# Dual Pivot Caliper Brake

## DURA-ACE
- ST-R9100
- BR-R9100
- BR-R9110

<table>
<thead>
<tr>
<th>ROAD</th>
<th>MTB</th>
<th>Trekking</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Touring/</td>
<td>URBAN SPORT</td>
<td>E-BIKE</td>
</tr>
<tr>
<td>Comfort Bike</td>
<td></td>
<td></td>
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</tbody>
</table>
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 dealer's manuals and instruction manuals can be viewed on-line on our website (http://si.shimano.com).

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.
  It is recommended to use genuine Shimano parts only. If parts such as bolts and nuts become loose or damaged, the bicycle may suddenly fall over, which may cause serious injury.
  In addition, if adjustments are not carried out correctly, problems may occur, and the bicycle may suddenly fall over, which may cause serious injury.

• Be sure to wear safety glasses or goggles to protect your eyes while performing maintenance tasks such as replacing parts.

• After reading the dealer’s manual thoroughly, keep it in a safe place for later reference.

Be sure to also inform users of the following:

• Each bicycle may handle slightly differently depending on the model. Therefore, 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 or a fall, which could lead to severe injury.
  For proper operation, consult a professional bicycle dealer or the bicycle’s owner’s manual. It is also important to practice riding and braking, etc.

• If the front brake is applied too strongly, the wheel may lock and the bicycle may fall forward, and serious injury may result.

• Always make sure that the front and rear brakes are working correctly before riding 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; therefore, to avoid this, reduce your speed and apply the brakes early and gently.

• Be careful not to allow any oil or grease to get onto the brake shoes. If any oil or grease does get on the brake shoes, contact the place of purchase or a bicycle dealer. Otherwise the brakes may not work correctly.

• Check the brake cable for rust, fraying, and cracks, and contact the place of purchase or a bicycle dealer if any such problems are found. If the brakes do not work correctly, it is dangerous.

• Because of the characteristics of the carbon fiber material, the lever should never be altered. Otherwise, the lever may break preventing braking operation.

• Check before riding that there is no damage such as carbon peeling or cracking. If there is any damage, stop using the bicycle and consult a dealer or an agency. Otherwise, the lever may break preventing braking operation.
For Installation to the Bicycle, and Maintenance:

- Use the dual control lever or brake lever in the combinations specified in the following table. Do not use the combinations with the "NO!" indication in the table. The brakes may be excessively effective, and you may fall.

(For details on a dual control lever or brake lever listed in the table, refer to the dealer's manual for the respective model.)

<table>
<thead>
<tr>
<th>Caliper brakes</th>
<th>Combinations</th>
<th>Dual control lever</th>
<th>Brake lever</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR-R9100</td>
<td>OK</td>
<td>ST-R9100</td>
<td>BL-4700</td>
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<tr>
<td>BR-R9110</td>
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<td>ST-R9160</td>
<td>BL-R3000</td>
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<td>BL-3500</td>
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<td>BL-R780</td>
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<td>ST-9000</td>
<td>BL-TT79</td>
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<td>ST-R350</td>
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</tbody>
</table>

• The "NO!" symbols indicate combinations that should not be used under any circumstances.

• The cable adjustment nut and the quick release lever are not equipped on BR-R9110-R; be sure to use SM-CB90 (cable adjuster). When the brake shoes are worn down, it becomes impossible to adjust the shoe clearance by hand.

• 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. In particular, 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.

• For the shoe holder of BR-R9110, always use the dedicated brake shoe (R55C4/R55C4 (for carbon rim), or R55C4-A (for carbon rim)). The conventional brake shoes (R55C3/R55C3 (for carbon rim)/R55C2/R55C (for carbon rim)/R55C (for ceramic rim), and R55C+1) have different fixing positions preventing the fixing bolt from being tightened, which will cause the brake shoe to come off and disable braking.
BR-R9110-RS
BR-R9110-RS is a rear brake. It cannot be used as a front brake. BR-R9110-F (front brake) and BR-R9110-RS use different shoe holders and internal parts.

