

User's Manual

Dual Control Lever (Di2) for Hydraulic Disc Brake Type



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IMPORTANT NOTICE

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

For safety, be sure to read this user's manual thoroughly before use, follow it for correct use, and store it so that it can be referenced at any time.

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.

Important safety information

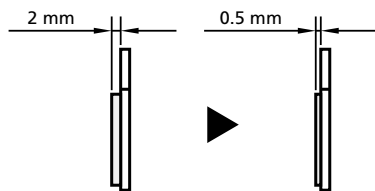
WARNING

- 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.
- Do not disassemble or modify the product. This may cause the product to not operate correctly, and you may suddenly fall and be seriously injured.
- **Do not touch the front derailleur when operating the shift switch. Doing so may result in injury due to trapped fingers.**
- This hydraulic brake system has different braking characteristics from those of the rim brake type, demonstrating relatively high braking force at the beginning of braking (higher than the rim brake type); familiarize yourself sufficiently with the braking characteristics before using it. If you ride the bicycle without becoming sufficiently familiar with the braking characteristics, braking may cause you to fall off the bicycle, potentially causing serious injury or a fatal accident.
- The braking force for a hydraulic brake system will increase along with the size of the disc brake rotor (140 mm, 160 mm, 180 mm, 203 mm).
 - Do not use a 203 mm disc brake rotor. This will excessively increase the braking force, which could cause you to lose control of the bicycle, fall, and be seriously injured.
 - Only use a 180 mm disc brake rotor if you are unable to obtain sufficient braking force with a 160 mm disc brake rotor upon a trial ride, such as when riding an electronic assist road bicycle or if the rider is heavy. Otherwise, you may lose control of the bicycle, fall, and be seriously injured.
 - If you feel that the braking force is too high or too low, stop use and consult a place of purchase or a distributor. Accidents or falls may occur due to losing control of the bicycle, possibly resulting in serious injury.
- 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 the 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.
- 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.
- 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, you may fall and be seriously injured.

⚠ CAUTION

■ 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. Accidents or falls may occur due to losing control of the bicycle, possibly resulting in serious injury. The same thing will happen when the brake pads or disc brake rotor are replaced.

Notice

- To prevent noise and ensure the best performance, perform the bed-in procedure after replacing the brake pads or disc brake rotor.
- Be sure to rotate the crank while performing all switch operations related to gear shifting.
- The components are designed to be fully waterproofed to withstand wet weather riding conditions; however, do not deliberately place them into water.
- Do not clean the bicycle with a high-pressure wash. If water gets into any of the components, operating problems or rusting may result.
- Handle the components carefully, and avoid subjecting them to strong shock.
- Be careful not to get water into the E-TUBE ports.
- Do not use the thinners or harsh solvents to clean the products. Such solvents may damage the surface.
- 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.
- Contact the place of purchase for updates of the component software. The most up-to-date information is available on the SHIMANO website.
- Also read the manuals for other connected components together with the manual for the brakes.
- 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.

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.



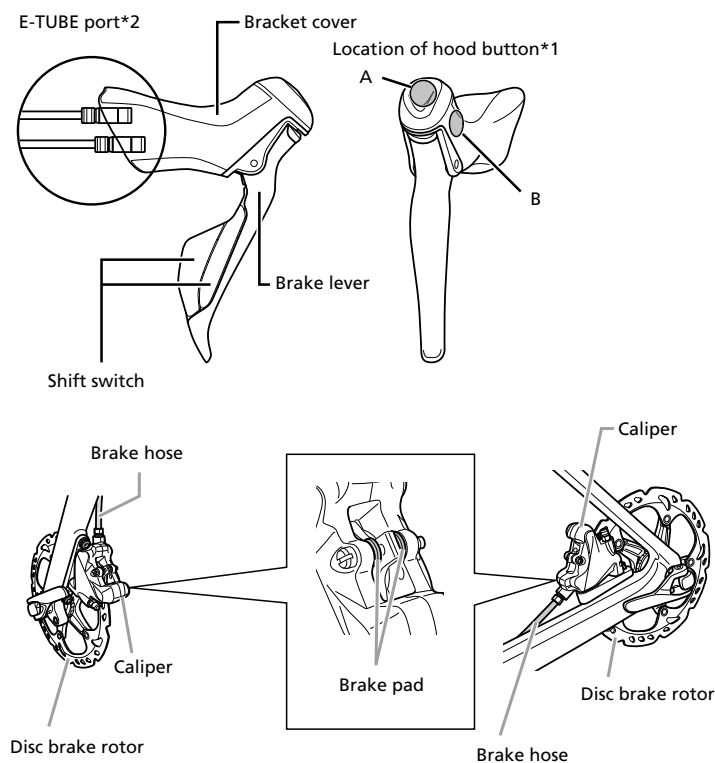
This symbol on your product, literature, or packaging reminds you that this product must be taken to separate collection at the end of its working life. Do not dispose of this product as unsorted municipal waste but instead take it for recycling. By ensuring the product is disposed of correctly, you will help to prevent potential negative consequences for the environment and human health. For info on your nearest recycling point, check with your local waste authority.

