SRAM®

2018+
Code™ RSC / R and Code™ Stealth

service manual

SRAM®

GEN.0000000005759 Rev F

SAFETY FIRST!

We care about YOU. Please, always wear your safety glasses and protective gloves when servicing SRAM® products. Protect yourself! Wear your safety gear!

TABLE OF CONTENTS

SRAM® CODE™ BRAKE SYSTEMS SERVICE 4
- WARRANTY AND TRADEMARK 4
- SERVICE PROCEDURES 5

TROUBLESHOOTING 6

CODE™ CALIPER SERVICE 7
- PARTS, TOOLS AND SUPPLIES 7
- CALIPER EXPLODED VIEW 7
- CALIPER BRAKE PAD REMOVAL 8
- CALIPER PISTON REMOVAL 9
- CALIPER PISTON INSTALLATION 13

CODE™ RSC LEVER SERVICE 16
- PARTS AND TOOLS NEEDED FOR SERVICE 16
- CODE RSC LEVER EXPLODED VIEW 16
- LEVER BLADE REMOVAL 17
- PISTON ASSEMBLY REMOVAL 20
- PISTON ASSEMBLY INSTALLATION 22
- LEVER BLADE INSTALLATION 26

CODE™ R LEVER SERVICE 30
- PARTS AND TOOLS NEEDED FOR SERVICE 30
- CODE R LEVER EXPLODED VIEW 30
- LEVER BLADE REMOVAL 31
- PISTON ASSEMBLY REMOVAL 34
- PISTON ASSEMBLY INSTALLATION 35
- LEVER BLADE INSTALLATION 36

SRAM® Code™ Brake Systems Service

We recommend that you have your SRAM Code components serviced by a qualified bicycle mechanic. Servicing SRAM components requires knowledge of bicycle mechanics as well as the special tools and lubricants/fluids used for service.

SRAM brake systems need to be serviced periodically to optimize braking function. If brake fluid is leaking from any area of the brake there may be damage or wear and tear to the internal moving parts. If the system has been contaminated with the wrong fluid there may be damage to all rubber and plastic internal parts. If your brake was damaged in a crash there may be damage to the lever blade, pushrod, and housing assemblies. Inspect and replace these parts to restore proper brake function.

Visit www.sram.com/service for the latest SRAM Spare Parts catalog and technical information. For order information, please contact your local SRAM distributor or dealer.

For recycling and environmental compliance information, please visit www.sram.com/company/environment.

Information contained in this publication is subject to change at any time without prior notice. Your product's appearance may differ from the pictures contained in this publication.

SAFETY INSTRUCTIONS

Do not use mineral oil or DOT 5 fluid.

If the brake system has been contaminated with mineral oil or DOT 5 fluid, flush all of the parts with soapy water, rinse them with clean water, then allow all the parts to dry prior to rebuilding. Install new seals, a new bladder, and replace the hose.

For best results, use only SRAM High-Performance DOT 5.1 brake fluid. If SRAM brake fluid is not available, only use DOT 5.1 or 4 brake fluid.

Use only DOT compatible grease.

Always wear safety glasses and nitrile gloves when working with DOT brake fluid.

Used DOT brake fluid should be recycled or disposed of in accordance to local and federal regulations.

Never pour DOT brake fluid down a sewage or drainage system or into the ground or a body of water.

Do not allow any brake fluid to come in contact with the brake pads. If this occurs, the pads are contaminated and must be replaced.

Place an oil pan on the floor underneath the area where you will be working on the brake.

Servicing your brakes removes all of the brake fluid from the system. You must bleed your brakes after you service the brake system. Consult the *SRAM MTB Disc Brake Hose Shortening and Bleed Manual* at www.sram.com/service.

NOTICE

The Code caliper must be serviced before the lever. The lever must be connected to the caliper and the brakes must still have fluid in them in order to advance the pistons and service the caliper. Once the lever has been disconnected and the fluid drained it is not possible to advance the pistons.

⚠CAUTION

Do not use mineral oil or DOT 5 fluid. Do not use tools, rags, or syringes that are contaminated with mineral oil or DOT 5 fluid. Using contaminated materials will result in permanent damage to the seals and reduce braking performance. Brakes must be replaced if contaiminated with mineral oil or DOT 5 fluid.

Warranty and Trademark

For SRAM Warranty information, visit: www.sram.com/warranty.

For SRAM Trademark information, visit: www.sram.com/website-terms-of-use.

Service Procedures

The following procedures should be performed throughout service, unless otherwise specified.

Clean the part with isopropyl alcohol and a clean, lint-free rag.

