

Dealer's Manual

ROAD	GRAVEL	MTB
E-BIKE	LIFESTYLE	GENERAL

Hydraulic Disc Brake/Shifter

BR-M315
BR-M365
BL-M315
BL-M365
ST-EF505
ST-EF515

Mount adapter

SM-MA-F180P/P2

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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 local bicycle dealer for their assistance.

- Make sure to read all instruction manuals included with the 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.

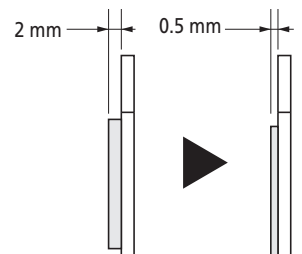
-  Wear approved eye protection while performing maintenance tasks such as replacing components.
- Store the dealer's manuals after reading so that they can be referenced at any time.

Be sure to also inform users of the following:

- Riders must become accustomed to the higher performance of this brake before riding the bicycle. The 203 mm and 180 mm disc brake rotors provide a higher braking force than the 160 mm disc brake 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.
- 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.
- Keep your fingers away from rotating disc brake rotors. The disc brake rotor is sharp enough to inflict severe injury to your fingers if caught within the openings of moving rotor.



- Do not touch the calipers or disc brake rotor while riding or immediately after dismounting from the bicycle. The calipers and disc brake 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 disc brake rotor and brake pads. Riding the bicycle with oil or grease on the disc brake rotor and brake pads may prevent the brakes from operating and result in serious injury due to a fall or collision.
- Check the thickness of the brake 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 disc brake rotor if it is cracked or deformed. The disc brake rotor may break, and result in serious injury due to a fall or collision.
- Do not use the disc brake rotor if its thickness is 1.5 mm or less. Also do not use it if the aluminum surface becomes visible. The disc brake 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.
- 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. You may fall or collide and be seriously injured.
- 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.

For installation to the bicycle and maintenance

- Please make sure to keep your fingers away from the rotating disc brake rotor during installation or maintenance of the wheel. The disc brake rotor is sharp enough to inflict severe injury to your fingers if caught within the openings of moving rotor.



- Do not use the disc brake rotor if it is cracked or warped. The disc brake rotor may break, and result in serious injury due to a fall.
- Do not use the disc brake rotor if its thickness is 1.5 mm or less. Also do not use it if the aluminum surface becomes visible. The disc brake rotor may break, and result in serious injury due to a fall or collision.
- 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.
- Do not use oil other than SHIMANO genuine mineral 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.
- If the quick release lever is on the same side as the disc brake rotor, confirm that it does not interfere with the disc brake rotor. Otherwise, the bicycle may fall forward, and serious injury may result.
- 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.

■ SM-RTAD05 Disc brake rotor adapter

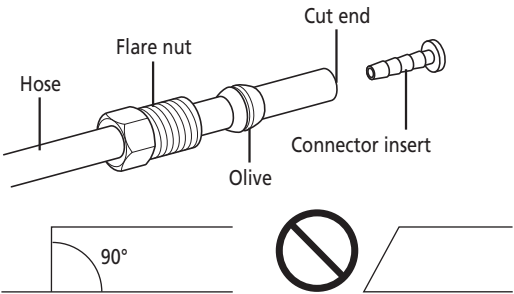
- Do not install disc brake rotors with a diameter greater than Ø203 mm. Otherwise, the resulting braking forces may damage the brake.

■ Brake hose

- The connector insert is for this brake hose only. Use an appropriate connector insert according to the following table. Use of a connector insert incompatible with the brake hose may cause fluid leaks.

Model number	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.



Be sure to also inform users of the following:

■ **Cautions on SHIMANO genuine mineral oil**

- In the event of eye contact, flush with fresh water and seek medical assistance immediately. Contact with eyes may result in irritation.
- In the event of skin contact, wash well with soapy water. Contact with skin may cause a rash and discomfort.
- Cover nose and mouth with a respirator type mask and use in a well ventilated area. Inhalation of mineral oil mist or vapors may cause nausea. If mineral oil mist or vapor 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**

- 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 brake pads or disc brake rotor are replaced.

For installation to the bicycle and maintenance

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

■ **Handling SHIMANO genuine mineral 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.
- 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 genuine mineral 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.

■ **When cleaning with a compressor**

- If disassembling the caliper body to clean the internal parts using a compressor, note that moisture from the compressed air may remain on the caliper components. Let the caliper components dry sufficiently before reassembling the calipers.

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.

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 dealer.
- 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.
- 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 203 mm and 180 mm disc brake rotors have a larger diameter than the 160 mm disc brake rotor for cross-country bicycles, and so the flexing of these disc brake rotors is greater. As a result, they will interfere with the brake pads.
- If the brake caliper mounting boss and the fork end are not parallel, the disc brake 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 is normal. Use a flat-shaped tool to push back the brake pads, while being careful not to damage the surfaces of the brake pads.
(If the brake pads are not installed, use a flat-shaped tool to push the pistons straight back in, while being careful not to damage them.)
If it is difficult to push the brake pads or pistons back, remove the bleed screws and then try again. (Note that some oil may overflow from the reservoir tank at this time.)
- Use isopropyl alcohol, soapy water or 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.
- Do not remove the pistons when cleaning the calipers.
- If the disc brake rotor is worn, cracked or warped, it should be replaced.

■ SM-RTAD05 Disc brake rotor adapter

- When using this disc brake rotor adapter to install disc brake rotors, the structure of the adapter means that there will be more play than normal in the disc brake rotor. Because of this, the disc brake rotor may interfere with the brake pads. Furthermore, it may also interfere with the calipers in the radial direction (upward).
- This product cannot be used with the 6-bolt disc brake rotor that is installed with an aluminum adapter (SM-RT86/RT76).

