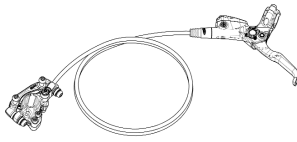




Changing Hose Lengths & Bleeding



FOLLOW THESE INSTRUCTIONS CAREFULLY!

IF YOU DO NOT UNDERSTAND ANY PART OF THESE PROCEDURES, HAVE THEM DONE BY A PROFESSIONAL BIKE MECHANIC.

CHANGING HOSE LENGTHS

DOT FLUID WILL DAMAGE PAINTED SURFACES. DO NOT allow any brake fluid to come in contact with painted surfaces. If DOT fluid gets on the paint or pad printing on the brakes, clean it immediately with isopropyl alcohol. **REMOVAL OF PAINT AND/OR PRINTING BY DOT FLUID IS NOT COVERED UNDER WARRANTY!**

TOOLS NEEDED: Rubber Gloves, 8mm open-end wrench, 4mm hex wrench, T-10 Torx® wrench, hydraulic hose cutters or very sharp housing cutters, awl, paper towels, and isopropyl alcohol. **Note:** Avid highly recommends the use of rubber gloves when handling DOT fluid.

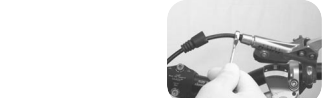
1. INSTALL BRAKES
Install the front and rear brakes according to the Juicy Quick Install sheet.

2. RE-CHECK HOSE ROUTING
Re-check the hose routing from the calipers, being sure to account for suspension movement. Also make sure the hoses are properly secured.

3. LOOSEN LEVER AND ROTATE
Using a 4mm hex wrench, slightly loosen the lever clamp bolts then rotate the lever up 45 degrees from the floor (10 o'clock). Setting the hose lengths with the levers in this position ensures enough hose to rotate the handlebar freely and to get the levers in the proper position for bleeding.



4. REMOVE HOSE FROM LEVER
A. Pull the boot away from the lever, then use an 8mm open-end wrench to loosen the hose compression nut.



B. Remove the nut by hand and pull the hose from the lever. Wiggle the hose if necessary.



C. Slide the nut and boot down and away from the end of the hose.

5. DETERMINE PROPER HOSE LENGTH @ CUT
A. Hold the hose to the groove that the boot seats in, leaving a gentle curve in the hose.



B. Cut the hose using hydraulic hose cutters, very sharp cable-housing cutters, or a very sharp knife.



C. Use an awl or other such tool to open the end of the freshly-cut hose.



6. INSTALL NEW FITTINGS
A. While holding the hose firmly in the notch in the back side of your cable cutters, press in a new hose barb. Ensure complete insertion.



IMPORTANT

Brakes are a safety-critical item on a bicycle. Improper set-up, use or maintenance of brakes can result in loss of control or an accident, which could lead to a severe injury.

Avid brakes are a performance product that offer increased stopping power over brakes that you may be used to. This greater power requires less effort to look-up a wheel when braking. A wheel lock-up might cause you to lose control and possibly cause injury.

It's your responsibility to learn and understand proper braking techniques. Consult the owner's manual for your bicycle and a professional bike dealer. Practice your riding and braking techniques on a flat and level surface prior to aggressive riding.

The effectiveness of braking is dependent on many conditions over which Avid has no control. These include the speed of the bicycle, type and condition of the riding surface, braking lever force, proper installation and maintenance of brakes, brake lines, hydraulic fluid, levers, brake pads, the condition of the tires, weight of the rider, proper braking techniques, weather, terrain, and a variety of other factors.

Avid brakes and levers are not intended for use on any motorized bicycle or vehicle. Any such use could result in a serious personal injury.

ALWAYS RIDE UNDER CONTROL

Remember, it takes longer to stop in wet conditions. To reduce the possibility of an accident and minimize trail erosion, you should avoid looking-up your wheels.

B. Remove the hose from the cutters, then install a new compression fitting.



7. RE-INSTALL HOSE
A. Push the hose firmly into the lever until it stops.



B. While holding the hose in place, slide the compression fitting and compression nut up to the lever, then finger tighten the nut. Wiggle the hose if necessary.