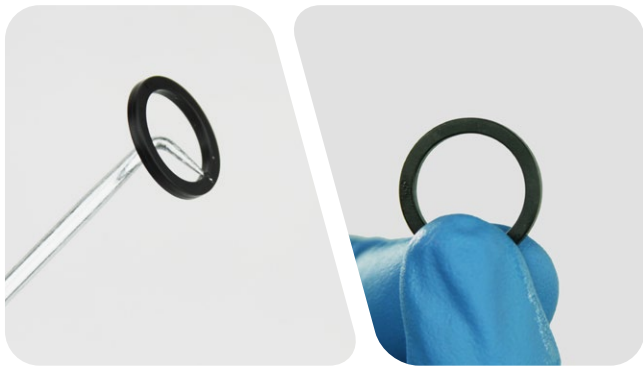
Clean the sealing surface on the part and inspect it for scratches.

Replace the o-ring or seal with a new one from the service kit. Use your fingers, a ziptie, or a pick to pierce and remove the old seal or o-ring.

Apply DOT grease to the new seal or o-ring when instructed.

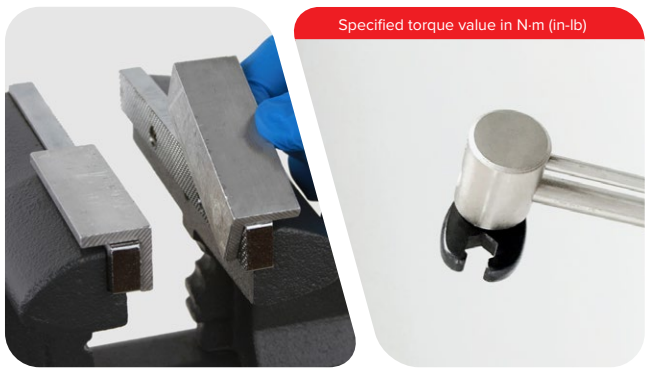
NOTICE

Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the spare parts catalog to replace the damaged part.



Use aluminum soft jaws when placing a part in a bench vise.

Tighten the part with a torque wrench to the torque value listed in the red bar. When using a crowfoot socket and torque wrench, install the crowfoot socket at 90 degrees to the torque wrench.



Troubleshooting

NOTICE

Do not apply DOT brake fluid or grease to caliper pistons when performing troubleshooting procedures. Use of DOT brake fluid or grease can diminish braking performance and cause rotor rubbing.

If your brakes exhibit excessive lever throw or spongy feel, perform the following steps before bleeding the system:

1. Clamp the bicycle into a bicycle work stand.
2. Remove the wheel from the affected caliper.n
3. Remove the brake pads.
4. Install the pad spacer.
5. Squeeze the brake lever several times until the pistons have advanced and contact the pad spacer. One piston may move faster than the other; continue to squeeze the lever until the pistons touch the spacer.
6. Remove the pad spacer.
7. Use a plastic tire lever to push the pistons back into the caliper bores.
8. Repeat steps 4-7 until the pistons move freely.
9. Install the brake pads and the wheel.
10. Loosen the caliper bolts.
11. Lightly squeeze (approx. 4 lbs) the brake lever several times to position the brake pads to the proper distance from the rotor.
12. Center the caliper on the rotor, and tighten the caliper bolts.
13. Spin the wheel and check the brake function. The pistons should move freely and there should not be excessive brake lever throw. If there is no improvement in the brake function, proceed with caliper service.

Parts, Tools and Supplies

Parts

- SRAM® Brake Pad Kit - Code
- Caliper Piston Kit (includes 2-16 mm & 2-15mm caliper pistons, seals & o-rings) - Code R B1/RSC A1

Safety and Protection Supplies

- Clean, lint-free rags
- Nitrile gloves
- Oil pan
- Safety glasses

Lubricants and Fluids

- Isopropyl alcohol
- SRAM High-Performance DOT 5.1 brake fluid. If SRAM fluid is not available, only use DOT 5.1 or 4 brake fluid.
- SRAM or AVID® DOT grease. If SRAM or AVID DOT grease is not available only use a DOT compatible grease.