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

LIST OF TOOLS TO BE USED

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

Tool		Tool		Tool	
	2 mm hexagon wrench		8 mm spanner		Hexalobular[#15]
	3 mm hexagon wrench		Screwdriver[#1]		TL-BH61
	5 mm hexagon wrench		Utility knife		TL-FC36

INSTALLATION

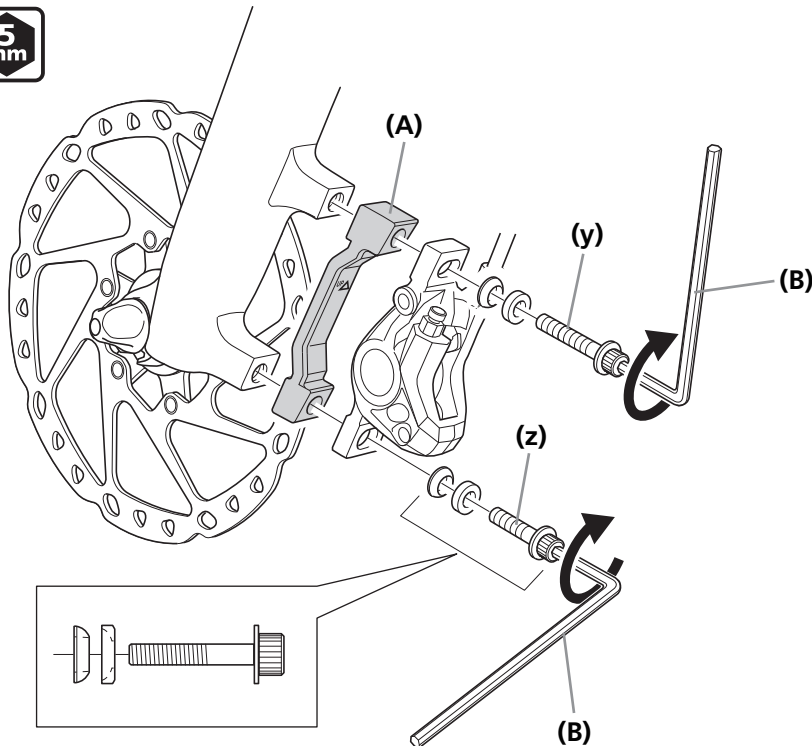
INSTALLATION

Refer to the Disc Brake section of General Operations for how to install the brake caliper, brake lever, and disc brake rotor.

■ Disc brake mount adapter (for 180 mm disc brake rotors)

SM-MA-F180P/P2

Place the adapter onto the brake caliper, and then install the adapter to the frame.



(y) Long

(z) Short

(A) Mount adapter

(B) 5 mm hexagon wrench

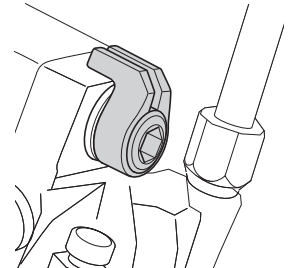
Tightening torque



6 - 8 N·m

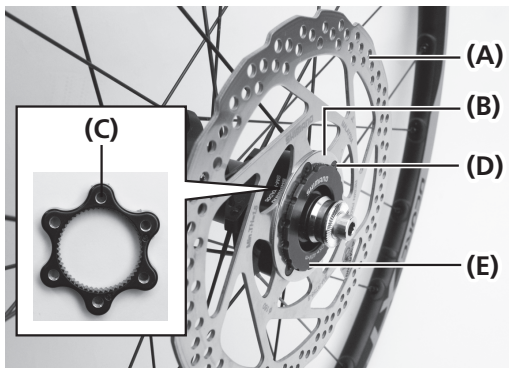
NOTICE

Be sure to attach snap rings when attaching the brake caliper fixing bolts.



Disc brake rotor adapter

SM-RTAD05



This product is an adapter used for installing 6 bolt type disc brake rotors to center lock system hubs/wheels.

- (A) Disc brake rotor
- (B) Washer
- (C) Disc brake rotor adapter
- (D) Disc brake rotor fixing bolt
- (E) Disc brake rotor fixing lock ring



Place the disc brake rotor adapter on to the hub.



1

2

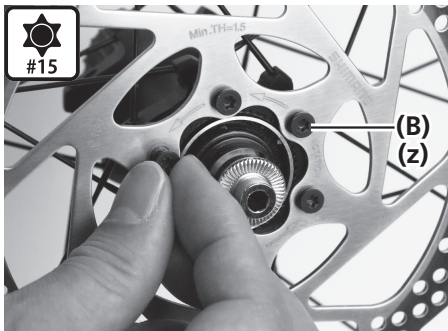


Place the disc brake rotor on to the hub, and then temporarily fix it in place by tightening the disc brake rotor fixing bolts.

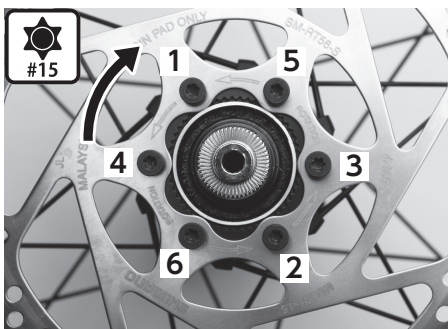
(z) Hexalobular[#15]

(A) Disc brake rotor

(B) Disc brake rotor fixing bolt



3



Wear gloves and turn the disc brake rotor clockwise with some force.

Then, tighten the disc brake rotor fixing bolts in the order shown in the illustration.

Tightening torque



2 - 4 N·m

4



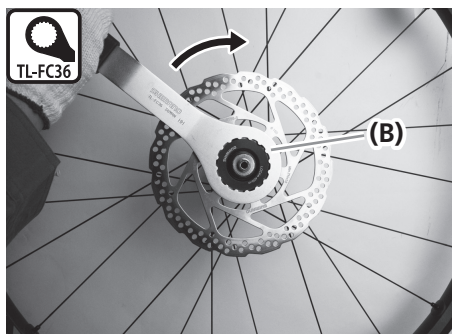
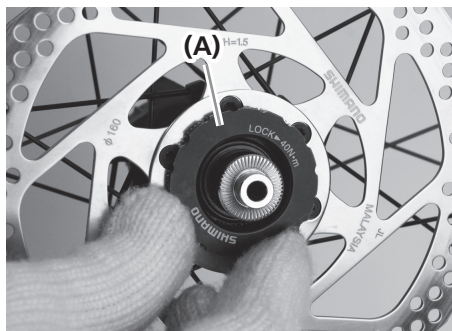
Fit the washer.

(A) Washer

INSTALLATION

▶▶ Installing the shifter

5



Tighten the disc brake rotor fixing lock ring.