Regular inspections before riding the bicycle

Before riding the bicycle, check the following items. If any problems are found, consult your place of purchase or a distributor.

- Are there any signs of brake oil leakage?
- Do the front and rear brakes work correctly?
- Do the pads have a thickness of 0.5 mm or more?
- Is the disc brake rotor cracked or deformed?
- Does gear shifting occur when the shift switches are operated?
- Are the levers securely installed to the handlebar?
- Are there signs of cracks or peeling on the levers?
- Do any abnormal noises occur during operation?

Names of parts



* 1: Depending on specifications, some models may lack some functions.

A hood button will be at either A (end of the bracket) or B (inward direction of handlebar) locations for models installed with a hood button. Pull back the bracket cover and check the location of the hood button.

* 2: The number of connection ports in the E-TUBE port differs depending on the model.

How to operate

Gear shifting operation

Be sure to rotate the crank while performing all switch operations related to gear shifting.

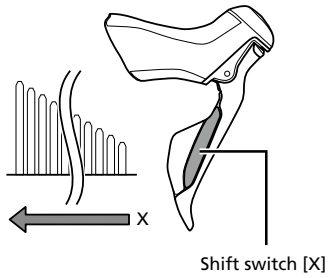
Hood button (default setting)

The hood button sends signals via the wireless unit to compatible products. The operation and functions differ depending on the compatible product. Refer to the manual for the compatible product.

Rear shift switch operation (default setting)

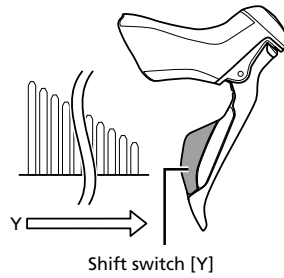
<Shift switch [X]>

Shifts to a larger sprocket.

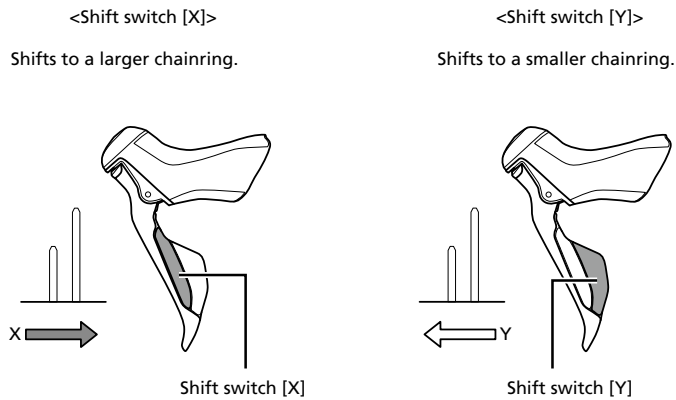


<Shift switch [Y]>

Shifts to a smaller sprocket.



Front shift switch operation (default setting)



If the chain falls off the crank to the inside, press and hold the shift switch [X] for 1 second or more. This will cause the front derailleur to move to the outermost position and remain there for 10 seconds in order to remount the chain.

Actual behavior may differ depending on the connected components and software version.

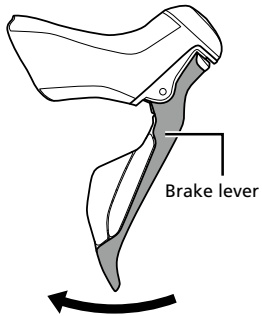
The settings for each switch can be changed as follows.

For details about changing settings, contact the place of purchase.

- Reverse the shifting up and shifting down functions for shift switches [X] and [Y]
- Reverse the rear and front shift switches
- Multi-shift mode setting
- Configure the hood button as a shift switch

Operating the brakes

This product has reach adjustment and free stroke adjustment functions. For details about making these adjustments, contact the place of purchase.



How to perform bed-in

To optimize the performance of the brake pads and disc brake rotor, perform the bed-in procedure as explained in the steps below:

- 1. Ride your bicycle in a flat and safe area without obstacles and accelerate to a moderate speed.**
- 2. Operate the brake lever until you slow down to walking speed.**

Do this only with one brake lever at a time. Be careful when performing this procedure. Always operate your brake lever with moderation, especially when you bed in the front brake.

- 3. Repeat steps [1](#) and [2](#) for at least 20 times for both the front and rear brakes.**

While repeating the process, the brake force will increase.

SHIMANO



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