Bicycle Tools

- Bicycle work stand
- Bench vice
- Aluminum soft jaws

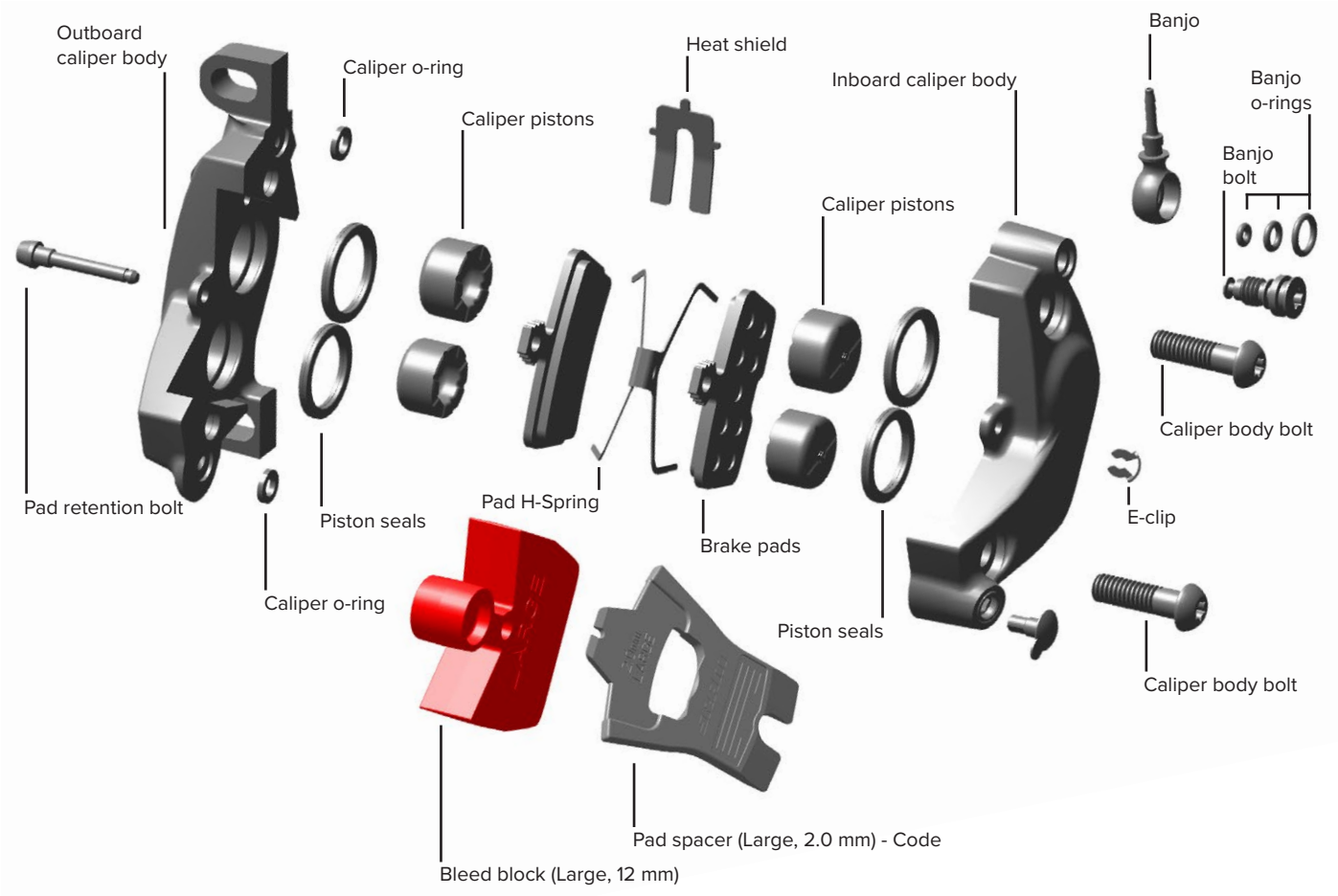
Common Tools

- 2.5 and 5 mm hex wrenches
- Needle nose pliers
- Pick with a 90 degree bent tip
- T25 TORX® wrench
- T25 TORX bit socket
- Torque wrench
- Digital caliper

SRAM Tools

- SRAM Brake Bleed Kit (includes: Large, 12 mm Bleed Block and Bleeding Edge™ Fitting)
- Pad Spacer (Large, 2.0 mm) - Code

Caliper Exploded View



Caliper Brake Pad Removal

1 Clamp the bicycle into a bicycle work stand and remove the wheel.

2 Remove the E-clip from the pad retention bolt.

Remove the pad retention bolt from the caliper.

3 Remove the brake pads and pad H-spring from the caliper.

NOTICE

If the brake pad thickness is less than 3 mm then replace the pads.

NOTICE

DOT brake fluid will damage painted surfaces. If any fluid comes in contact with a painted surface (e.g. your frame) or printing on the brakes, wipe it off immediately and clean it with isopropyl alcohol or water. Damage to painted and/or printed surfaces by DOT brake fluid is not covered under warranty.

1 Install the pad retention bolt.

Insert the pad spacer so that it snaps onto the pad retention bolt.