BC-9000/R680
BC-9000/R680 (polymer coating brake cable) is designed to have low frictional resistance; therefore, be sure to observe the following instructions. If not observed, the holding force of the brake cable will not be sufficient causing the brake cable to slacken, a loss of brake control and possibly severe injury.

- Use in combination with a brake in the BR-R9100 series.
- Do not apply grease or other lubricants to the inner cable.
- When the inner cable is passed through the outer casing, grease may adhere to the inner cable fixing section; therefore, be sure to wipe off the grease with a cloth before fixing the inner cable.
TO ENSURE SAFETY

NOTE

Be sure to also inform users of the following:

- In the case of carbon levers, wash them with a soft cloth using a neutral detergent. Otherwise, the material may break down and be damaged.
- Avoid leaving the carbon levers in areas of high temperature. Also keep them well away from fire.
- Be sure to keep turning the crank during gear shifting.
- When combined with a ceramic rim, Shimano road brake shoes wear down more quickly.
- If the brake shoes have worn down until the grooves are no longer visible, consult a dealer or an agency.
- Different brake shoes have their own characteristics. Ask the dealer or the agency for details when purchasing the brake shoes.
- 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:

- Use an outer casing which still has some length to spare even when the handlebars are turned all the way to both sides. Furthermore, check that the shifting lever does not touch the bicycle frame when the handlebars are turned all the way.
- Use an OT-SP sealed outer casing and cable guide for smooth operation.
- Grease the inner cable and the inside of the outer casing before use to ensure that they slide properly. Do not let dust adhere to the inner cable. If the grease on the inner cable is wiped off, the application of SIS SP41 grease (Y04180000) is recommended.
- A special grease is used for the gear shifting cable. Do not use premium grease or other types of grease, otherwise they may cause deterioration in gear shifting performance.
- If gear shifting adjustments cannot be carried out, check that the rear fork ends are aligned, whether the cable is lubricated and that the outer casing is not too long or short.
- The clamp band, clamp bolt, and clamp nut are not compatible with other products. Do not use with components that are used in other products.

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, adjustment, and maintenance purposes.

<table>
<thead>
<tr>
<th>Tool</th>
<th>Tool</th>
<th>Tool</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="2mm.png" alt="2mm" /></td>
<td>2mm hexagon wrench</td>
<td><img src="#1.png" alt="#1" /></td>
</tr>
<tr>
<td><img src="4mm.png" alt="4mm" /></td>
<td>4mm hexagon wrench</td>
<td>-</td>
</tr>
<tr>
<td><img src="5mm.png" alt="5mm" /></td>
<td>5mm hexagon wrench</td>
<td>-</td>
</tr>
</tbody>
</table>

**NOTE**

Even with the recommended tightening torque, there is a possibility that the carbon handlebars may become damaged and insufficiently tightened. Confirm the appropriate torque with the bicycle manufacturer or the handlebar manufacturer.
**Installation to the handlebar**

1. Turn over the bracket cover from the back side.
   - Gently turn over the ends of the bracket cover with both hands and slowly push them down.

   (A) Clamp bolt

   **NOTE**
   - Forcibly pulling it may cause damage to the bracket cover because of its material properties.

2. Use a 5mm hexagon wrench to tighten the clamp bolt at the top of the bracket.

   (A) Clamp bolt

   **Tightening torque**
   - 6 - 8 N·m

   **NOTE**
   - The clamp band, clamp bolt, and clamp nut are not compatible with other products. Do not use with components that are used in other products.
**Installation of the brake cable**

**WARNING**

Do not apply grease or other lubricants to the inner cable. Be sure to wipe off with a cloth any grease that adheres to the inner cable fixing section when passing the inner cable through the outer casing. If grease adheres to the fixing section, the holding force of the brake cable will not be sufficient causing the brake cable to slacken, a loss of brake control and possibly severe injury.

