USER MANUAL

HYDRAULIC BRAKE BLEED KIT

Syringe, wide funnel and 10 adapters to bleed hydraulic brakes running on mineral oil. Contents, choosing the adapter, preparation, step-by-step procedure and troubleshooting.

MINERAL OIL: SHIMANO, MAGURA AND OTHERS · 10 ADAPTERS, LOCKING CONNECTION · SYRINGE, FUNNEL, HOSE, STORAGE BASE



01 · GETTING STARTED

CONTENTS, COMPATIBILITY, SAFETY

In the box

ITEM	QTY	PURPOSE
Graduated syringe	1	Pushes fresh oil into the system from the caliper.
Connecting hose	1	Links the syringe to the adapter or the bleed screw.
Wide funnel	1	Screws onto the lever, collects the bubbles and the oil coming up.
Adapters	10	Screw into the bleed ports of the lever or caliper (details next page).
Storage base	1	Holds the funnel and adapters between bleeds.

Mineral oil, gloves, rags and wrenches for the bleed screws are not included.

What the kit does

Bleeding replaces the old oil in the system and drives out the air that has got in. With this kit, fresh oil is **pushed by syringe from the caliper**, at the bottom: air bubbles rise naturally and come out into the **funnel screwed onto the lever**, at the top, which also collects the excess oil.

A spongy lever, one that comes back to the bar, or a stroke that changes from ride to ride shows the brake needs bleeding.

Compatibility

- Hydraulic brakes running on mineral oil: Shimano, Magura and other makes.
- Dedicated Magura MT and SRAM Guide / Level adapters, M4, M5 and M6 threaded fittings for other brakes.
- Before you start, identify the thread of your brake's bleed ports and the matching adapter.

Good to know

- Each brake is bled separately: front, then rear, with the same method.
- Keep syringe, hose and funnel clean: any dirt in the oil damages the brake seals.

Specifications

Fluid	**Mineral oil**	Brakes	**Shimano, SRAM, Magura and others**
Adapters	**10**	Connection	**Locking, leak-proof**
Materials	**Plastic + metal**	Storage	**Built-in base**

THE RIGHT FLUID

- This kit is meant for mineral oil. Only use the fluid marked on the lever or given in your brake's documentation.
- Never mix mineral oil and DOT fluid: the brake seals cannot take it.
- Many SRAM brakes run on DOT fluid: check the marking before any bleed.

SAFETY

- The brake is a safety part: if in any doubt, have the bleed done by a workshop.
- Oil on a rotor or pads removes braking: take off the wheel and pads before you start.
- Wear gloves, work in a ventilated place, keep oil and small adapters out of children's reach.
- After bleeding, test the brake while stationary, then at low speed, before any ride.
- Take used oil to a recycling centre, never down the sink.

02 · PREPARING

ADAPTERS, EQUIPMENT, PREPARATION

The adapters

ADAPTER	QTY	USE
M4	2	M4 threaded bleed ports.
M5 long	1	M5 threaded ports, long version.
M5 pagoda	1	M5 threaded ports, barbed tip for the hose.
Pagoda	1	Barbed tip the hose slides onto.
M6 short	3	M6 threaded ports, short version.
SRAM Guide / Level	1	SRAM Guide and Level brakes.
Magura MT	1	Magura MT range brakes.

Each adapter stores on the base, next to the funnel. Its black O-ring makes the seal: check it is in place and undamaged.

Choosing the adapter

Identify — Remove the bleed screw and compare its thread with the adapters.

Try — Screw in by hand: the adapter must go in without force and without play.

Give up — If it binds on the first turn, it is the wrong one: forcing damages the brake's thread.

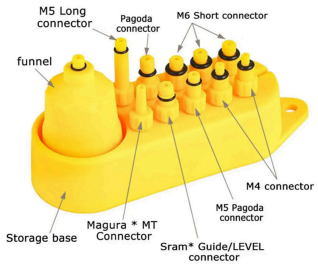
Tighten — By hand only, until the O-ring makes contact.

HAVE READY

- The mineral oil specified by the brake maker.
- Gloves, lint-free rags, brake cleaner or alcohol.
- Wrenches for the bleed screws and the lever clamp.
- The brake's bleed block and a container for used oil.