C. While continuing to push the hose into the lever body, use an 8mm open end wrench to tighten the compression nut. When you feel the compression nut hit the compression fitting, tighten approximately another 1 1/2 turn, at which point you will feel the compression nut bottom out.



D. Re-install the boot, then rotate the lever back to riding position.



8. BLEED BRAKES
Bleed the brakes according to the following section.

BLEEDING PROCEDURES


FOR BEST RESULTS only use Avid Hi-Performance DOT Fluid. **DO NOT** allow any brake fluid to come in contact with a painted surface. **DO NOT** use DOT fluid on the paint or pad printing on the brakes. **REMOVAL OF PAINT AND/OR PRINTING BY DOT FLUID IS NOT COVERED UNDER WARRANTY!**

TOOLS NEEDED: Rubber Gloves, Avid Bleed Kit, T-10 Torx® wrench, 4mm hex wrench, a large rubber band or other way of securing the lever blade to the handlebar, paper towels, and isopropyl alcohol

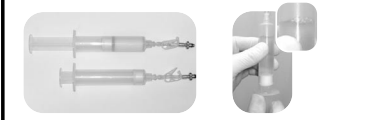
ICONOGRAPHY: These icons will give you a heads-up when you need to clamp or unclamp a syringe or change the position of the lever.



PRE-FLIGHT INSTRUCTIONS:

- Place the bike flat in the stand as shown:
- 
- Master cylinder volume needs to be set by adjusting the Pad Contact Adjustment Knobs on the levers as follows:
Turn the knob so that the pad contact point is all the way out, then back them off 1 full turn. For a right-hand lever, this means turning the knob completely counter-clockwise, then back 1 turn. The knob on a left-hand lever needs to be turned completely clockwise, then back 1 turn.

1. PREPARE SYRINGES
Fill one bleed syringe 1/2 full with Avid Hi-Performance Dot Fluid from a SEALED CONTAINER. De-gas the fluid by clamping the syringe off and pulling a vacuum. As you do this, you'll see gas bubbles float to the top. Pull and release the plunger until no more gas bubbles appear. Un-clamp, remove any excess air, then re-clamp this syringe. Leave the other syringe empty and unclamped.



2. REMOVE CALIPER BLEED PLUG/ATTACH SYRINGE
While holding the 1/2 filled clamped syringe in one hand, locate and remove the caliper bleed-port plug (see diagram at top right corner of the page) with a T-10 Torx® wrench. Quickly screw the syringe fitting into the port to prevent the loss of fluid.



FOR BEST RESULTS only use Avid Hi-Performance DOT Fluid.

IF AVID FLUID IS NOT AVAILABLE, only use DOT 4 or DOT 5.1 Fluid.

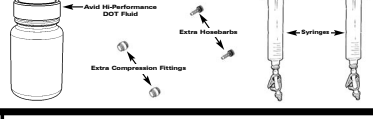
DO NOT USE A FLUID OTHER THAN THE DOT FLUIDS SUGGESTED. SOME FLUIDS WILL DAMAGE THE SYSTEM AND MAKE THE BRAKES UNSAFE TO USE.

DOT FLUIDS WILL DAMAGE PAINTED SURFACES. IF ANY FLUID COMES IN CONTACT WITH A PAINTED SURFACE (i.e. your brakes or your frame), WIPE IT OFF IMMEDIATELY AND CLEAN WITH ISOPROPYL ALCOHOL. REMOVAL OF PAINT AND/OR PRINTING BY DOT FLUID IS NOT COVERED UNDER WARRANTY!

DO NOT ALLOW ANY BRAKE FLUID TO COME IN CONTACT WITH THE BRAKE ROTORS. IF THIS OCCURS, CLEAN THE ROTORS WITH ISOPROPYL ALCOHOL.

DO NOT ALLOW ANY BRAKE FLUID TO COME IN CONTACT WITH THE FRICTION MATERIAL OF THE BRAKE PADS. IF THIS OCCURS, THE PADS ARE CONTAMINATED AND MUST BE REPLACED.

Bleed Kit Contents



3. REMOVE LEVER BLEED-PORT PLUG
Locate and remove the lever bleed-port plug (see diagram at top right corner of the page) using a T-10 Torx® wrench.



4. ATTACH 2ND SYRINGE TO LEVER
Insert the bleed fitting of the 2nd empty syringe into the lever bleed port and finger tighten. Leave the hose clamp open.