**NOTE**

- Be careful not let the BC-9000/R680 inner cable come into contact with the shifting lever or the metal section (adjustment section) of the caliper brake. If the coating is damaged when the inner cable is installed, the coating may become fluffy; however, function will not be affected.
- Use a cable which still has some length to spare even when the handlebars are turned all the way to both sides.

### Cable to be used

<table>
<thead>
<tr>
<th>BC-9000/BC-R680 Inner cable</th>
<th>Outer casing</th>
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</thead>
<tbody>
<tr>
<td>Ø1.6mm</td>
<td>Ø5mm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BC-1051 Inner cable</th>
<th>SLR Outer casing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ø1.6mm</td>
<td>Ø5mm</td>
</tr>
</tbody>
</table>
Installation of the brake cable

**NOTE**

Be careful not to injure your hand with the TL-CT12 needle section.

1. Use the cable cutter (TL-CT12) or an equivalent tool to cut the cable so that the coil does not tip over inward.
   - **(y)** Bad example: Coil tipping over inward
   - **(z)** Good example: Coil not tipping over inward

2. After cutting, expand the tip of the liner (Ø2.2mm or more) with TL-CT12 or another narrow tool.
   - **(z)** Cut end

   ![Diagram](image)

   - **(A)** TL-CT12
   - **(B)** TL-CT12 needle
Rear brake cable/outer cap with tongue installation position

Install the cap with tongue at the positions ([a], [b]/[A], [B]) specified in the illustration.

**NOTE**

If using the inner cable BC-1051, use ordinary outer caps not outer caps with tongue.
Installing the brake cable

1. Depress the lever as if to brake and pass the brake cable through.

- (A) Inner end
- (B) Outer casing
- (C) Cable hook

**NOTE**
Make sure that the inner end is firmly set in the cable hook.

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

- (A) Tape
- (B) Outer casing
WARNING

The cable adjustment nut and the quick release lever are not equipped on BR-R9110-R; be sure to use SM-CB90 (cable adjuster). When the brake shoes are worn down, it becomes impossible to adjust the shoe clearance by hand.

Installation position

Install at the position specified in the illustration.

(A) Cable adjustment barrel
(B) Outer insertion opening on the brake side

NOTE

Do not install where it will get entangled with the top tube when the handle is turned.

Installation procedures

(A) Inner cable
(B) Outer casing on the brake lever side
(C) Self-locking nut
(D) Outer casing on the brake caliper side

(y) OPEN
(z) CLOSE
## Installation of the brake caliper (BR-R9100)

### Recommended tire size/rim width/brake shoes

#### Recommended tire sizes

<table>
<thead>
<tr>
<th>Caliper brakes</th>
<th>Thickness</th>
<th>Tire outer diameter (H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR-R9100</td>
<td>Ø28mm or less</td>
<td>Ø684mm or less</td>
</tr>
</tbody>
</table>

#### Recommended rim width/brake shoes

<table>
<thead>
<tr>
<th>Caliper brakes</th>
<th>Rim width</th>
<th>Rim width</th>
<th>Brake shoe</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR-R9100</td>
<td>20.8 - 24mm</td>
<td>WH-R9100-C60-CL</td>
<td>R55C4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WH-R9100-C40-CL</td>
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<td>WH-R9100-C24-CL</td>
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<td>WH-9000-C50-CL</td>
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<td>WH-9000-C35-CL</td>
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<td>WH-9000-C24-CL</td>
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<td>WH-9000-C24-TL</td>
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<tr>
<td>Carbon rim</td>
<td>20.8 - 24mm</td>
<td>WH-9000-C75-TU</td>
<td>R55C4 (for carbon rims)</td>
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<td>WH-9000-C24-TU</td>
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<tr>
<td></td>
<td>24 - 28mm</td>
<td>WH-R9100-C60-TU</td>
<td>R55C4-A (for carbon rims)</td>
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<td>WH-R9100-C40-TU</td>
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</tbody>
</table>

### NOTE

- Use brake shoes that are appropriate for the rim type and rim width.
- Front brakes cannot be installed as rear brakes and vice versa.
**Installation procedures**

1. Compress the arch, and attach the brakes while the shoes are firmly pushed against the rim.
   - **(A) 5mm hexagon wrench**
   - **Tightening torque**
     - **8 - 10 N·m**
   - **NOTE**
     - If the brake arm touches the frame when the handlebar is turned, affix the included frame protection sticker to the frame.

