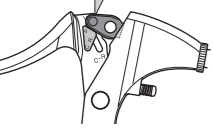
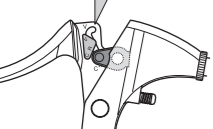


General Safety Information

WARNING – To avoid serious injuries:

- Improper use of your bicycle's brake system may result in a loss of control or an accident, which could lead to a severe injury. Because each bicycle may handle differently, be sure to learn the proper braking technique (including brake lever pressure and bicycle control characteristics) for your bicycle. Consult your bicycle dealer and the bicycle's owners manual, and practice your riding and braking technique.
- The BL-R780 brake levers are equipped with a mode switching mechanism to make them compatible with V-BRAKE brakes, caliper brakes, cantilever brakes and roller brakes. **If the incorrect mode is selected it may cause either excessive or insufficient braking force to occur, which could result in dangerous accidents. Be sure to select the mode in accordance with the instructions given in the mode switching table.**

Mode position	Applicable brake
V position  <p>The V indicates the mode position for compatibility with V-BRAKE brakes.</p>	<ul style="list-style-type: none"> V-BRAKE brakes
C/R position  <p>The C indicates the mode position for compatibility with caliper brakes and cantilever brakes. The R indicates the mode position for compatibility with roller brakes.</p>	<ul style="list-style-type: none"> Caliper brakes Cantilever brakes Roller brakes

- If the front brake is applied too strongly, the wheel may lock and the bicycle may fall forward, and serious injury may result.
- Use the ST-5700/5703, BL-R780 with the BR-R561. Do not use the BR-R561 in combination with previous STI levers for road riding or with the BL-R770/BL-R550 brake levers for flat handlebars, otherwise the braking performance provided will be much too strong.
- Securely tighten the caliper brake mounting nuts to the specified tightening torque.
 - Use lock nuts with nylon inserts (self-locking nuts) for nut-type brakes.
 - For sunken nut type brakes, use sunken nuts of the appropriate length which can be turned six times or more; when re-installing, apply sealant (locking adhesive) to the nut threads.
- If the nuts become loose and the brakes fall off, they may get caught up in the bicycle and the bicycle may fall over. Particularly if this happens with the front wheel, the bicycle may be thrown forward and serious injury could result.
- Brakes designed for use as rear brakes should not be used as front brakes.
- Obtain and read the service instructions carefully prior to installing the parts.** Loose, worn or damaged parts may cause the bicycle to fall over and serious injury may occur as a result. We strongly recommend only using genuine Shimano replacement parts.
- Be careful not to allow any oil or grease to get onto the brake shoes. If any oil or grease do get on the shoes, you should replace the shoes, otherwise the brakes may not work correctly.
- Check the brake cable for rust and fraying, and replace the cable immediately if any such problems are found. If this is not done, the brakes may not work correctly.
- Always make sure that the front and rear brakes are working correctly before you ride the bicycle.
- The required braking distance will be longer during wet weather. Reduce your speed and apply the brakes early and gently.
- If the road surface is wet, the tires will skid more easily. If the tires skid, you may fall off the bicycle. To avoid this, reduce your speed and apply the brakes early and gently.
- Read these Technical Service Instructions carefully, and keep them in a safe place for later reference.


NOTE:

- If using SHIMANO's road brake shoes in combination with ceramic rims, the brake shoes will wear more quickly than normal.
- If the brake shoes have worn down until the grooves are no longer visible, they should be replaced.
- Different brake shoes have their own characteristics. Ask the place of purchase for details when purchasing the brake shoes.
- Parts are not guaranteed against natural wear or deterioration resulting from normal use.
- For maximum performance we highly recommend Shimano lubricants and maintenance products.
- For any questions regarding methods of handling or maintenance, please contact the place of purchase.

BR-R561 Caliper Brake

Technical Service Instructions

In order to realize the best performance, we recommend that the following combination be used.

