spacer.

Refer to “Installing the brake caliper” to perform the procedure.

- [Installing the brake caliper \(post mount type\)](#)
- [Installing the brake caliper \(international-standard mount type\)](#)

27. Install the pads.

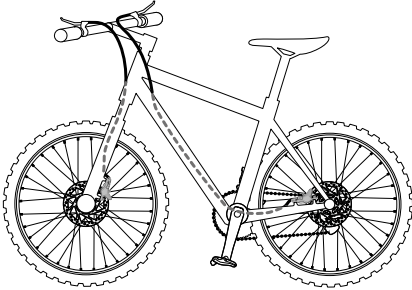
Refer to step [11](#) and step [12](#) of “Replacing the pads” to perform the procedure.

Replacing the brake hose

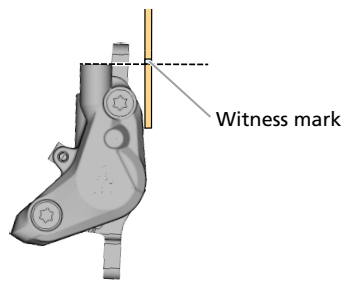
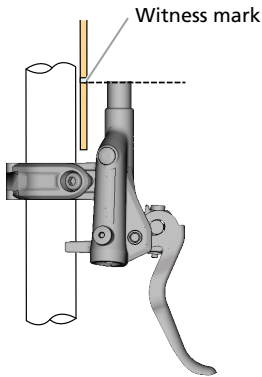
After replacing the brake hose, refer to “ [Replacing SHIMANO low viscosity oil](#) ” section to add the SHIMANO low viscosity oil and bleed the air from the system.

Checking the hose length and cutting the hose

1. Route the brake hose into the final installation position.



2. After determining the appropriate length, add a witness mark on the brake hose as shown in the figure.
Add marks to both the brake lever side and caliper side of the hose.

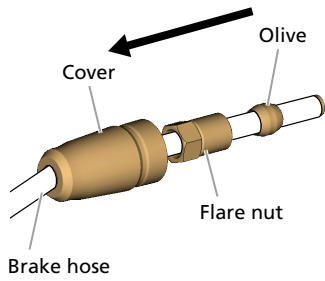


3. Cut the brake hose.

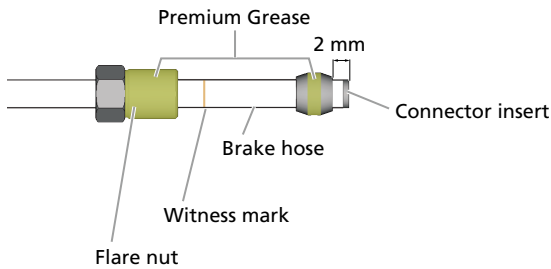
Refer to “ [Cutting the hose](#) ” section in “Installing the brake hose.”

Assembly to the brake lever

1. Pass the cover, flare nut, and olive over the brake hose in the order shown below.

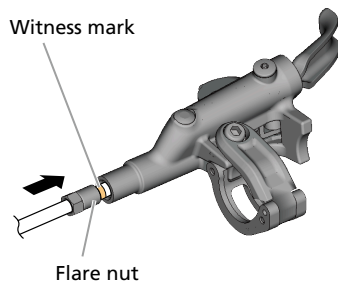


2. Check that the olive is in the position shown in the figure, then apply Premium Grease to the threads of the flare nut and outer surface of the olive.



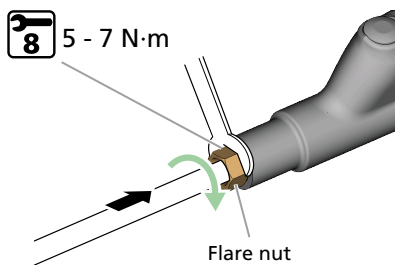
3. Install the brake hose in the brake lever.

Insert the hose until the witness marks added beforehand on the surface of the hose are covered.

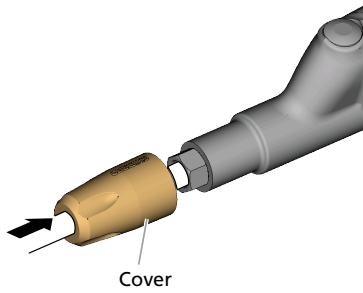


4. Tighten the flare nut while pushing the brake hose in.

After tightening, install the cover.



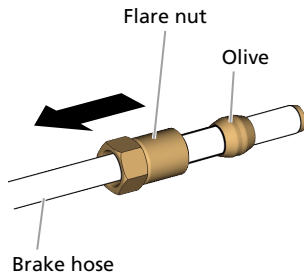
5. Install the cover.