2. Check that the centering adjustment bolt is in the standard position.
   - It is standard for the centering adjustment bolt to protrude about 3.2mm, as shown in the illustration.
   - **(z) 3.2mm**
   - **(A) Centering adjustment bolt**
## Installation of the brake caliper (BR-R9110)

### Recommended tire size/rim width/brake shoe

#### Recommended tire size

<table>
<thead>
<tr>
<th>Caliper brakes</th>
<th>Thickness</th>
<th>Tire outer diameter (H)</th>
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</thead>
<tbody>
<tr>
<td>BR-R9110</td>
<td>Ø28mm or less</td>
<td>Ø684mm or less</td>
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#### Recommended rim width/brake shoes

<table>
<thead>
<tr>
<th>Caliper brakes</th>
<th>Rim</th>
<th>Rim width</th>
<th>Brake shoe</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR-R9110</td>
<td>Aluminum rim</td>
<td>20.8 - 24mm</td>
<td>WH-R9100-C60-CL</td>
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<td>WH-9000-C24-TU</td>
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<td>24 - 28mm</td>
<td>R5S3C4-A (for carbon rims)</td>
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<td></td>
<td>WH-R9100-C40-TU</td>
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### NOTE

- Do not remove the assembly tool until installation is finished. The brake caliper may be scratched.
- Use brake shoes that are appropriate for the rim type and rim width.
Installation of the front brake caliper

1. Temporarily attach to the frame base together with the assembly tool.
   - (A) Assembly tool
   - (B) 4mm hexagon wrench
   - (C) Brake mounting bolt
   - **Tightening torque**: 0.5 N·m

2. Pull out the assembly tool in the direction of [2] while also pulling it in the direction of [1].
INSTALLATION

Installation of the brake caliper (BR-R9110)

3

Fully tighten the brake mounting bolt.

<table>
<thead>
<tr>
<th>Tightening torque</th>
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<tr>
<td>5 - 7 N·m</td>
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</table>

4

Finally, remove the protection sheet.

Installation of the rear brake caliper

BR-R9110-R

1

Temporarily attach to the frame base together with the assembly tool.

- (A) 4mm hexagon wrench
- (B) Brake mounting bolt

<table>
<thead>
<tr>
<th>Tightening torque</th>
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<tbody>
<tr>
<td>0.5 N·m</td>
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</table>

2

Pull out the assembly tool in the direction of the arrow.

- (A) Assembly tool

To be continued on next page
3. Fully tighten the brake mounting bolt.

<table>
<thead>
<tr>
<th>Tightening torque</th>
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</thead>
<tbody>
<tr>
<td>5 - 7 N·m</td>
</tr>
</tbody>
</table>

4. Finally, remove the protection sheet.

BR-R9110-RS

NOTE

BR-R9110-RS is a rear brake. They cannot be used as front brakes.

1. Temporarily attach to the frame base together with the assembly tool.

| (A) Assembly tool |
| (B) 4mm hexagon wrench |
| (C) Brake mounting bolt |

<table>
<thead>
<tr>
<th>Tightening torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5 N·m</td>
</tr>
</tbody>
</table>
Installation of the brake caliper (BR-R9110)

**2**
Pull out the assembly tool in the direction of [2] while also pulling it in the direction of [1].

**3**
Fully tighten the brake mounting bolt.

<table>
<thead>
<tr>
<th>Tightening torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 - 7 N·m</td>
</tr>
</tbody>
</table>

**4**
Finally, remove the protection sheet.
Brake shoe setting position

The contact angle (toe-in) of the shoe against the rim can be adjusted. Setting toe-in enables smooth braking operation.