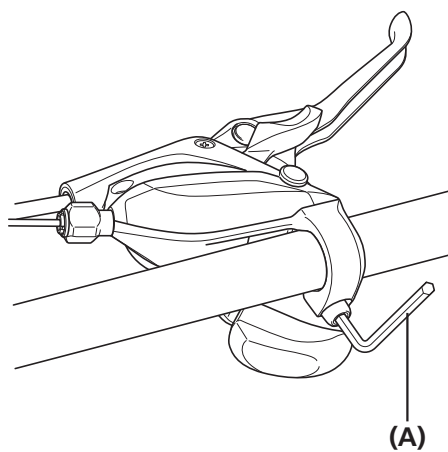
- (A) Disc brake rotor fixing lock ring
- (B) TL-FC36

Tightening torque



40 N·m

■ Installing the shifter



Secure to the handlebars using the clamp bolt.

The tools and tightening torque vary depending on the product.

Tighten to a tightening torque that matches the tool size.

* Use a handlebar grip with an outer diameter of Ø32 mm or less.

- (A) 5 mm hexagon wrench

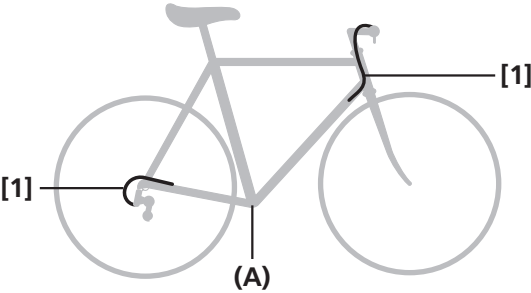
Tightening torque



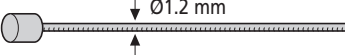
6 - 8 N·m

■ Installing the shifting cable

Cable used



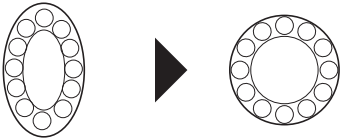
[1] [1] (A)

Inner cable (stainless steel)	Outer casing
 Ø1.2 mm	[1] SP41 outer casing  Ø4 mm SHIMANO SP41

(A) Wire lead

Cutting the outer casing

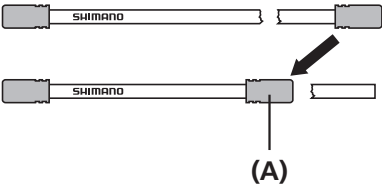
1



When cutting the outer casing, cut the end opposite to the end with the marking.

After cutting it, make the end round so that the inside of the hole has a uniform diameter.

2



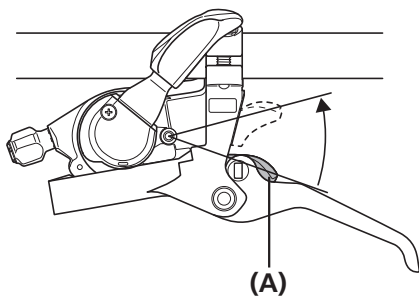
(A)

Attach the same outer end cap to the cut end of the outer casing.

(A) Outer cap

Installing to the right-hand lever

1



Operate lever B at least 8 times to set the lever to the highest position.

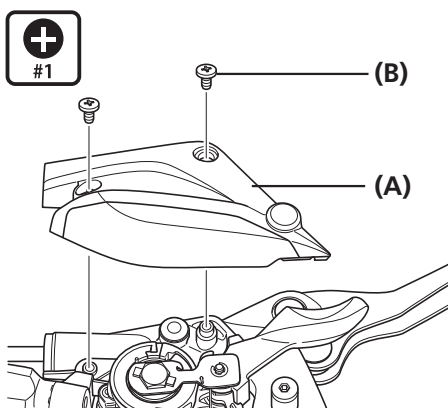
(A) Lever B



TECH TIPS

The number of times differs depending on the model.

2



Remove the screw, and then remove the cover.

(A) Cover

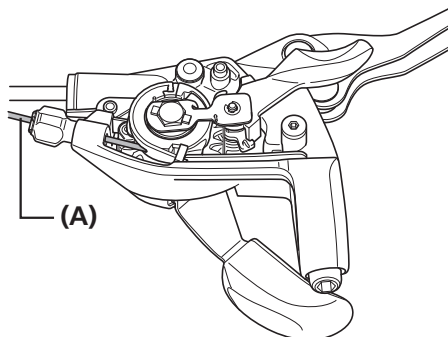
(B) Screw

Tightening torque



0.25 - 0.5 N·m

3

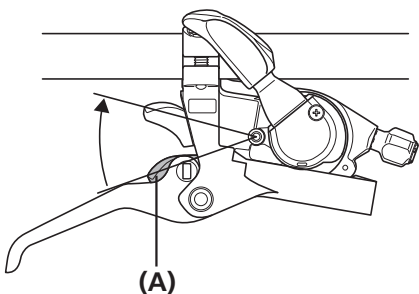


Pull out the inner cable as shown in Figure, and then install the new inner cable.

(A) Inner cable

Installing to the left-hand lever

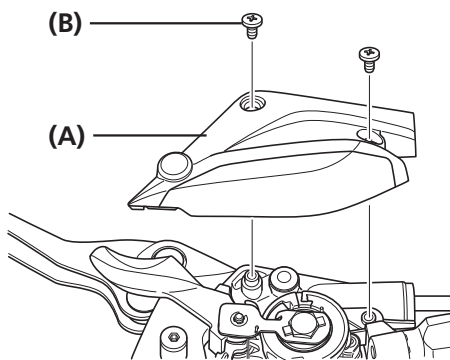
1



Operate lever B two times or more to set the lever to the lowest position.

(A) Lever B

2

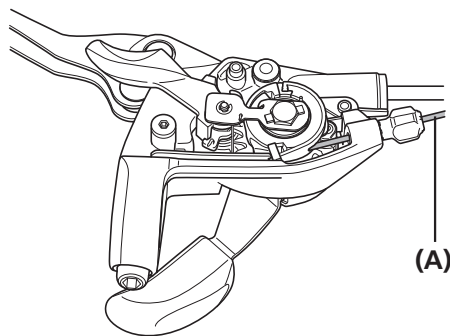


Remove the screw, and then remove the cover.