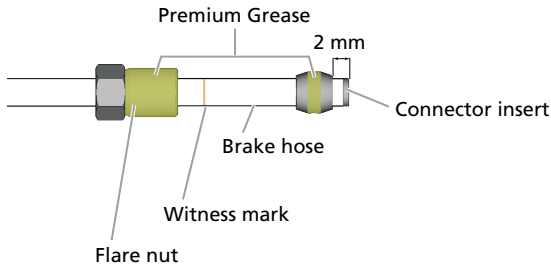
Assembly to the caliper

Straight type

1. Pass the flare nut and olive over the brake hose in the order shown below.

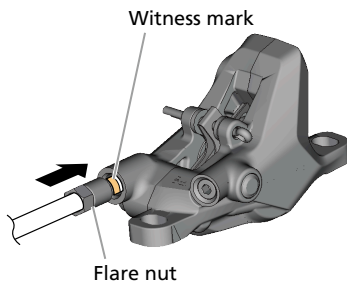


2. Check that the olive is in the position shown in the figure, then apply Premium Grease to the threads of the flare nut and outer surface of the olive.



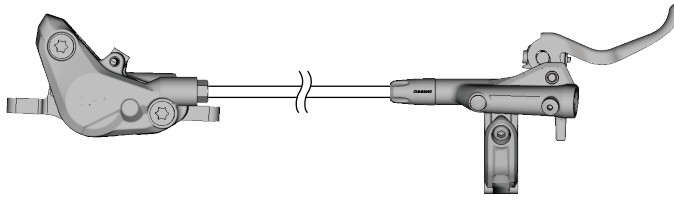
3. Install the brake hose in the caliper.

Insert the hose until the witness marks added beforehand on the surface of the hose are covered.

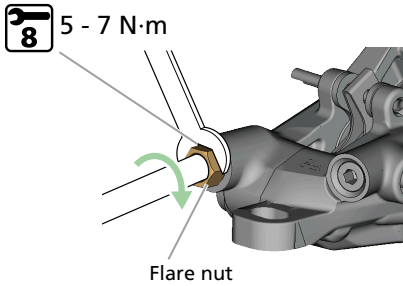


NOTICE

- Do not let the brake hose become twisted when installing it. When the caliper and brake lever are not installed on the bicycle, there should be no twist in the hose if the caliper and brake lever are in the positions shown in the figure below.



4. Tighten the flare nut while pushing the brake hose in.

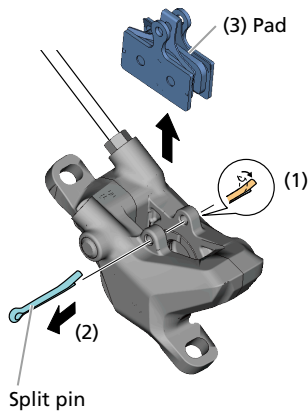


Caliper piston adjustment

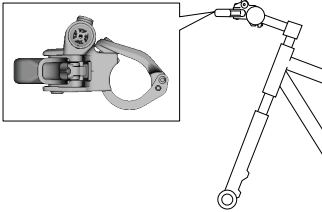
Adjust the pistons with the following procedure if these pistons do not operate properly, if they protrude unevenly, or if the pads remain in contact with the rotor.

1. Remove the wheel from the frame.
2. Remove the pads.

- (1) Close the tip of the split pin.
- (2) Remove the split pin.
- (3) Remove the pads from the caliper.



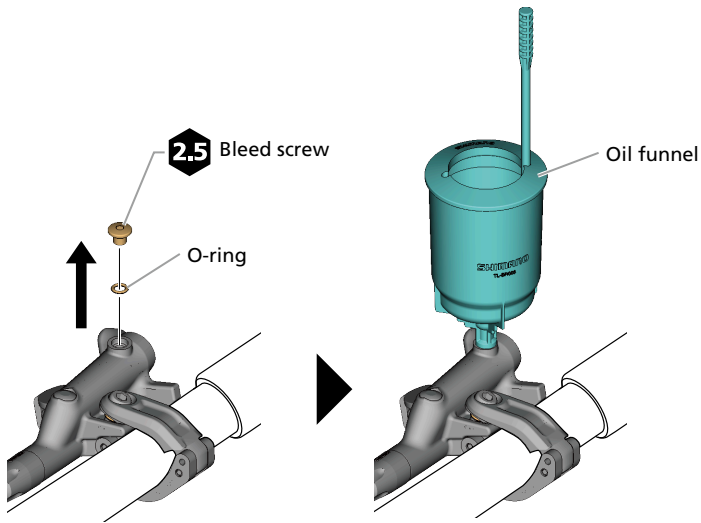
3. Clean the pistons and the surrounding area.
4. Set the brake lever so that it is parallel to the ground.