Before bleeding

1. **Set up the bike** in a stable work stand, at working height.
2. **Remove wheel and pads** first, then fit the bleed block between the caliper pistons so they do not come out.
3. **Level the lever** by loosening its clamp: turn it so the bleed port is level, at the highest point of the system, then retighten.
4. **Protect** the lever and caliper with a rag.
5. **Fill the syringe** with oil, tip up. Tap to bring the bubbles up and push until they come out. Connect the hose and drive out the air inside it.



The funnel and adapters stored on their base.

03 · PROCEDURE

BLEEDING THE BRAKE

1. **Open the lever** by removing its bleed screw, then screw the funnel in its place. Pour a little oil into the funnel.
2. **Connect the caliper** as your brake requires: hose slid straight onto the bleed screw, or screw removed and replaced by the matching adapter, hose slid onto it.
3. **Open the system** by loosening the caliper bleed screw slightly, if it stayed in place.
4. **Push the oil** slowly and steadily: bubbles rise and come out into the funnel. Never let it run dry.
5. **Close the caliper** once no more bubbles appear: close or refit the bleed screw, then remove syringe and hose over a rag.
6. **Clear the last bubbles** by pulling the lever several times, slowly, tapping hose and caliper: they rise into the funnel.
7. **Close the lever** by removing the funnel with the reservoir full to the brim, then refit the bleed screw with its seal and wipe clean.
8. **Clean** lever and caliper with brake cleaner, then remove the block, refit pads and wheel and reposition the lever on the bar.
9. **Test the brake** while stationary, then at low speed: firm lever, consistent stroke.

Checks before riding

- No trace of oil at the lever, the caliper or the hose fittings.
- Lever and caliper bleed screws closed.
- Rotor and pads clean and dry.
- Firm lever that does not come back to the bar.



The funnel screwed onto the levelled lever: bubbles and excess oil rise into it.

WHILE BLEEDING

- Watch the level in the funnel and top it up if needed.
- Push small amounts with short pauses: the bubbles have time to rise.
- Tap the hose from bottom to top to free bubbles that cling to it.
- Wipe off any drop straight away: oil contaminates pads and makes surfaces slippery.

COMMON MISTAKES

- Pushing too fast: the oil foams and creates new bubbles.
- Letting the funnel run dry: the lever draws air back in.
- Leaving the lever tilted: bubbles stay trapped in the reservoir.
- Bleeding with the pads fitted: they get contaminated and stop braking.
- Forcing an adapter that binds: the brake's thread gets damaged.

04 · AFTER BLEEDING

CARE AND TROUBLESHOOTING

If something goes wrong

SYMPTOM	LIKELY CAUSE	FIX
Spongy lever	Air left in the system	Bleed again, lever level, push more slowly
Lever comes back to the bar	Air or a leak	Bleed again; if oil escapes, have the brake checked
Leak at the adapter	Wrong thread, O-ring missing or damaged	Change adapter, check the O-ring
Syringe hard to push	Bleed screw closed, hose kinked	Open the screw, straighten the hose
Endless bubbles in the funnel	Loose fitting at the syringe end	Tighten the fitting, check the hose
Oil on rotor or pads	Spill during the bleed	Degrease the rotor, replace contaminated pads
Weak braking after refitting	Greasy rotor or pads	Degrease, replace the pads, bed them in

DO NOT

- Reuse the oil collected in the funnel: it contains air and dirt.
- Clean the rotor or pads with a greasy product or a lubricant.
- Ride without testing the brake while stationary.
- Leave oily rags near a heat source.

WHEN TO BLEED?

- The lever turns spongy or its stroke gets longer.
- The bite point changes from one ride to the next.
- After replacing a hose, a lever or a caliper.
- The oil visible in the reservoir has darkened.

Caring for the kit

- After use, empty syringe and funnel into the used oil container.
- Wipe the parts, rinse in warm soapy water, let them dry.
- Check the adapter O-rings before every bleed.
- Store the funnel and adapters on their base, away from dust.
- Keep the kit for mineral oil: do not use it with DOT fluid.

Need help?

sportenzia.com/pages/contact

Our team answers your questions about choosing adapters and bleeding.

A well-bled brake shows at the lever: firm, crisp, always in the same place.

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