(A) Cover

(B) Screw

3



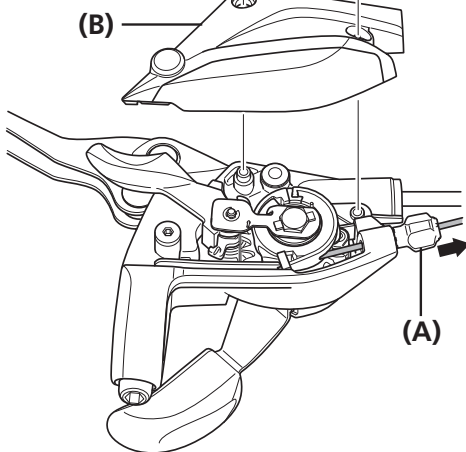
Remove indicator, then pull out inner cable and follow by install new inner cable.

(A) Inner cable

4

Install indicator to rotating body.

5



Attach the cover while pulling the cable adjuster in the direction of the arrow.

(A) Cable adjuster

(B) Cover

Tightening torque

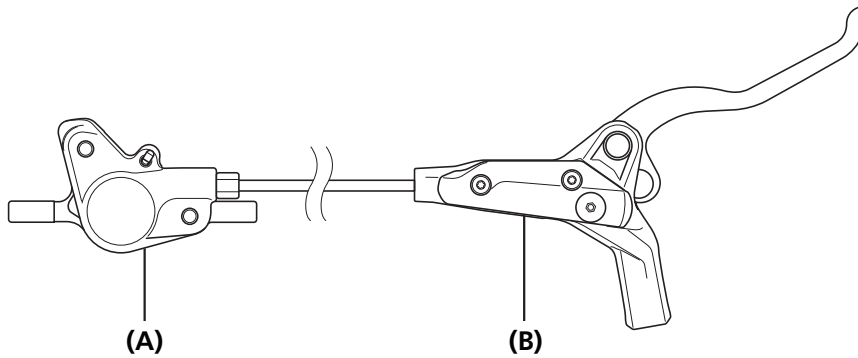


0.25 - 0.5 N·m

■ Installation of the brake hose

For information on installing the brake hose, refer to the brake section of General Operations.

Make sure that the calipers and levers are in the positions shown in the illustrations.



(A) Brake caliper

(B) Brake lever

NOTICE

- The installation position of the brake hose differs depending on the model.
- Do not let the brake hose become twisted when installing it.

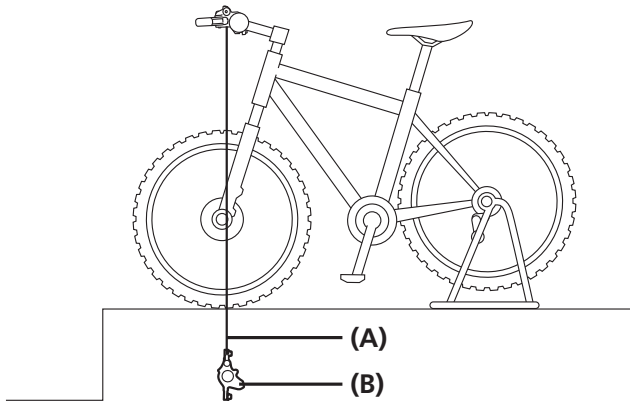
MAINTENANCE

MAINTENANCE

This section describes specification differences between products that are not included in the disc brake section of General Operations.

■ Adding Shimano genuine mineral oil and bleeding air

With the bleed spacer (yellow) attached to the brake caliper, place the bicycle in the work stand as shown in the illustration.



- (A) Hose
- (B) Brake caliper

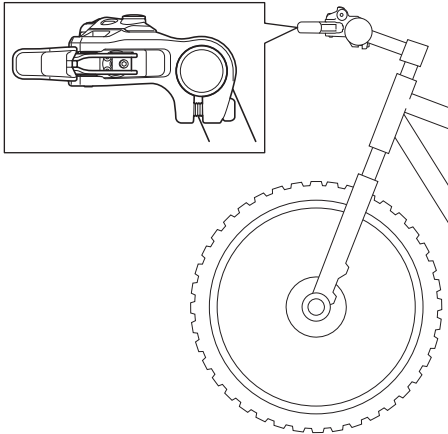
NOTICE

When removing air from the brake caliper, a funnel is needed.

TECH TIPS

Shimano genuine mineral oil replacement
It is recommended to replace the oil inside the reservoir tank if it becomes severely discolored.
Attach a tube with a bag to the bleed boss, and then open the bleed boss to drain out the oil. The brake lever can be operated at this time to help the oil drain out. After this, add oil while referring to the section "Adding Shimano genuine mineral oil and bleeding air". Use only Shimano genuine mineral oil. Dispose of the waste oil according to proper country and/or state disposal regulations.

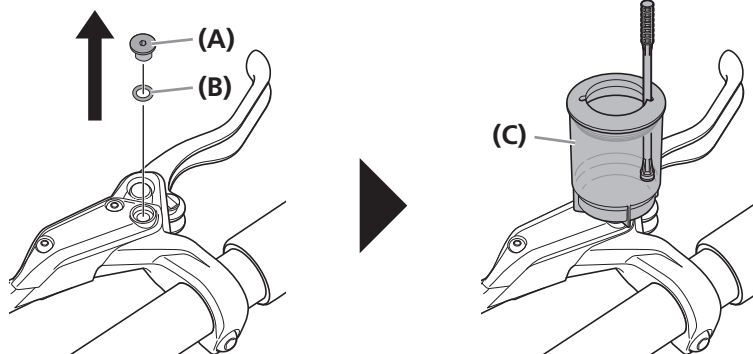
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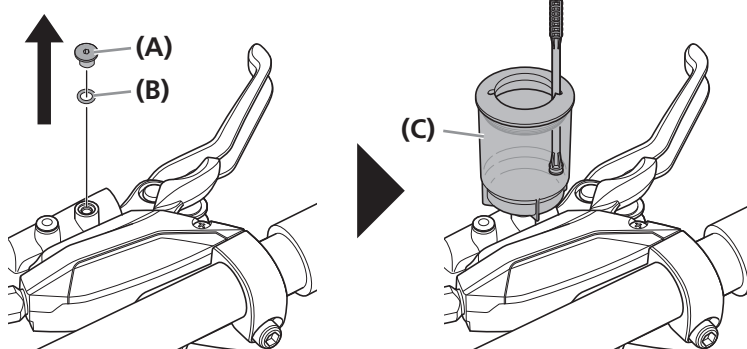
Set the brake lever horizontally.

Remove the upper bleed screw, and set the oil funnel.