5. Remove the bleed screw and O-ring, and insert the oil funnel.

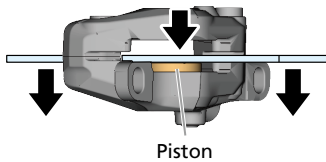
Do not insert the oil stopper.

If you push the pistons back without attaching the oil funnel to the brake lever, the diaphragm of the brake lever may be damaged by the oil pressure.



6. Push the pistons straight back as far as they will go.

Use a flat-shaped tool to push the pistons back while being careful not to twist them.



NOTICE

- Do not push the pistons with a sharp tool. Doing so may damage the pistons.

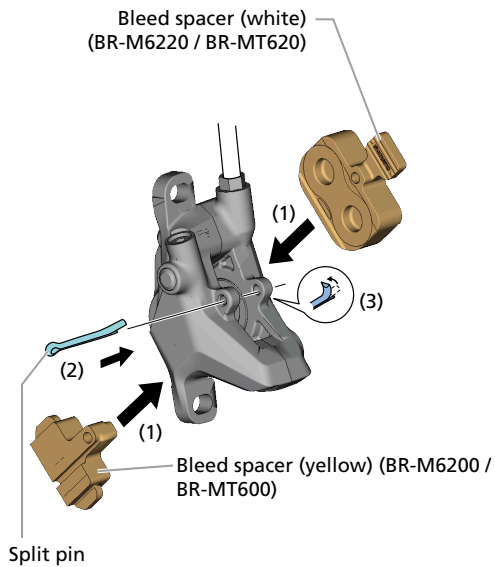
7. Check the inside of the oil funnel, and fill it with oil if it is empty.

If there is oil in the oil funnel, proceed to step [9](#).

8. Install the bleed spacer, then depress the brake lever several times.

After operating the brake lever, remove the bleed spacer.

- (1) Set the bleed spacer in the caliper.
- (2) Insert a split pin.
- (3) Open the tip of the split pin.
- (4) Depress the brake lever several times.
- (5) Remove the bleed spacer.

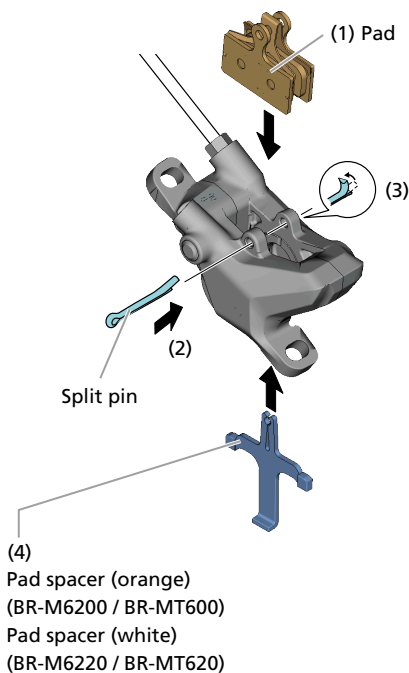


9. Remove the oil funnel, then install the bleed screw and O-ring.

Follow the procedures in steps [22](#) to [25](#) of “ [Adding SHIMANO low viscosity oil and bleeding air.](#) ”

10. Install the pads.

- (1) Set the pads in the caliper.
- (2) Insert a new split pin.
- (3) Open the tip of the split pin.
- (4) Install the pad spacer.



11. Depress the lever several times and make sure pistons protrude evenly.

If the pistons do not protrude evenly, repeat steps [2](#) to [11](#).

12. Remove the pad spacer and install the wheel.

13. Check that the rotor does not interfere with the pads.

If there is interference, loosen the mounting screw and adjust until there is no more interference.

Replacing the diaphragm

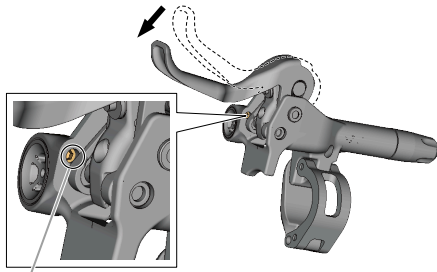
After replacing the diaphragm, refer to “ [Replacing SHIMANO low viscosity oil](#) ” section to add the SHIMANO low viscosity oil and bleed the air from the system.