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

- **(x)** Direction of rim rotation
- **(y)** Toe-in 0.5mm
- **(z)** 1mm or more

### (A) Shoe fixing bolt
### (B) 4mm hexagon wrench

<table>
<thead>
<tr>
<th>4 mm</th>
<th>5 - 7 N·m</th>
</tr>
</thead>
</table>

### NOTE
Use brake shoes that are appropriate for the rim type and rim width. For details refer to the section "Recommended tire size/rim width/brake shoes".
Fixing the BC-9000/BC-R680 cable

**WARNING**

Do not apply grease or other lubricants to the inner cable. Be sure to wipe off any grease that adheres to the inner cable fixing section when passing the inner cable through the outer casing. If grease adheres to the fixing section, the holding force of the brake cable will not be sufficient causing the brake cable to slacken, a loss of brake control and possibly severe injury.

**NOTE**

Be careful not let the BC-9000/R680 cable come into contact with the shifting lever or the metal section (adjustment section) of the caliper brake. If the coating is damaged when the inner cable is installed, the coating may become fluffy; however, function will not be affected.

1. Move the quick release lever to the "Close" position.

   **BR-R9100/R9110-F/R9110-RS**

   **BR-R9110-R**

   (y) Open
   (z) Close

   (A) Quick release lever
Wipe off any grease or other lubricants on the inner cable fixing section. After that, fix the inner cable while adjusting shoe clearance.

1. BR-R9100/R9110-F/R9110-RS
   - 2 mm
   - 4 mm

2. BR-R9110-R
   - 2 mm
   - 4 mm

(a) 4mm hexagon wrench
(b) 2mm hexagon wrench
(c) Centering adjustment bolt

Tightening torque
- 4 mm
- 6 - 8 N·m

3. TL-CT12

Cut off any excess inner cable. Finally, attach the inner end cap.

(a) TL-CT12
INSTALLATION

Fixing the BC-9000/BC-R680 cable

4

Turn the cable adjustment nut to readjust shoe clearance.

BR-R9100/R9110-F/R9110-RS

BR-R9110-R

1.5 - 2mm
(Adjust so that the shoe clearances on the left and right are the same)

(A) Cable adjustment nut
(B) Self-locking nut

5

Before use, depress the brake lever until it touches the grip about ten times to re-check shoe clearance and each component for any abnormalities.
Cable outer stopper position for BR-R9110-R and Appropriate outer casing length

When caliper brake is open ... $A \geq 15\text{mm}$

| (v)  | Non-drive side |
| (w)  | Drive side    |
| (x)  | BB center     |
| (y)  | Low gear line (FC-R9100) |
| (z)  | Cable outer stopper |

When caliper brake is fully closed

When the caliper is fully closed without a rear wheel, the brake outer casing should be long enough to reach from the cable outer stopper to the caliper.

| (z)  | Cable outer stopper |
Installation of the shifting cable

Cable to be used

<table>
<thead>
<tr>
<th>Designated inner cable</th>
<th>Outer cap with tongue/SP41 outer casing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ø1.2mm</td>
<td>Ø4mm</td>
</tr>
</tbody>
</table>

NOTE
Do not let dust adhere on the inner cable. If the grease on the inner cable is wiped off, the application of SIS SP41 grease (Y04180000) is recommended.