BL-M315 / BL-M365

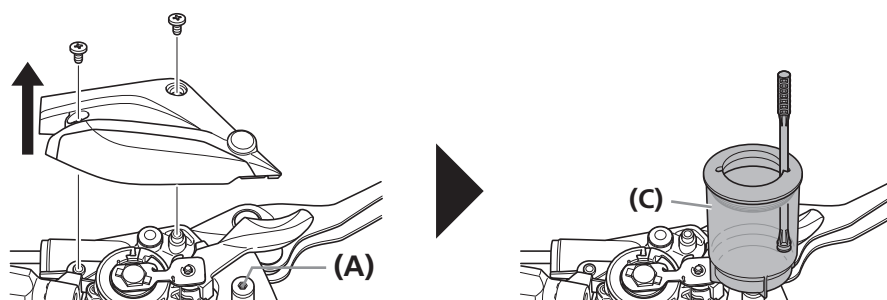


ST-EF515



ST-EF505

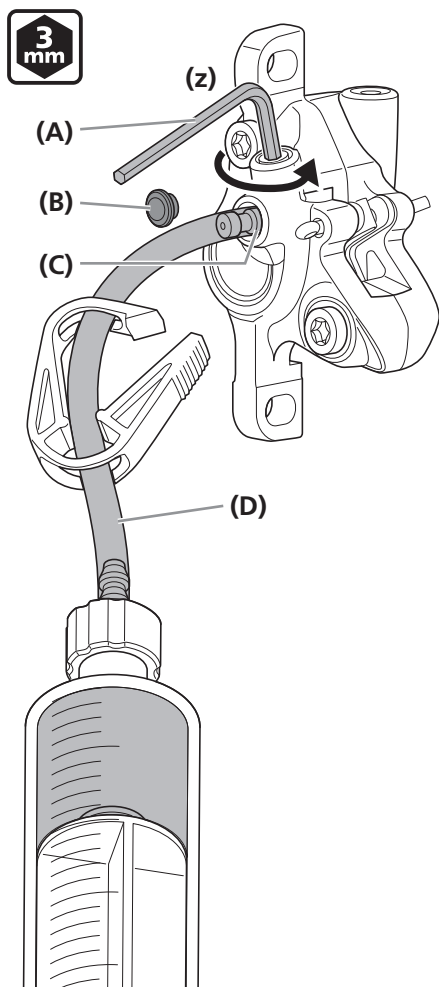
Remove the screw, the cover, and then the bleed screw.



- (A) Bleed screw
- (B) O-ring
- (C) Oil funnel

2

3



Remove the bleed boss cap of the caliper, fill the syringe with oil, and then connect the hose to the bleed boss.

Use a 3 mm hexagon wrench to loosen the bleed screw by 1/8th of a turn to open it.

When the plunger of the syringe is pushed to add oil, oil will start coming out through the oil funnel.

Continue adding oil until there are no more air bubbles mixed in with the oil that is coming out.

(z) 1/8th of a turn

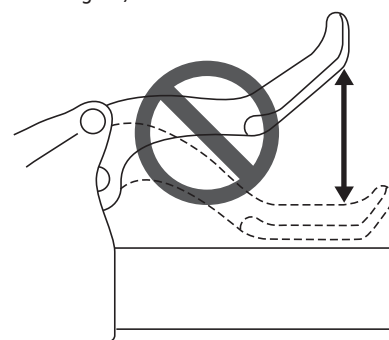
- (A) 3 mm hexagon wrench
- (B) Bleed boss cap
- (C) Bleed boss
- (D) Hose from syringe

NOTICE

Secure the brake caliper in a vise to prevent the tube from being accidentally disconnected.

Do not depress and release the lever repeatedly.

Oil without air bubbles may come out as a result of such operation, but air bubbles may remain in the oil inside the brake caliper, and it will take longer to bleed the air. (If you have depressed and released the lever repeatedly, drain out all of the oil and then add oil again.)

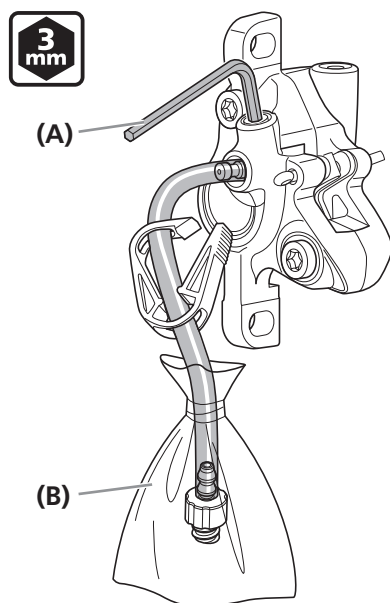


4

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

Remove the syringe while covering the end of the syringe tube with a waste cloth to prevent oil from spattering.

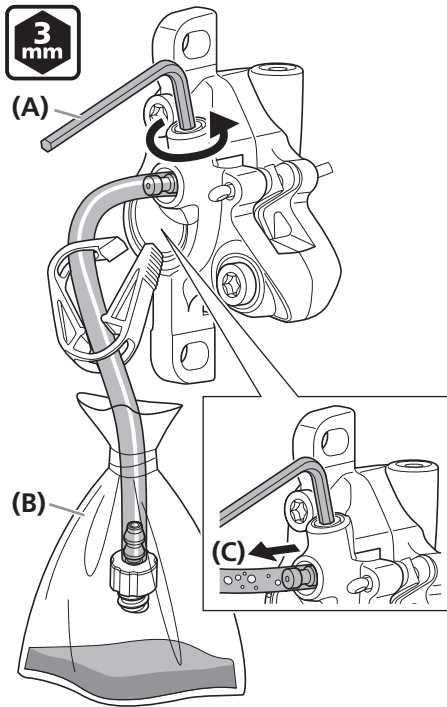
5



Tie the supplied tube and bag with rubber bands, set a 3 mm hexagon wrench as shown in the illustration, and connect the tube to the bleed boss.

- (A) 3 mm hexagon wrench
- (B) Bag

6



Loosen the bleed screw.

After a little while, the oil and air bubbles will flow naturally from the bleed boss into the tube.

