

Fig.C-1



Fig.C-2

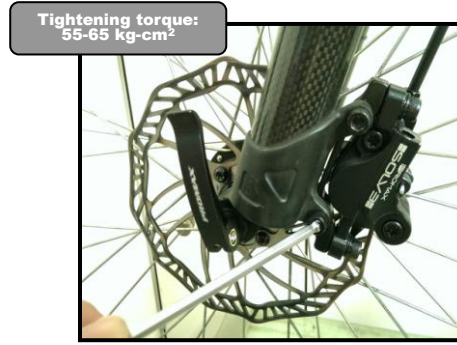


Fig.C-3



Fig.C-4

**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:** 1.9 mm Stainless steel rotor, 1 per wheel, Front rotor =  $\psi$  160mm, Rear rotor =  $\psi$  160mm.
2. **Mounting Bolts:** M6 x 18mm with washer, qty 2.
3. **Disk screws:** M5 x 11mm(T25), qty 6 per rotor.
4. **Hubs:** PROMAX or international 6 bolt standard fittings. For pad and rotor clearance larger than 0.5mm, dimension B should be larger than 16.5mm as shown in illustration (A-DB-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 continually squeeze and release the lever before completion of the assembly!**

The caliper has the function of automatic compensation, any movement to the lever will move the pistons inside the caliper and then push the brake pads inward. This may cause the distance between two 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.

- Step1.** 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: 40-50 kg-cm<sup>2</sup>) - - [ Fig.C-1]
- Step2.** Install wheel/rotor assembly onto fork/frame. Check wheel for proper alignment in dropouts, then lock wheel tightly - - [ Fig.C-2]
- Step3.** Mount caliper to fork or frame using M6 x 18mm mounting bolts (2 pcs) with washers on the side of adapter. Secure tightly. (Tightening torque 55-65 kg-cm<sup>2</sup>) - - [ Fig.C-3] (For Post Mount, remove the adapter and mount caliper to fork using M6 x 18mm mounting bolts (2 pics) with washers. Screw the bolts only a few turns and leave caliper loosely on the fork. )
- Step4.** Install lever onto handlebar, adjust angle to rider's preference. Tighten clamp bolts securely. - - [ Fig.C-4] Press lever several times and then press steadily 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 on the adapter. (Tightening torque: 55-65 kg-cm<sup>2</sup>) - - [ Fig.C-5]
- Step5.** Spin wheel in forward rotating direction. Rotor should run freely between brake pads. If not, loosen the bolts and repeat step4.
- Step6.** 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, and decreases as it turns counterclockwise.) - - [ Fig.C-6]

**Step7. 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 10-30 times of braking.

※ **NOTICE: Disc/Pad Bedding or Burn in for Road test**

- (1). While seated, bring your bike to approx. 15 mph and apply both brakes at equal pressure to bring your speed to almost a full stop. This should be a braking force that brings you and your bike to slower speed without locking up your wheels.
- (2). DO NOT LOCK YOUR BRAKES DURING THIS PROCESS.THIS WILL CAUSE UNEVEN WEAR IN OF YOUR BRAKE PADS AND ROTORS.
- (3). Repeat Step (1) 15-20 times in consistently same 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 mph with just enough force on brakes to cause drag. Not enough to stop you.

**NOTES:**

- What this is doing is allowing some brake and material to be deposited in 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 rotor.
- If you have some clean water, pour some on your rotor after every 5 repetitions of Step (1). This will allow some evacuation 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 performance will be apparent after the first 3-5 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 for safely braking.**

- Step1.** Remove the caliper and brake pads from the fork/frame . - - [ Fig.D-1]
- Step2.** Push the pistons back into the place as far as it will go. - - [ Fig.D-2]
- Step3.** Install the new brake pads and pad spacers. . - - [ Fig.D-3]
- Step4.** Depress the brake lever several times to ensure that the operation of brake lever becomes stiff.
- Step5.** 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.

**Step6.** Road test: Please follow the Installation Step 7.

**E. Brake Fluid**

1. The Mineral oil is used for "PROMAX" hydraulic disc brakes.
2. In order to prevent the oil seal 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 proper repairs. If you continue riding while fluid is leaking, there is the risk that the brakes may suddenly stop working. If the pads and or disc become contaminated with oil, they should be replaced as the performance could be decreased to a dangerous level.

※ **WARNING**

- Be sure to seat the wrench firmly 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 while fluid is leaking, the brakes may suddenly stop working.
- 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 early and gently.
- Please use extra caution to keep your fingers away from the rotating disc brake rotor during installing the wheel. The rotor is sharp enough to inflict severe injury to your fingers.