Outer cap with tongue installation position

(A) Sealed outer cap (aluminum type) (derailleur side)
(B) Cap with long tongue
(C) Cap with short tongue (shifting lever side)

TECH TIPS
Be sure to insert the convex shape on the cap with short tongue into the groove in the bracket.
**Cutting the outer casing**

1. **Use the cable cutter (TL-CT12) or an equivalent tool to cut the side opposite of the inscription.**
   - After cutting, remove the outer cap with tongue.
   - (A) TL-CT12
   - (B) Outer cap with tongue

2. **After cutting, expand the tip of the liner (Ø2.2mm or more) with TL-CT12 or another narrow tool.**
   - Arrange the cut end into a perfect circle, as shown in the illustration.
   - (A) TL-CT12
   - (B) TL-CT12 needle

3. **Attach the outer cap with tongue.**
   - Insert the outer casing until it closely contacts with the seating surface of the outer cap with tongue.
   - (A) Outer casing
   - (B) Outer cap with tongue

**NOTE**
- Use a cable which still has some length to spare even when the handlebars are turned all the way to both sides.
- Be careful not to injure your hand with the TL-CT12 needle section.

**NOTE**
Be careful not to crush the tip of the convex part of the outer cap with tongue when inserting the outer casing.
## INSTALLATION

### Installation of the shifting cable

#### Passing through the shifting inner cable

The illustration is of the rear lever.

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Operate the release lever 10 or more times and set the lever to the top position.</td>
<td><img src="image1" alt="Step 1 Image" /></td>
</tr>
<tr>
<td>2</td>
<td>Remove the cable cover from the bracket using a screwdriver.</td>
<td><img src="image2" alt="Step 2 Image" /></td>
</tr>
<tr>
<td>3</td>
<td>Put the inner cable through as shown in illustration.</td>
<td><img src="image3" alt="Step 3 Image" /></td>
</tr>
<tr>
<td>4</td>
<td>Insert the cable in such a manner that the inner end is attached to the unit.</td>
<td><img src="image4" alt="Step 4 Image" /></td>
</tr>
</tbody>
</table>

**NOTE**

Insert the cable while being careful not to damage the coating.
**Installation of the shifting cable**

5. Put the inner cable through as shown in illustration.

6. Finally, reinstall the cable cover.

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

8. Then wrap the handlebar with handlebar tape.

---

**TECH TIPS**

When the inner cable is installed, coating may be damaged and become fluffy; however, it will not affect function.

- **(A) Cap with short tongue**
- **(B) Tape**
- **(A) Outer casing**
ADJUSTMENT
**Arch spring tension adjustment (BR-R9110-R)**

The spring adjustment bolt can be used to adjust the spring tension of the arch.

- **(y)** Increase spring force
- **(z)** Decrease spring force

**NOTE**

Arch spring tension adjustment cannot be carried out for BR-R9100/BR-R9110-F/BR-R9110-RS.
Readjustment of shoe clearance (When brake shoes are worn)

Wear and tear of the brake shoes increases the clearance between the shoes and the rim. To deal with this, re-adjust shoe clearance by turning the cable adjustment nut.

1. Adjust cable tension with the cable adjustment nut.
2. When the grooves of a brake shoe are worn away, replace the brake shoe.

Adjusting the brake mounting bolt does not adjust the looseness of the brake arm itself.
Reach adjustment

Adjust the lever stroke using a slotted screwdriver.

- **(x)** Clockwise: Decreases the reach.
- **(y)** Counterclockwise: Increases the reach.
- **(z)** Reach

**Note:**
- **(A)** Slotted screwdriver
  - Blade width: 4.0 - 5.0mm
  - Blade thickness: 0.5 - 0.6mm
- **(B)** Reach adjustment bolt

Make sure that braking operates properly after the adjustment.
MAINTENANCE
Replacement of cartridge shoe (BR-R9100/R9110-RS)

1. **Remove the mounting bolt.**
   - (A) 2mm hexagon wrench
   - (B) Mounting bolt

2. **Remove the shoe by sliding it along the groove of the shoe holder.**
   - (A) Shoe

There are two different types of shoe and shoe holder for the left and right respectively.

- Slide the new shoes into the grooves on the shoe holders while taking note of the correct directions and bolt hole positions.