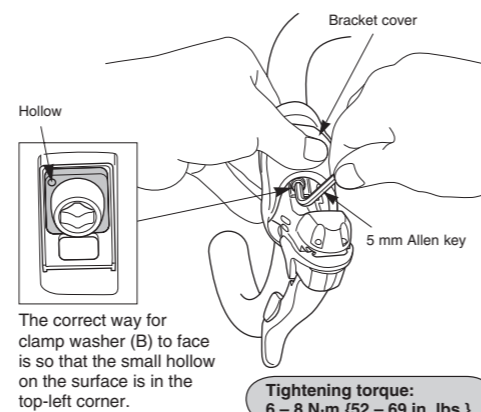
Brake lever	ST-5700 / ST-5703, BL-R780
Caliper Brake	BR-R561
Brake cable	

Installation of the brake lever

1. Installation to the handlebar

< ST-5700 / 5703 >

Move the bracket cover forward, and then securely tightening the mounting nut with a 5 mm Allen key.

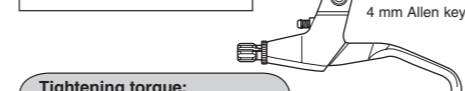


The correct way for clamp washer (B) to face is so that the small hollow on the surface is in the top-left corner.

Tightening torque:
6 – 8 N·m {52 – 69 in. lbs.}

< BL-R780 >

Use a handlebar grip with a maximum outer diameter of 32 mm.

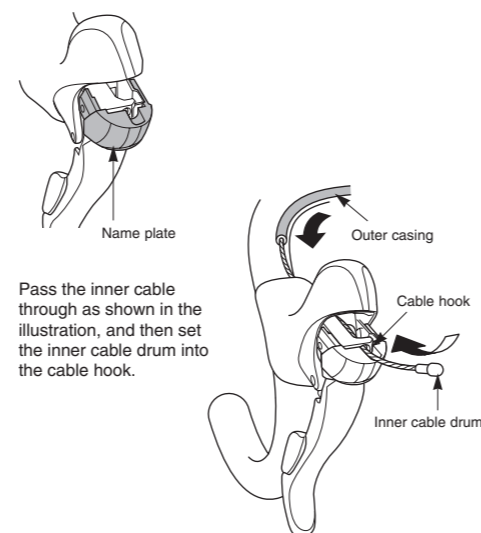


Tightening torque:
6 – 8 N·m {52 – 69 in. lbs.}

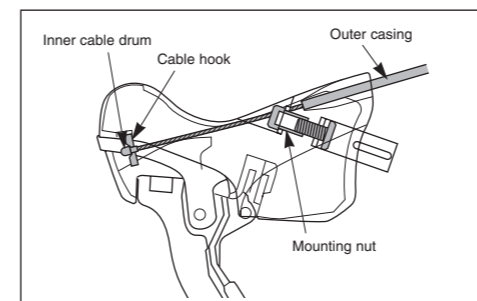
When installing the components to carbon frame/handle bar surfaces, verify with the manufacturer of the carbon frame/parts for their recommendation on tightening torque in order to prevent over tightening that can cause damage to the carbon material and/or under tightening that can cause lack of fixing strength for the components.

2. Installation of the brake cable

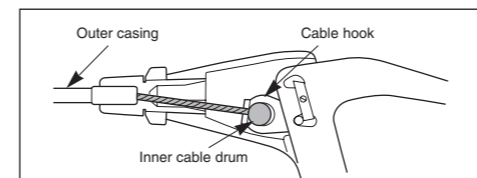
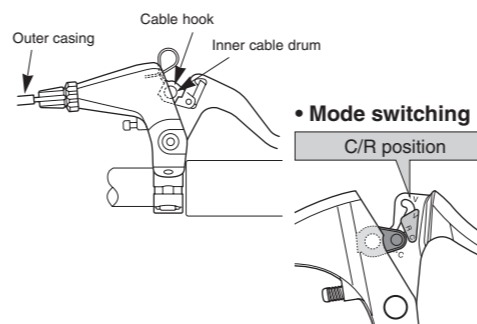
< ST-5700 / 5703 >



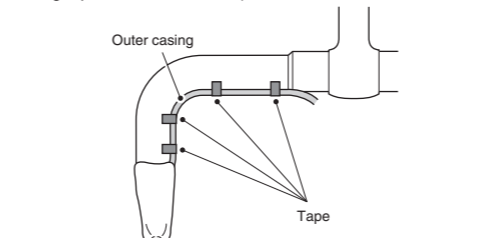
Pass the inner cable through as shown in the illustration, and then set the inner cable drum into the cable hook.