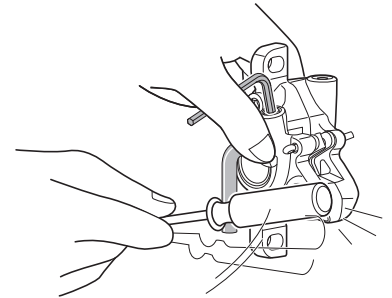
This way it will be possible to easily extract the greater part of the air bubbles remaining inside the brake system.

- (A) 3 mm hexagon wrench
- (B) Bag
- (C) Air bubbles



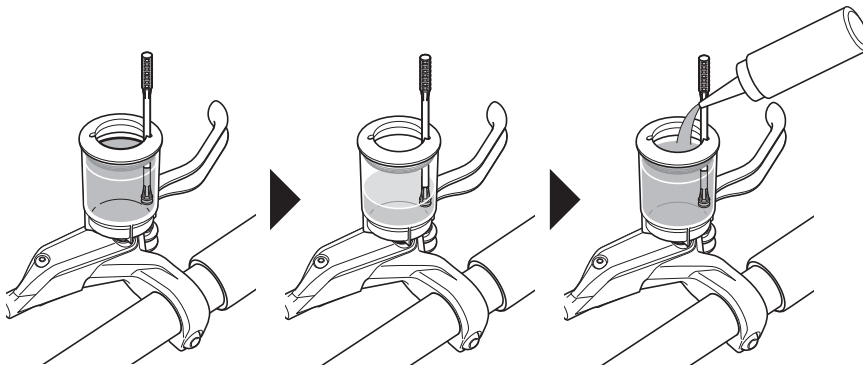
TECH TIPS

It may be effective to shake the hose gently, tap the reservoir tank or calipers gently with a screwdriver, or move the position of the calipers at this time.



7

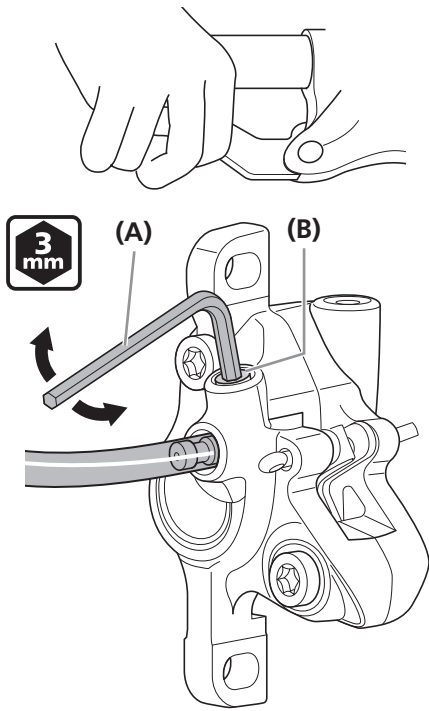
The level of liquid inside the oil funnel drops at this time, so keep filling the funnel with oil to maintain the level of liquid so that air is not drawn in.



8

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

9



With the brake lever depressed, open and close the bleed screw in rapid succession (for approximately 0.5 seconds each time) to release any air bubbles which may be in the brake calipers.

Repeat this procedure about 2 to 3 times.

Then tighten the bleed screw again.

(A) 3 mm hexagon wrench

(B) Bleed screw

Tightening torque



4 - 6 N·m

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.

Under normal conditions, lever action should feel stiff at this point.

(x) Loose

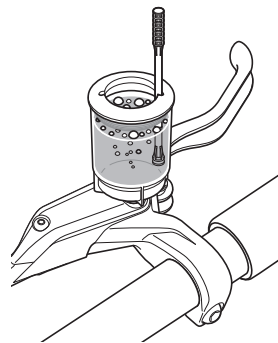
(y) Slightly stiff

(z) Stiff

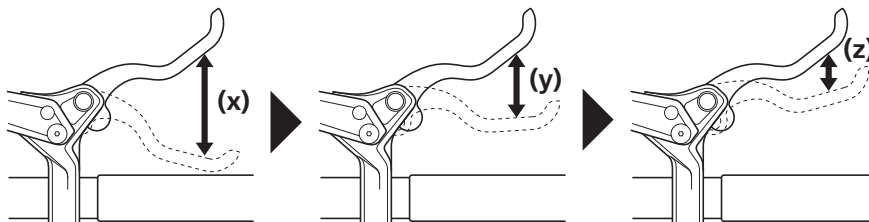
NOTICE

If the lever does not become stiff, repeat the process from step 6.

10

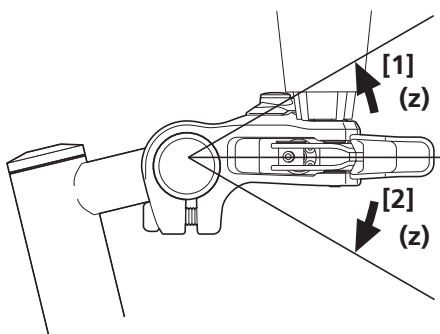


Lever operation



▶ Adding Shimano genuine mineral oil and bleeding air

11



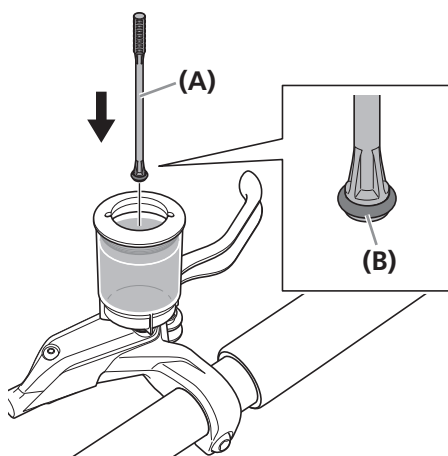
Tilt it by 30 degrees toward [1], carry out step 10, and then check that there is no air remaining.

Next, tilt the lever unit 30 degrees in direction [2], and carry out step 10 again to check that there is no air remaining.

If any air bubbles appear, repeat the above procedure until they stop appearing.

(z) 30°

12

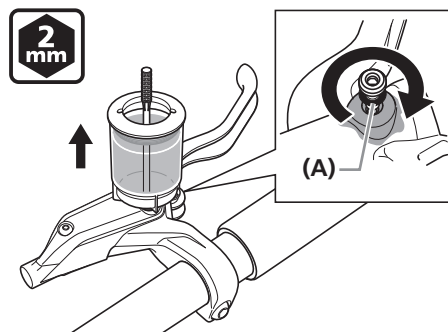


Plug the oil funnel with the oil stopper so that the O-ring mounted side is facing downward.