3. **For left (same for front and rear)**
   - (A) (B) (C) (D)

   **For right (same for front and rear)**
   - (D) (C) (B) (A)

4. **Tighten the mounting bolt.**
   - Tightening torque
     - 1 - 1.5 N·m
Replacement of cartridge shoe (BR-R9110-F/R9110-R)

1. Remove the mounting bolt.
   - (A) 2mm hexagon wrench
   - (B) Mounting bolt

2. Remove the shoe by sliding it along the groove of the shoe holder.
   - (A) Shoe

3. There are two different types of shoe and shoe holder for the left and right respectively.
   Slide the new shoes into the grooves on the shoe holders while taking note of the correct directions and bolt hole positions.
   - (y) Front
   - (z) Shoe insertion direction
   - (A) 2mm hexagon wrench
   - (B) Mounting bolt
   - (C) Shoe holder
   - (D) Shoe

   **WARNING**
   For the shoe holder of BR-R9110, always use the dedicated brake shoe (R55C4/R55C4 (for carbon rim)/R55C4-A (for carbon rim)). The conventional brake shoes (R55C3/R55C3 (for carbon rim)/R55C2/R55C (for carbon rim)/R55C (for ceramic rim), and R55C+1) have different fixing positions preventing the mounting bolt from being tightened, which will cause the brake shoe to come off and disable braking.

4. Tighten the mounting bolt.
   - Tightening torque
   - 1 - 1.5 N·m
## Brake shoe characteristics

<table>
<thead>
<tr>
<th>Model No.</th>
<th>R55C4</th>
<th>R55C4 for carbon rim</th>
<th>R55C4-A for carbon rim</th>
<th>R55C3</th>
<th>R55C+1</th>
<th>R55CT4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Brake shoe shape</strong></td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
</tr>
<tr>
<td><strong>Cartridge type</strong></td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td><strong>Recommended rim</strong></td>
<td>Aluminum</td>
<td>Carbon</td>
<td>Carbon</td>
<td>Aluminum</td>
<td>Aluminum</td>
<td>Aluminum</td>
</tr>
<tr>
<td><strong>Characteristics</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DRY Power</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>WET Power</td>
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<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
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<tr>
<td>Silence</td>
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<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Anti-fading</td>
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<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Durability (on road)</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Durability (muddy conditions)</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Anti-rim attack</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
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</tr>
<tr>
<td>BR-R9100</td>
<td>Standard type</td>
<td>Option</td>
<td>Option</td>
<td>-</td>
<td>-</td>
<td>Option</td>
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<tr>
<td>BR-R9110</td>
<td>Standard type</td>
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<td>Option</td>
<td>-</td>
<td>-</td>
<td>Option</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model No.</th>
<th>M50T</th>
<th>R50T</th>
<th>R50T2</th>
<th>R50T4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Brake shoe shape</strong></td>
<td>![Image]</td>
<td>![Image]</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cartridge type</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Recommended rim</strong></td>
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<td>Aluminum</td>
<td>Aluminum</td>
<td>Aluminum</td>
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<tr>
<td><strong>Characteristics</strong></td>
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<tr>
<td>DRY Power</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
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<tr>
<td>WET Power</td>
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<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
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<tr>
<td>Silence</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
</tr>
<tr>
<td>Anti-fading</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
</tr>
<tr>
<td>Durability (on road)</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
</tr>
<tr>
<td>Durability (muddy conditions)</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
<td>★★★☆☆</td>
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<tr>
<td>Anti-rim attack</td>
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<td>★★★☆☆</td>
</tr>
<tr>
<td>BR-R9100</td>
<td>-</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>BR-R9110</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
Disassembling the bracket body and lever body

1. First use the Shimano original tool (sold separately) to remove the E-ring.


Next, set part [A] against the E-ring and remove the E-ring.

\[\text{(y) Special E-ring removal tools:} \]
\[\text{[1] Y6RT66000} \]
\[\text{[2] Y6RT68000} \]

\[\text{(z) E-ring removal direction} \]

\[\text{(X) E-ring} \]

\[\text{CAUTION} \]
When you remove the E-ring, it may pop out; wear protective glasses while removing it. Check that there is no one and nothing around you before starting the removal.

\[\text{(A) Hexagon wrench} \]
\[\text{(B) Plastic mallet} \]

\[\text{NOTE} \]
Always be sure to remove the lever axle in this direction. If it is removed in the opposite direction, it may damage the bracket body.