1. Discharge the SHIMANO low viscosity oil.

Refer to the “ [Discharging SHIMANO low viscosity oil](#) ” section to perform the procedure.

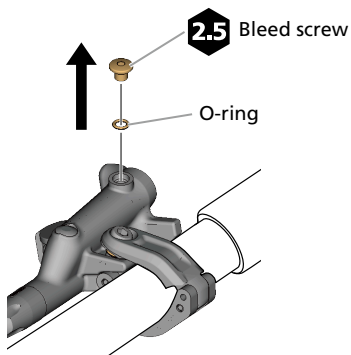
2. Loosen the cap fixing screw.

You may need to pull the lever to access the cap fixing screw. Loosen until one or two threads start to be seen. Do not completely remove the cap fixing screw.



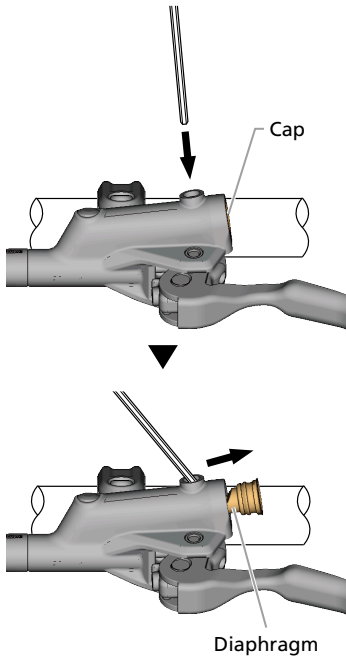
2 Cap fixing screw

3. Remove the bleed screw and O-ring.



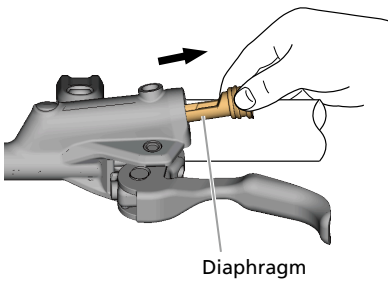
4. Push the cap and diaphragm out.

Insert a thin screwdriver or hexagon wrench into the hole where the bleed screw was removed, and push out the diaphragm.

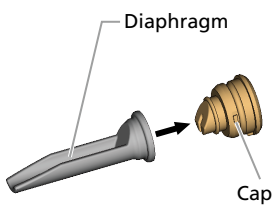


5. Pull the cap and diaphragm out.

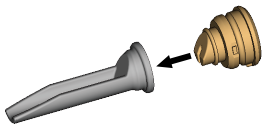
Grasp the exposed cap and diaphragm, and pull them out.



6. Remove the cap from the diaphragm.

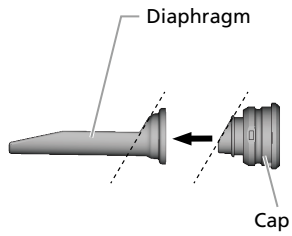


7. Attach the cap to a new diaphragm.



NOTICE

- Attach the cap to the diaphragm so that the diagonal parts indicated in the figure are aligned.



- Replace the diaphragm with one corresponding to the brake lever.

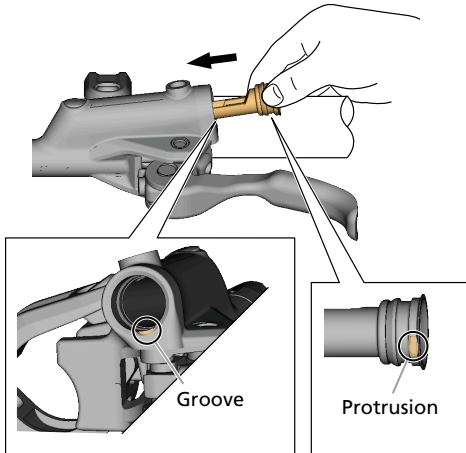
BL-M6200 / BL-MT620

Y-part: Y8WM9801T



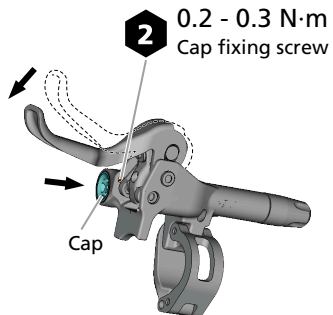
8. Insert the diaphragm into the brake lever body.

Insert the protrusion for cap positioning into the groove on the brake lever body.