(A) Oil stopper

(B) O-ring

13



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

At this point, use a waste cloth to prevent oil from flowing out to the surrounding areas.

(A) O-ring

Tightening torque

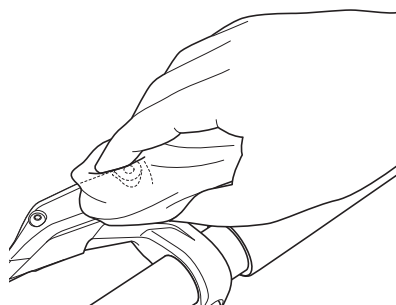


0.5 - 1 N·m

NOTICE

Do not operate the brake lever. If operated, there is a risk of air bubbles entering the cylinder.

14



Wipe away any oil that has overflowed.

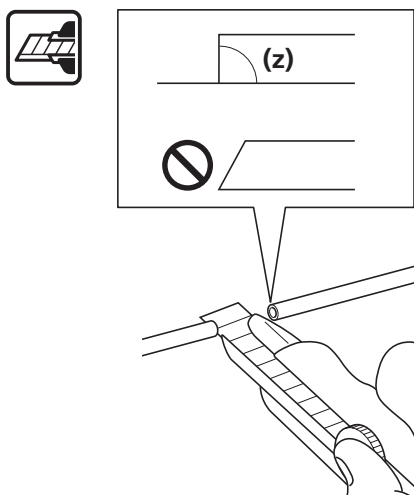
▶▶ Adding Shimano genuine mineral oil and bleeding air

15

Finally, after removing the bleeding spacer and installing the pads and the pad spacer, depress the brake lever several times to check that the brake lever is operating normally and there are no fluid leaks from the brake hose or the system.

■ Replacing the brake hose

1



Use a utility knife or other cutting tool to cut the brake hose.

(z) 90°

NOTICE

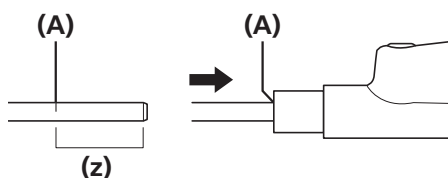
Use the utility knife safely and correctly in accordance with its instruction manual.



TECH TIPS

If you are using TL-BH62, refer to the manual accompanying the product.

2



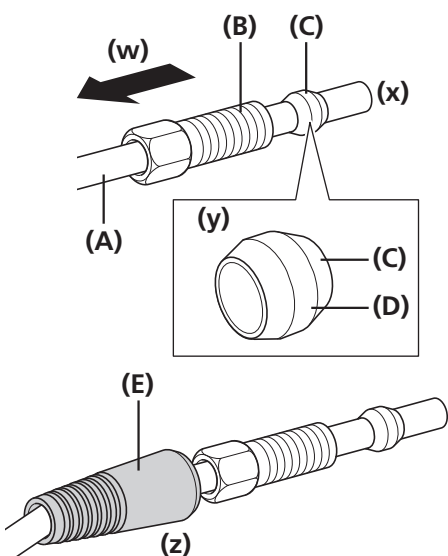
In order to check that the ends of the hose are fitted securely into the base of the hose mounts of the brake calipers and brake lever, make marks on the brake hose beforehand as shown in the illustration.

(As a guide, the length of brake hose inside the mount should be approximately 11 mm, measured from the cut end of the brake hose.)

(z) Approx. 11 mm

(A) Mark

3



Pass the brake hose through the connecting bolt and olive.

(w) Direction of insertion

(x) Cut end

(y) Grease the outside of the olive.

(z) Attach the cover to the connecting bolt for the brake lever.

(A) Brake hose

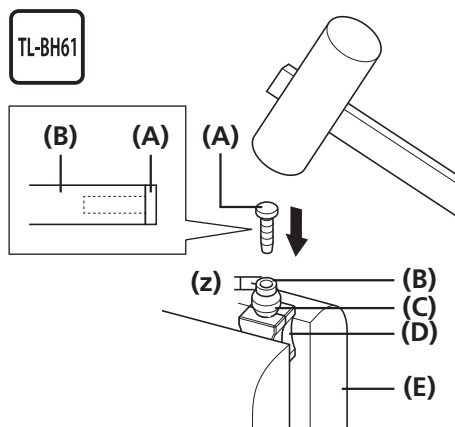
(B) Connecting bolt

(C) Olive

(D) Premium grease

(E) Cover

4



Use a tapered tool to smooth out the inside of the cut end of the hose, and then place in the connector insert.

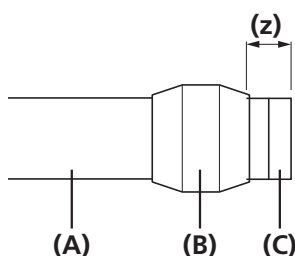
Attach the hose to the TL-BH61 as shown in the illustration, secure the TL-BH61 in a vise, and then use a hammer or similar tool to knock the connector insert in firmly until the base of the connector insert touches the end of the hose.

If the end of the brake hose is not touching the base of the connector insert, the brake hose may become disconnected or fluid leaks may occur.

(z) 1 mm

- (A) Connector insert
- (B) Hose
- (C) Olive
- (D) TL-BH61
- (E) Vise

5

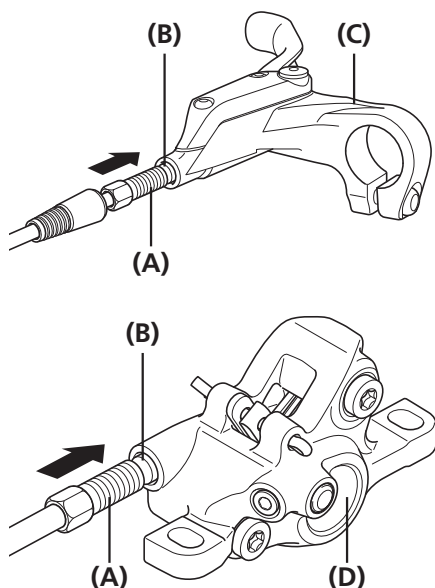


After checking that the olive is positioned as shown in the illustration, apply premium grease to the threads of the connecting bolt.

