SPORTENZIA

USER MANUAL

HYDRAULIC BRAKE BLEED KIT

Syringe, funnel, hoses and 10 metal connectors to replace the fluid in a hydraulic brake and drive out the air. Contents, preparation, step-by-step bleed, kit care and troubleshooting.

REF. KITEZ2024LITE · 10 CONNECTORS, 1, 2 OR 4 PISTON CALIPERS · MTB, ROAD, GRAVEL, E-BIKE



01 · GETTING STARTED

CONTENTS, WHAT EACH PART DOES, SAFETY

Kit contents

QTY	ITEM	PURPOSE
1	Funnel with plunger	Fits on the lever and collects air and excess fluid; the plunger seals it before removal
1	Large-capacity syringe	Pushes new fluid in at the caliper
10	Metal connectors	Screw in where the bleed screws go
1	Organiser base	Holds the connectors
3	Yellow caps	Keep the caliper pistons spaced apart
1	Yellow clamp	Pinches the hose to stop the fluid
Set	Clear reinforced hoses	Link the syringe to the connectors
1	O-ring	Spare seal
1	Maker's manual	Step-by-step instructions
1	Sealed bag	Extra accessories, depending on batch

Brake fluid is not supplied.

What the kit does

Bleeding a hydraulic brake means replacing its fluid and driving out the air. An air bubble compresses under braking: the lever feels spongy, its travel grows, power drops. The kit pushes new fluid from the caliper up to the lever; air and old fluid rise into the funnel. The bypass and the funnel plunger limit splashes.

When to bleed

Soft lever or lever coming close to the bar, uneven braking, after replacing or shortening a hose, and at the interval recommended by the brake maker.

Compatibility

- Over 90 % of bicycle hydraulic brakes: MTB, road, gravel, e-bike.
- Calipers with 1, 2 or 4 pistons.
- Common brands: Shimano, SRAM / Avid, Magura, Tektro, Hope, Formula, Campagnolo, Giant, Quad, Echo and other systems.
- Depending on the brand, the brake runs on mineral oil or DOT fluid: use the one your brake requires, never a mix of the two.

SAFETY

- DOT fluid irritates skin and eyes and strips paint: wear gloves and glasses, put rags under the caliper and lever.
- A drop of fluid on a rotor or pad ruins braking: remove the pads before you start and cover the rotor.
- Never squeeze the lever with no pads and no yellow cap fitted: the pistons would pop out of the caliper.
- Before riding, test the brakes standing still, then at low speed.
- Keep fluid and kit out of reach of children; take used fluid to a recycling centre.

02 · PREPARATION

FLUID, CONNECTORS, WORKSPACE

THE RIGHT FLUID, NOTHING ELSE

The fluid type is marked on the lever, the reservoir cover or the caliper: mineral oil or DOT, with its grade. Use only that one. The two do not mix: blending them destroys the brake seals.

You will also need

- The fluid your brake requires, new, from a sealed bottle.
- Torx or Allen keys for the bleed screws and the lever clamp.
- Gloves, glasses and clean rags.
- Isopropyl alcohol or brake cleaner.
- A tray or bag for the old fluid.
- A workstand or a stable support.

Choosing the connectors

1. **Find the bleed screws** on the caliper and on the lever or reservoir. Clean around them before opening.
2. **Try the connectors** one by one, bleed screw removed: the right one screws in by hand without resistance. Refit the screw until you are ready to bleed.
3. **Check the seal** on each connector, the black O-ring: missing or damaged, it lets air in.
4. **Tighten by hand** and never with a tool: the seal does the sealing, not the force.

Yellow caps and clamp

The three caps have different shapes: with the pads out, try them in the caliper and keep the one that fits without play. The yellow clamp clips onto the hose: closed, it stops the fluid; open, it lets it through. It keeps a hose from draining when you change connections.



The metal connectors: each brake has its own thread.

Bleeding from the bottom

The fluid starts at the caliper and rises to the lever: air, being lighter, follows the same path and escapes into the funnel. Some brake makers describe another method; in that case, refer to the manual supplied with the kit.

