A. Accessories Prepared

Hydraulic Disc Brake DSK-915 is designed to fit both the International Standard (IS) and the Post Mount Standard for both the frame and fork.

With the adapter it fits the International Standard disc brake mount. The assembly holes distance is specified as 51 mm.

Without adapter it fits the Post Mount standard. The assembly holes distance is specified as 74.2 mm.

1. Rotor: 1 mm Stainless steel rotor. 1 piece wheel. Front rotor: φ 110mm, Rear rotor: φ 110mm.
2. Mounting bolts: M6 x 1 fray washer. 2 pcs.
3. Disc screws: M6 x 10 (25), 6 pcs. per rotor.
4. (SK-010-11) 5 International standard 0.6 bolt washers. Fits pad and rotor clearance larger than 0.5mm, dimension B should be larger than 15.6mm as shown in illustration (A-800-HUB SPEC).

B. Tools required

- Allen wrench 2mm, 4mm, 5mm
- Flat head screw driver
- Torx wrench T25
- Needle nose pliers

C. Installation Steps

Do not continuously squeeze and release the lever before completion of the assembly!

This caliper has the function of automatic compensation, any movement of the lever will move the pistons inside the caliper and then push the brake pads inward. This may cause the distance between the pads too small, to assemble the rotor. If this occurs, insert a disc brake pad reset tool between the pads and press pistons inward toward the caliper body. If you do not have a disc brake pad tool, you can use a large flat head screwdriver. Make sure the disc brake tool or the screwdriver are clean of any grease or oil.

Step 1: Mount rotor to hub by aligning bolt holes on rotor with holes on hub rotor flange, arrow side out. Using supplied disc bolts, pre-tighten with hand then secure in a diagonal sequence. (Tightening torque: 40-55 kg cm) - Fig.(D-1)

Step 2: Install wheel/rotor assembly onto fork/wheel. Check correct alignment for proper positional adherence, then lock wheel tightly - Fig.(C-2)

Step 3: Mount caliper to fork or frame using M6 x 15mm mounting bolts (2 pcs) with washers on the side of adapter. Secure tightly. (Tightening torque: 55-65 kg cm) - Fig.(D-3) (For Post Mount, remove the adapter and mount caliper to fork using M6 x 15mm mounting bolts (2 pcs) with washers. Screw the bolts only a few turns and leave caliper loosely on the fork.)

Step 4: Install lever onto handlebar. Adjust angle to rider's preference. Tighten clamp bolts securely. - Fig.(C-4) Press lever several times and then press closely to let the pads slightly lock the rotor. The caliper will move automatically and adjust into position. Securely tighten the mounting bolts on the caliper side as the tightening torque: 55-65 kg cm. - Fig.(C-5)

Step 5: Spin wheel in forward rotation direction. Rotor should run freely between brake pads. If not, loosen the bolts and reapply step 4.

Step 6: Adjust the brake lever reach by using 2.0mm Allen wrench and turning the push rod that goes through the lever adjusting bushing. (Reach distance increases as it turns clockwise, decreases as it turns counterclockwise) - Fig.(C-6)

Step 7: Road test.

The braking power may be weak in the beginning because the close contact of new pads with rotor can not be achieved before 10-20 times of straining.

NOTICE: Don’t move back and forth in your initial test.

(1) While seated, bring your bike to a stop, 15 rpm and apply both brakes to bring your speed to almost a full stop. This should be a braking force that brings you and your bike to a slower speed without locking up your wheels.

(2) DO NOT LOCK YOUR BRAKES DURING THIS PROCESS THIS WILL CAUSE UNIFIED WEAR IN YOUR BRAKE PADS AND ROTORS.

(3) Repeat Step 1) (10-20 times) in consistent manner.

(4) After the last repetition of Step 1), gently apply brakes and ride the bike approx. 30 seconds while keeping the brakes applied in consistent manner. This can be a slow ride of 5-10 rpm with just enough force on brakes to cause drag. Not fast enough to stop you.

NOTES:

- What this is doing is allowing some brake and material to be deposited on the rotor for better bite. It also creates a smooth track for the pad to grab onto the rotor consistently in its rotation. The pad also wears into a good profile to match your rotors.

- If you have some clean water, pour some on your rotor after every 5 repetitions of Step 1). This will allow some evaporation of oil and miscellaneous material to be carried away. The water will evaporate rapidly.

- During this process and under normal braking, the rotors and brake calipers will become very hot and will burn skin on contact. Please avoid any direct contact with the rotor or brake caliper.

- After initial bedding of the pad and rotor, you will be already for your first ride. Please note that this prepares your brakes for a proper and consistent wear in period. Full performances will be apparent after the first 5-10 good rides. Until then please ride with caution as full performance will not be achieved yet.

D. Brake Pad Replacement

Check the brake pads. When the brake pads are worn down to a thickness of 0.5mm, the brake pads must be replaced by safety testing.

Step 1: Remove the caliper and brake pads from the brake frame. - Fig.(D-1)

Step 2: Push the pistons back into the place as far as it will go. - Fig.(D-2)

Step 3: Install the new brake pads and pad spacers. - Fig.(D-3)

Step 4: Depress the brake lever several times to ensure that the operation of brake lever becomes stiff.

Step 5: Remove the pad spacers. Reinstall caliper to the adapter, then check there is no interference between the rotor and the caliper. If they are touching, try to adjust the caliper fixing bolts.

Step 7: Road test. Please follow the Installation Step 7.

E. Brake Fluid

1. The Mineral oil is used for “PROMAX” hydraulic disc brake.

2. In order to prevent the oil damaged and maintain the brake operation of DSK-915, use only genuine “PROMAX” mineral oil.

3. If fluid leaks occur, immediately stop using the brakes and carry out the appropriate repairs. It is dangerous to continue riding the bicycle with fluid leaking. It can cause injury to the brakes themselves.

4. If the road surface is wet, please take into account reduced tire traction as well as brake performance. To avoid this, ride slowly and apply the disc brakes gently and early.

5. Please use extra caution to keep your fingers away from the rotating disc brake rotor during installation of the wheel. The rotor is sharp enough to inflict severe injury to your fingers.

WARNING

- Be sure to wear the shirt freely into the bolt head before tightening or loosening. Failure to do so may result in a stripped out bolt head.

- Do not ride too fast during road testing and be aware of the safe braking distance.

- If fluid leaks occur, immediately stop using the brakes and carry out the appropriate repairs. It is dangerous to continue riding the bicycle with fluid leaking. It can cause injury to the brakes themselves.

- If any oil or grease gets on the rotor, you should clean the rotor. If this is not done, the brake may not work correctly.

- If the road surface is wet, please take into account reduced tire traction as well as brake performance. To avoid this, ride slowly and apply the disc brakes gently and early.

- Please use extra caution to keep your fingers away from the rotating disc brake rotor during installation of the wheel. The rotor is sharp enough to inflict severe injury to your fingers.