(z) 2 mm

- (A) Hose
- (B) Olive
- (C) Connector insert

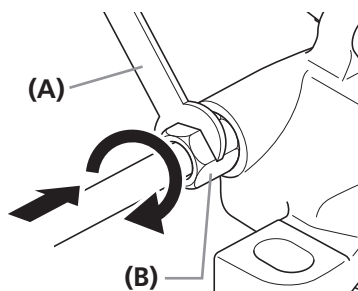
6



Attach the hose to the brake lever as shown in the illustration.

- (A) Connecting bolt
- (B) Olive
- (C) Brake lever
- (D) Brake caliper

7



Tighten the flare nut to the caliper while pushing the brake hose.

- (A) 8 mm spanner
(B) Connecting bolt

Tightening torque



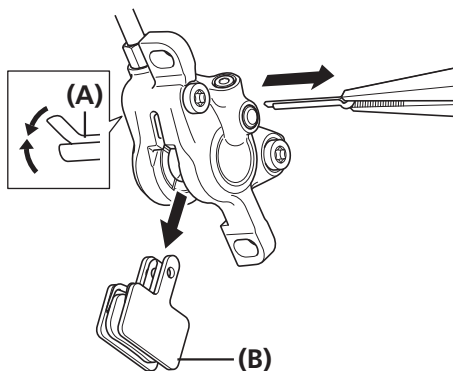
5 - 7 N·m

■ Brake pad replacement

NOTICE

- This brake system is designed to automatically adjust the clearance between the disc brake rotor and the brake pads by the piston gradually protruding according to the wear of the brake pads; therefore, when you replace the brake pads, you need to push back the piston.
- If oil adheres to the brake pads, if the brake pads are worn down to a thickness of 0.5 mm, or if the brake pad presser springs are interfering with the disc brake rotor, replace the brake pads.

1



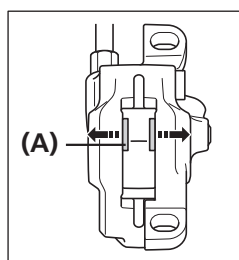
Remove the wheel from the frame, and remove the brake pads as shown in the illustration.

- (A) Split pin
(B) Brake pad

2

Clean the pistons and surrounding area.

3



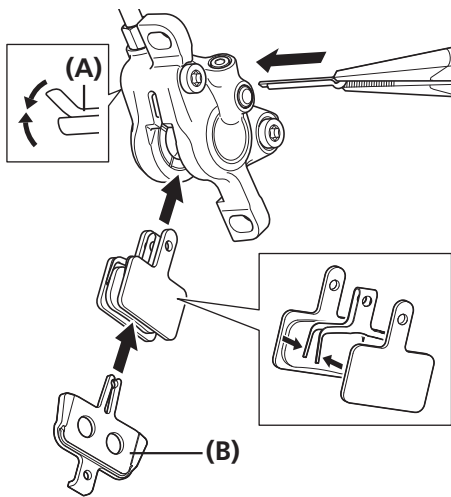
Push the piston back in as far as it will go, while being careful not to twist it.

- (A) Piston

NOTICE

Note that there is a risk of oil overflowing from the reservoir tank.

4



Install the new brake pads, and then install the pad spacers (red).

After this, bend open the split pin.

(A) Split pin

(B) Pad spacer (red)

5

Depress the brake lever several times to check that the operation becomes stiff.

6

Remove the pad spacers.

7

Install the wheel, and then check that there is no interference between the disc brake rotor and brake pads.

NOTICE

If they touch, adjust while referring to the section "INSTALLATION (HYDRAULIC DISC BRAKES)" in General Operations.

8

After checking the oil level, close the reservoir tank cover.

9

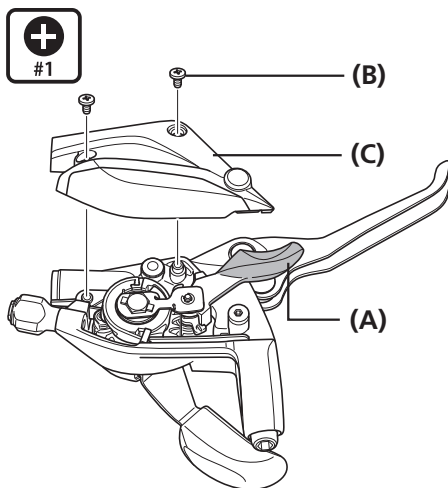
Return the brake lever to its original position.

■ Replacing the inner cable

ST-EF505 / ST-EF515

1 Operate lever B to set the chain on the smallest chainring and the smallest sprocket.

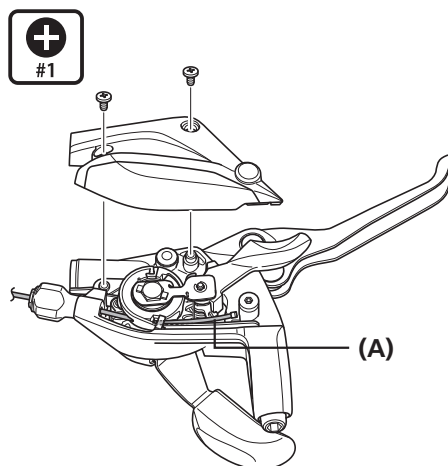
2



Unscrew the screws to remove the cover.

(A) Lever B
(B) Screw
(C) Cover

3



Remove indicator, then pull out inner cable and follow by install new inner cable.

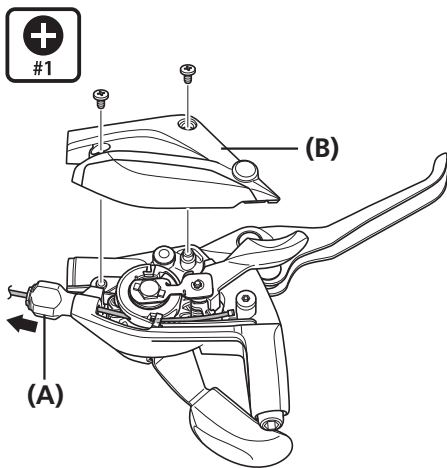
(A) Inner cable

4

Install indicator to rotating body.

▶▶ Replacing the inner cable

5



Attach the cover while pulling the cable adjuster in the direction of the arrow.

(A) Cable adjuster

(B) Cover

Tightening torque



0.25 - 0.5 N·m



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

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