GOOD HABITS

- Note which connectors fit your brakes: the next bleed will be quicker.
- Bleed the syringe and hose before connecting them: without bubble-free fluid, no bleed succeeds.
- Work on one brake at a time.

Setting up your workspace

- Work in a well-lit, ventilated place, out of reach of children and pets.
- Cover the floor and the workbench.
- Keep a rag soaked in alcohol close by to wipe up every drop at once.

03 · PROCEDURE

BLEEDING A BRAKE, STEP BY STEP

Preparing the brake

1. **Set up the bike** in a workstand or against a stable support, rags under the caliper and lever.
2. **Remove the wheel and pads** from the brake you are bleeding. Keep the pads away from the fluid and cover the rotor.
3. **Fit a yellow cap** between the caliper pistons, the one that suits your model. It stops them coming out during the bleed.
4. **Level the lever** by loosening its clamp and turning it until the reservoir bleed screw sits at the highest point.
5. **Fit the funnel** on the lever: remove the bleed screw, screw in the matching connector by hand, then fit the funnel onto it.
6. **Fill the syringe** with fluid, tip up, push out the air, then connect hose and connector. Close the yellow clamp on the hose.



The funnel and its plunger: the plunger seals it before you lift it off the lever.

DURING THE BLEED

- Always keep fluid in the syringe: if it runs empty, air gets into the system.
- Watch the funnel: never let it overflow or run dry.
- Wipe any drop off the frame or paintwork straight away.

Bleeding

7. **Connect the caliper** once its bleed screw is out: screw in the connector by hand, then open the yellow clamp.
8. **Push slowly** on the syringe. Fluid rises to the lever and bubbles escape into the funnel. Keep going until the fluid runs clear, with no bubbles.
9. **Close the caliper side** by shutting the yellow clamp, then remove the connector and refit the bleed screw without forcing.
10. **Clear the last bubbles** by gently squeezing the lever several times and tapping the hose: the air rises into the funnel.
11. **Remove the funnel** once sealed with its plunger, together with its connector, then refit the lever bleed screw.
12. **Clean lever and caliper** with alcohol. Take out the yellow cap, refit pads and wheel, reposition and tighten the lever, then squeeze it until the pads touch the rotor.

BEFORE YOU RIDE

- The lever must feel firm and always stop at the same point.
- No trace of fluid at the bleed screws or on the rotor.
- Test at low speed before any ride.

IF THE FLUID DOES NOT RISE

- Check that the yellow clamp is open and the hose is not kinked.
- Make sure the connectors are screwed in properly, O-ring in place.

04 · CARE

AFTER THE BLEED, TROUBLESHOOTING

Caring for the kit

- Empty syringe, hoses and funnel after use, wipe them and let them dry.
- When switching fluids, rinse and dry the whole kit: DOT residue in a mineral oil brake damages its seals.
- Screw the connectors back onto the base: nothing gets lost and the threads stay clean.
- Replace a split O-ring with the spare one.

Common mistakes

- Syringe not bled: you inject the air you meant to remove.
- Lever not level: a bubble stays trapped in the reservoir.
- Connector tightened with a tool: damaged thread.
- Pads left in the caliper: contaminated, they must be replaced.
- Syringe pushed too fast: the fluid foams and forms new bubbles.

If something goes wrong

SYMPTOM	LIKELY CAUSE	FIX
Lever stays soft	Air in the system or reservoir	Bleed again, lever level, hose tapped
Endless bubbles in the hose	Loose connector, damaged seal	Screw in by hand, replace the O-ring
Leak at the connector	Wrong thread	Try another connector, without forcing
Pads will not go back in	Pistons pushed out	Ease them back with a plastic tool
Weak or noisy braking	Contaminated rotor or pads	Clean the rotor with alcohol, replace the pads



The base keeps the connectors within reach.

AFTER THE FIRST RIDE

- Check for leaks at the bleed screws and fittings.
- If the lever goes soft again, a bubble was left: bleed again.

A well-bled brake shows on the first pull: firm, crisp, always at the same point.

Need help?

sportenzia.com/pages/contact

Our team answers your questions about choosing connectors and bleeding.