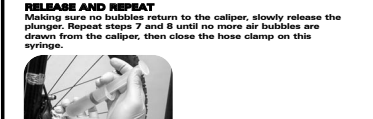
5. FULL AND FIX LEVER/REMOVE RESERVOIR COVER
Pull the brake lever completely to the bar and secure with a large rubber band or the hand of a willing friend. This is also good time to slide off the reservoir cover so the reservoir can be checked for bubbles later.



6. DRAW A VACUUM AT CALIPER
After unclamping the caliper syringe, slowly and gently pull the plunger on the caliper syringe to draw a vacuum. Continue to draw a vacuum until no more air bubbles appear in the fluid.



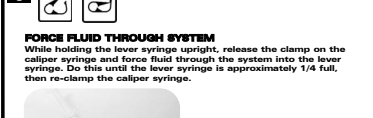
7. RELEASE AND REPEAT
Making sure no bubbles return to the caliper, slowly release the plunger on the caliper syringe to draw a vacuum. Continue to draw a vacuum until no more air bubbles appear in the fluid.



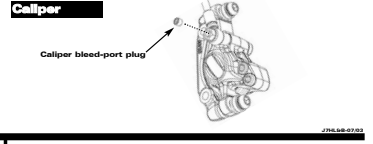
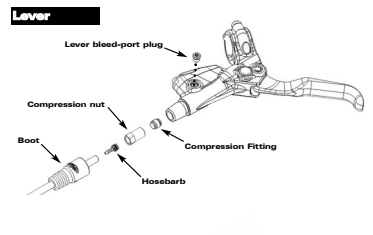
8. RELEASE LEVER
Remove the rubber band (or your buddy's fingers) from the lever.



9. FORCE FLUID THROUGH SYSTEM
While holding the lever syringe upright, release the clamp on the caliper syringe and force fluid through the system into the lever syringe. Do this until the lever syringe is approximately 1/4 full, then re-clamp the caliper syringe.



10. SQUEEZE LEVER
Continue to hold the lever syringe upright and **slowly** squeeze the brake lever halfway to the bar and release 5 or 6 times. This will displace any air bubbles within the master cylinder into the master cylinder reservoir.



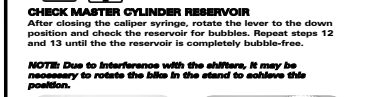
11. ROTATE LEVER UP 45 DEGREES
Rotate the lever up 45 degrees from level. This positions the lever bleed screw properly for evacuating the remaining air from the master cylinder reservoir.



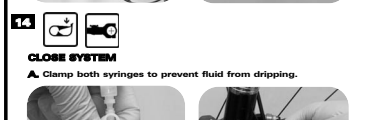
12. EVACUATE AIR FROM RESERVOIR
Open the caliper syringe clamp, then evacuate the remaining air in the master cylinder reservoir by **slowly** pushing the caliper syringe plunger until bubbles no longer exit into the lever syringe.



13. CHECK MASTER CYLINDER RESERVOIR
After closing the caliper syringe, rotate the lever to the down position and check the reservoir for bubbles. Repeat steps 12 and 13 until the reservoir is completely bubble-free.



14. DRAW A VACUUM AT CALIPER
After unclamping the caliper syringe, slowly and gently pull the plunger on the caliper syringe to draw a vacuum. Continue to draw a vacuum until no more air bubbles appear in the fluid.



15. RELEASE AND REPEAT
Making sure no bubbles return to the caliper, slowly release the plunger on the caliper syringe to draw a vacuum. Continue to draw a vacuum until no more air bubbles appear in the fluid.



16. REPEAT FOR OTHER BRAKE



17. RE-POSITION LEVER & REPLACE RESERVOIR COVER
Rotate the lever back to riding position and re-torque per the Juicy Quick Install Sheet, then slide on the reservoir cover.



18. CLEAN-UP

- WIPE IT UP**
Clean any residual brake fluid from calipers, levers, and/or frame with a clean paper towel and isopropyl alcohol.
- EMPTY SYRINGES**
Un-clamp the syringe tubes and empty any remaining fluid into a sealed container and dispose of properly. **DO NOT RE-USE THIS FLUID! DO NOT LEAVE HOSE CLAMP CLOSED!**
- RIDE!**