※ **CAUTION**

- Pads will become worn while braking, its necessary to check the pads periodically. If the brake pads are worn down to a thickness of 0.5mm, replace the brake pads.
- Full hydraulic caliper DSK-915 has the function of automatically compensation for the pad wearing. Therefore, you do not need to worry about the adjustment of the brake pads. However, when the brake operation become softer or get abnormal noise, must stop riding then replace the brake pads.
- Keep the brake pads away from oil or grease. The brakes performance is greatly reduced if contaminated with oil/grease.
- In rainy days, some unusual noise may occur while the brake pads are wet. The noise will disappear when the brake pads dry again.
- The caliper will become hot when the brakes are operated, do not touch them while riding or immediately after dismounting from the bicycle, otherwise you may get burned. Check the brake components have cooled down enough before adjusting the brakes.
- Vapor lock may occur if the brakes are applied continuously. To relieve this condition, momentarily release the lever.
- The mounting screws will need to be replaced with new ones after several times of installations and removals, as the Nylon compound wears off after 3-4 times of uses.

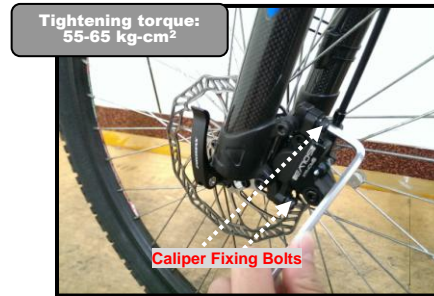


Fig.C-5



Fig.C-6

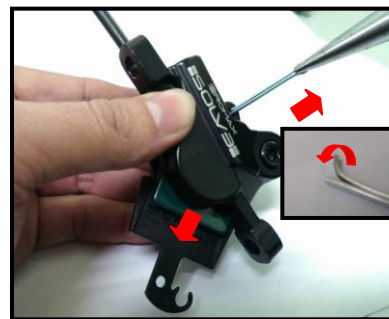


Fig.D-1

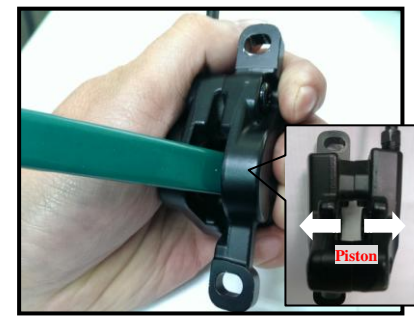


Fig.D-2

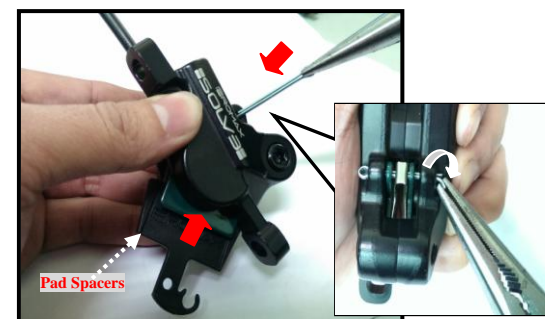
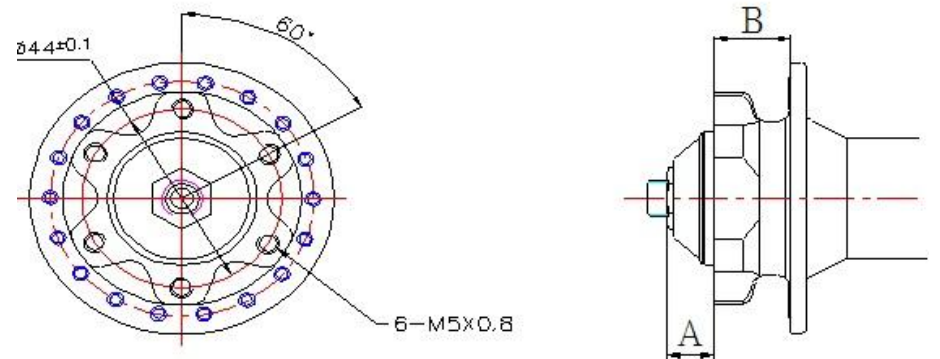


Fig.D-3



	HUB	A	B	HUB TYPE
PROMAX	FRONT	10.5	(16.4)	DB600
	REAR	15.25	(16.4)	
SHIMANO	FRONT	10.5	(15.3min)	A-DB-800
	REAR	15.25	(15.3min)	

**A-DB-800 HUB SPEC**