9. Tighten the cap fixing screw.

You may need to pull the lever to access the cap fixing screw. Tighten while pushing the cap in so that there is no gap between the cap and the brake lever body. Be careful not to tighten excessively.

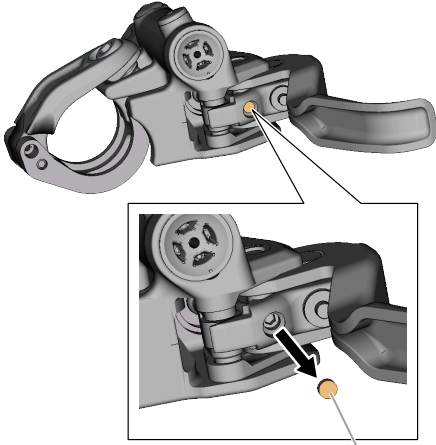


Replacing the lever blade

After replacing the lever blade, adjust the reach.

1. Remove the lever axle fixing screw cap.

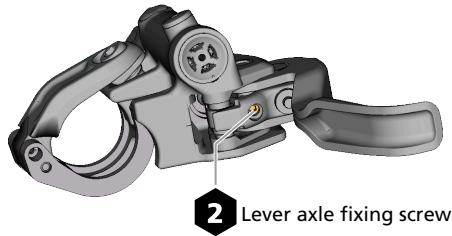
Remove it using a tool with a sharp end, such as a solder aid.



Lever axle fixing screw cap

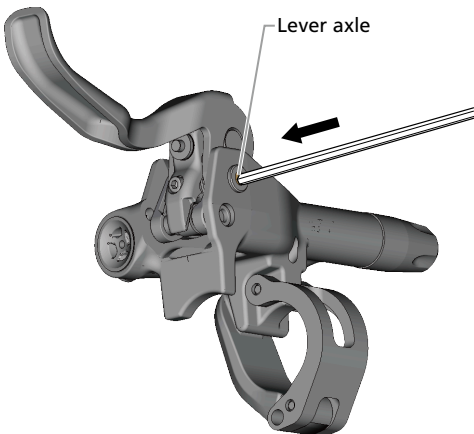
2. Loosen the lever axle fixing screw.

Loosen until one or two threads start to be seen. Do not completely remove the lever axle fixing screw.

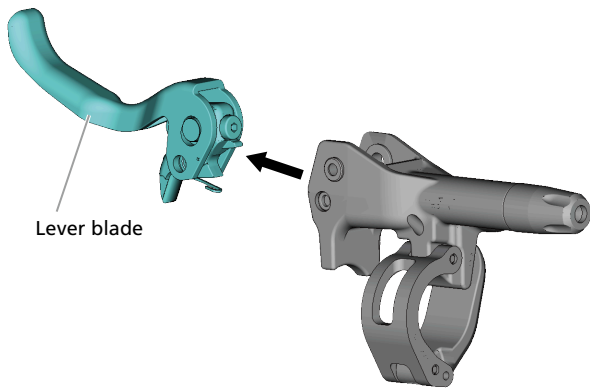


3. Remove the lever axle.

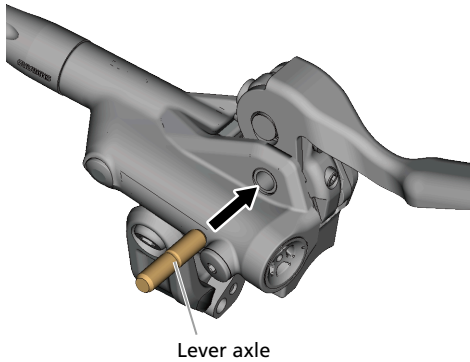
Push it out from the opposite side of the diaphragm, using a tool such as a hexagon wrench.



4. Remove the lever blade.



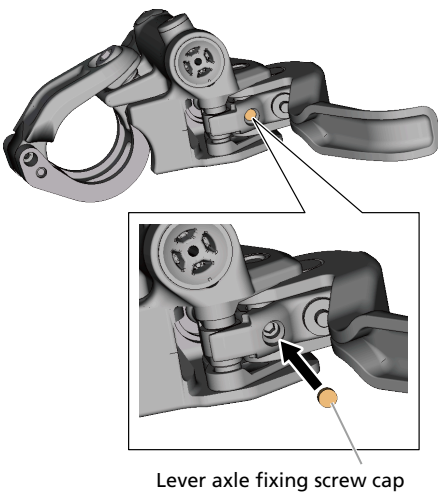
5. Install a new lever blade, then insert the lever axle.



6. Tighten the lever axle fixing screw.



7. Install the lever axle fixing screw cap.



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