2. Insert a hexagon wrench or similar tool into the lever axle hole, tap it gently with a plastic mallet to push out the lever axle, which disassembles it into the bracket body and the lever body.
Assembling the bracket body and lever body

1. Insert the lever into the bracket.

2. Insert the end of the return spring into the notch.

3. Align the axle holes, set the special E-ring removal tool [1] in the position shown in the illustration, and then press-fit the lever axle.

   - Do not press-fit the lever axle from this direction. Otherwise, it may damage the bracket body.

4. Remove the special E-ring removal tool [1], and then use the special E-ring removal tool [2] to install the E-ring.

---

**TECH TIPS**

- The correct direction for the lever axle is for the E-ring groove to face up.
- Check that the surface of the bracket body and the top end of the lever axle are flush with each other so that the E-ring will fit into the groove.

**NOTE**

Do not use the removed E-ring again. Be sure to use a new E-ring.
**Replacing the bracket cover**

Insert the protrusions on the bracket cover into the hollows in the bracket body when fitting on the bracket cover.

### NOTE

- A label is engraved in the bracket cover.
  - R: for right
  - L: for left

- Always replace the bracket cover with the lever removed from the bicycle as shown in the illustration.

### TECH TIPS

Wipe a little rubbing alcohol inside the bracket cover to make installation easier.

---

**Replacing the name plate**

Operating the shifting lever while operating the brake lever exposes the screws. Remove the screws and then replace the name plate.

### (A) Screwdriver[#1]

<table>
<thead>
<tr>
<th>Tightening torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.15 - 0.2 N·m</td>
</tr>
</tbody>
</table>
Replacing the main lever support

Operate the release lever 2 or more times, and then shift the main lever by 2 gears.

1

(A) Main lever support

(A) Main lever
(B) Release lever
## Replacing the main lever support

<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Hold the component [z] at the base of the main lever with the hands and then return only the main lever to the original position.</td>
</tr>
<tr>
<td>3</td>
<td>Rotate the main lever support in the direction of the arrow with a slotted screwdriver or an equivalent tool, and then remove the stopper.</td>
</tr>
<tr>
<td>4</td>
<td>Pull out the main lever support.</td>
</tr>
<tr>
<td>5</td>
<td>Insert a new main lever support.</td>
</tr>
</tbody>
</table>
## Replacing the SL cable guide

1. Remove the lever from the handle, and then remove the bracket cover.

2. Remove the cable cover.

3. Use a pointed tool to pry out the SL cable guide.


5. Install the cable cover.
Replacing the cable cover

1. Turn over the bracket cover from the back side.
   Gently turn over the ends of the bracket cover with both hands and slowly push them down.

   ![Diagram 1]

   **NOTE**
   Forcibly pulling it may cause damage to the bracket cover because of its material properties.

2. Remove the cable cover from the bracket using a screwdriver and pull the cable out with your hand.

   ![Diagram 2]

   (A) Cable cover
Before installing a new cable cover, make a slight crease on it and insert it into the hole in the bracket.
How to pull out a disconnected inner end (shifting cable)

If it is hard to pull out the inner end, follow the procedure below.

1. Remove the lever from the handle, and then remove the bracket cover.

2. Remove the screws located at the bottom of the bracket, and then remove the unit cover.

3. Pull out the inner end on the cable hook of the winding body.

4. Reattach the unit cover and then tighten the screws.

TECH TIPS

Should the inner cable break, it is recommended that you also replace the cable guide together with the inner cable in order to maintain smooth shifting.

(A) Screwdriver[#1]
(B) Unit cover

NOTE

At this point, be careful not to touch the spring accidentally. Doing so could cause a malfunction.

Tightening torque

0.2 - 0.25 N·m