BLEED INSTRUCTIONS

HAYES DYNO / PRIME BRAKES

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KIT CONTENTS

- 2X 20ML SYRINGE ASSEMBLIES COMPLETE WITH;
- TUBING, O-RINGS, TUBE CLAMPS & BLEED ADAPTORS
- 1X BLEED NIPPLE BLEED TUBE & ADAPTOR
- 1X TORX SCREWDRIVER BIT
- 1X ELASTIC BAND
- 1X PAIR OF NITRILE (LATEX FREE) GLOVES
- 100ML DOT BRAKE FLUID (WITH COMPLETE KIT)

ADDITIONAL EQUIPMENT REQUIRED

- BLEED BLOCK OR DISC ROTOR
- 5MM ALLEN WRENCH
- CLEAN DAMP CLOTH (OR BRAKE CLEANER)
- TORQUE WRENCH (OPTIONAL)

BEFORE YOU START

- During the bleed process you may notice discolouration of the old fluid. If the old fluid is particularly dark we recommend bleeding the system twice to ensure all old fluid is removed and replaced with new.
- The brakes should be clean and free from debris, paying particular attention to the area around the bleed port screws at the calliper and lever so as not to introduce contaminates into the brake system.
- The bike should be orientated with the brake lever higher than the brake calliper.
- It is advisable, but not necessary, to remove the wheel during the bleed process. This allows you to remove the brake pads and push the pistons back into their housings to prevent over-filling of the system. It also protects the pads and rotor from brake fluid spillages.
- If you chose to remove the wheel you will need a suitable bleed block/piston spacer, or block of wood, to wedge apart the pistons during the bleed procedure.

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1 Start by loosening the brake lever fixing bolt/s to enable the lever assembly to move freely on the handlebar. Set the lever so that the bleed port is at the highest point (facing directly upwards). Temporarily fix in position.

PRIME MODELS: Set the stroke adjust dial to the middle position.

2 Fill one syringe 3/4 full with DOT brake fluid. Hold the syringe with the tip pointed up, tap the side of the syringe firmly to dislodge air bubbles so they rise to the top; and then, using a paper towel to cover the tip, push the air out from the syringe.

3 Take the other syringe and draw up 3-4mls of brake fluid from the bottle. Be sure to remove all remaining air from within the syringe as before.

4 Remove the lever bleed port screw using the Torx screwdriver bit and set aside safely. Screw in the syringe and threaded bleed adaptor. Close the tube clamp on the syringe tubing.

5 Orientate the calliper so that the bleed port is facing up. Remove the calliper bleed port screw and set aside. Screw the 3/4 full syringe into the calliper bleed port.

5a If your calliper has a bleed nipple instead of a bleed port screw simply replace the threaded adaptor with the bleed nipple bleed tube (supplied). Be sure to remove all air from the tube before connecting the tube to the bleed nipple.

You will need an open ended spanner to open the bleed nipple ¼ turn before you begin to inject new fluid.

6 Gently pull on the plunger of the calliper syringe to create a vacuum within the calliper. This will release any air bubbles which may be trapped inside the calliper.

NOTE: Do not pull so hard as to draw air past the syringe seal.

7 Release the tube clamp on the lever syringe. Begin to inject fluid by pushing on the plunger of the calliper syringe.

NOTE: You should start to see brake fluid entering the lever syringe along with any air which as present in the brake system.

8 After you have injected around half of the fluid within the syringe continue to inject but at the same time rotate the lever assembly on the handlebar upwards (lever at 12 o'clock) and then downwards (lever at 6 o'clock), this will help to dislodge any remaining air bubbles.

TIP: During this step quickly stroke the brake lever and allow it to snap back to its natural position, do this a few times. This will help to dislodge any trapped air bubbles.

9 Once no more air bubbles are mixed with the fluid entering the lever syringe, continue to gently push on the calliper syringe and close the clamp on the lever syringe.

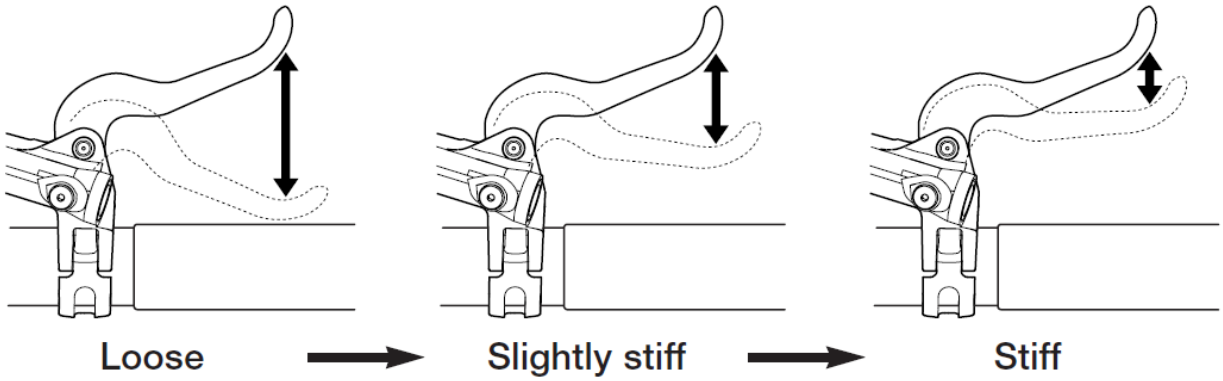
PRIME ONLY: Reset the position of the lever once again so that the bleed port is at the highest point.

10 Stop pushing on the plunger of the calliper syringe. Unscrew the calliper syringe from the calliper or close the calliper bleed nipple and disconnect the bleed tube. For callipers fitted with a bleed port screw allow a small bead of brake fluid to form inside the bleed port and then refit the bleed port screw. Torque to 1.3-1.5Nm. **Do not over tighten.**

11 Remove the syringe assembly from the lever and refit the lever bleed port screw. Torque to 1.3-1.5Nm. **Do not over tighten.**

DYNO ONLY: Refit the bleed port screw whilst the lever is still in the downward (6 o'clock) position.

12 Depress the brake lever a few times. The action should feel stiff and not spongy. If the lever feels spongy you should repeat the bleed process until you have a firm lever feel.



13 Wipe the lever and calliper with a clean damp cloth to remove any brake fluid. Return the brake lever to its normal riding position.

14 Refit your brake pads and retaining pin/screw (if you removed them earlier) and refit the wheel. Operate the brake once again. Observe the system for leaks around the lever and calliper bleed ports. If all is well you're ready to ride.

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