< BL-R780 >



3. Temporarily secure the outer casing to the handlebar (by using tape or similar material).



4. Then wrap the handlebar with handlebar tape.

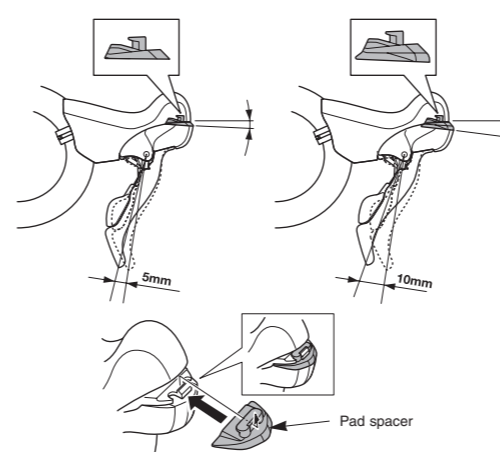
Note:
Cut the cable at the length at which it is not pulled tight when the handlebar is turned all the way to the left and right.

5. Install the name plate.

Tightening torque:
0.15 – 0.2 N·m {1.3 – 1.8 in. lbs.}

6. Lever stroke adjustment (ST-5700/5703)

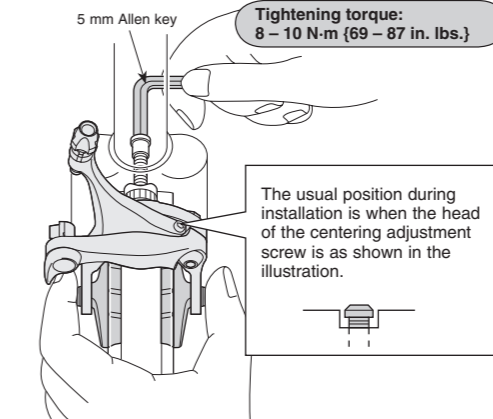
If you would like to make the lever stroke smaller, install the accessory pad spacer. Check the brake operation while adjusting.



Installation of the brake

1. Installation of the brake itself

Compress the arch, and set while the shoe is in firm contact with the rim

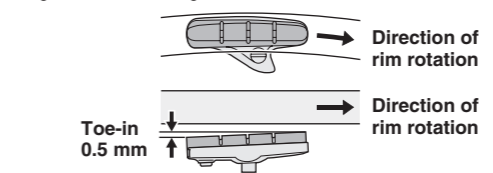


Tightening torque:
8 – 10 N·m {69 – 87 in. lbs.}

The usual position during installation is when the head of the centering adjustment screw is as shown in the illustration.

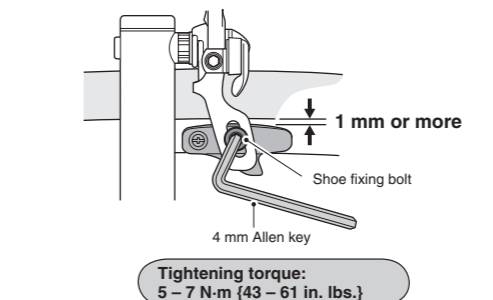
2. Brake shoe setting position

After adjusting the brake shoe position so that the shoe surface and the rim surface are as shown in the illustration, tighten the shoe fixing bolt.



Note:

The BR-R561 allows the angle of contact between the shoe and the rim (toe-in) to be adjusted. Adjusting the toe-in makes it possible to obtain smoother braking operation.



Tightening torque:
5 – 7 N·m {43 – 61 in. lbs.}

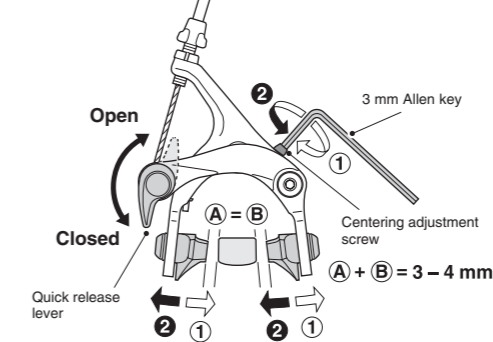
3. Cable connection

Set the quick release lever to the closed position; then adjust the shoe clearance (as shown in the illustration below) and secure the cable.

Cable bolt tightening torque:
6 – 8 N·m {52 – 69 in. lbs.}

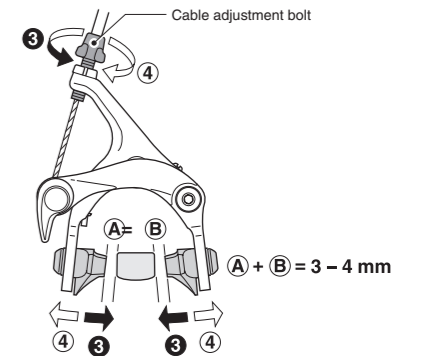
4. Centering of the brake shoe

Make a minor adjustment by using the centering adjustment screw.



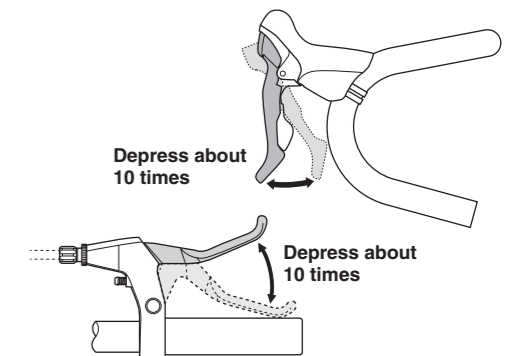
5. Readjustment of the shoe clearance

Turn the cable adjustment bolt to readjust the shoe clearance.



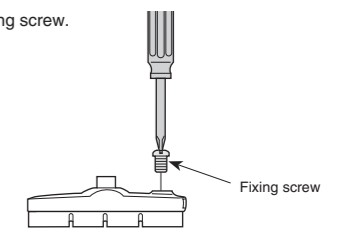
6. Check

Depress the brake lever about 10 times as far as the grip and check that everything is operating correctly and that the shoe clearance is correct before using the brakes.



Replacement of the cartridge shoe

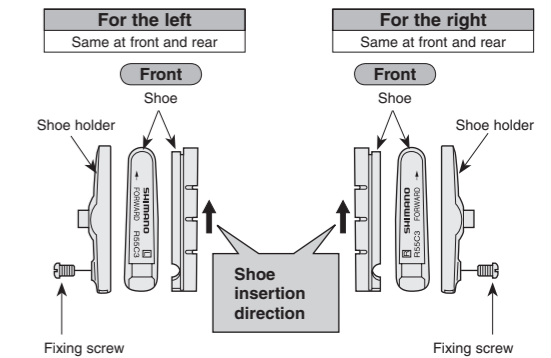
1. Remove the fixing screw.



2. Remove the shoe by sliding it along the groove of the shoe holder.



3. There are two different types of shoe and shoe holder to be used in the left and right positions respectively. Slide the new shoes into the grooves on the shoe holders while taking note of the correct directions and screw hole positions.



4. Tighten the fixing screw.

Tightening torque:
1 – 1.5 N·m {9 – 13 in. lbs.}

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* Service Instructions in further languages are available at : <http://techdocs.shimano.com>

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