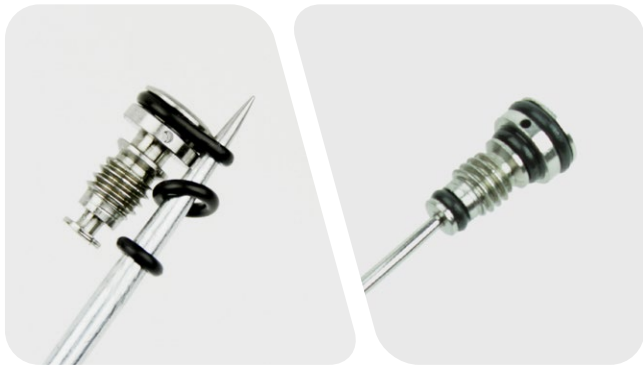
2 Squeeze the brake lever repeatedly to advance the pistons, and stop when they contact the pad spacer.

3 Remove the caliper, mounting bolts, and hardware.

4 Remove the lever and clamp.

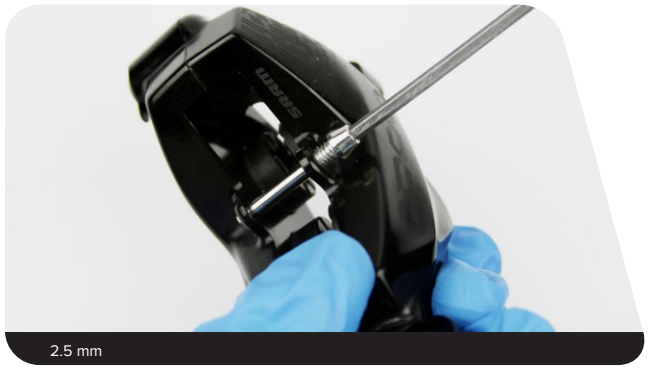
5 Remove the banjo bolt and hose, then remove the banjo bolt from the banjo.

6 Remove the banjo bolt o-rings and replace with new o-rings.

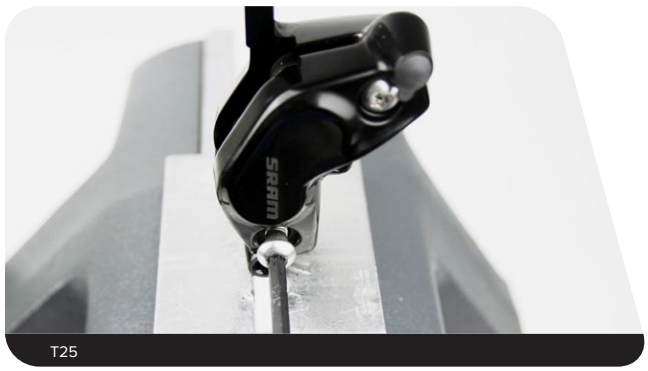


7 Remove the pad spacer.

8 Remove the pad retention bolt.



9 Place the caliper in a vice with soft jaws, then remove each caliper body bolt.



10 Separate the caliper body halves.

Set the heat shield aside.

11 Remove the pistons from each caliper body half.

12 Remove the piston seals from each caliper body half, then clean the caliper halves. Apply a small amount of SRAM® High-Performance DOT 5.1 brake fluid to new seals and install into each caliper body half.

⚠CAUTION

Do not scratch the seal gland with the pick. Scratches could cause fluid to leak when the brake is applied, which will contaminate the brake pads and could lead to a brake failure.

NOTICE

For the best braking performance, use only SRAM High-Performance DOT 5.1 brake fluid. If SRAM fluid is not available, use only DOT 5.1 or 4 brake fluid. Do not use grease. Grease will prevent the pistons from fully retracting into the caliper bores, which will reduce braking performance.

13 Remove the caliper o-rings from the outboard side of the caliper.

NOTICE

DOT brake fluid will damage painted surfaces. If any fluid comes in contact with a painted surface (e.g. your frame) or printing on the brakes, wipe it off immediately and clean it with isopropyl alcohol or water. Damage to painted and/or printed surfaces by DOT brake fluid is not covered under warranty.

1 Inspect the caliper pistons for damage and replace the pistons if necessary.

Apply a small amount of SRAM® High-Performance DOT 5.1 brake fluid to the circumference of each piston. Install the pistons into the caliper bores.

NOTICE

For the best braking performance, use only SRAM High-Performance DOT 5.1 brake fluid. If SRAM fluid is not available, use only DOT 5.1 or 4 brake fluid. Do not use grease. Grease will prevent the pistons from fully retracting into the caliper bores, which will reduce braking performance.

DOT 5.1 brake fluid

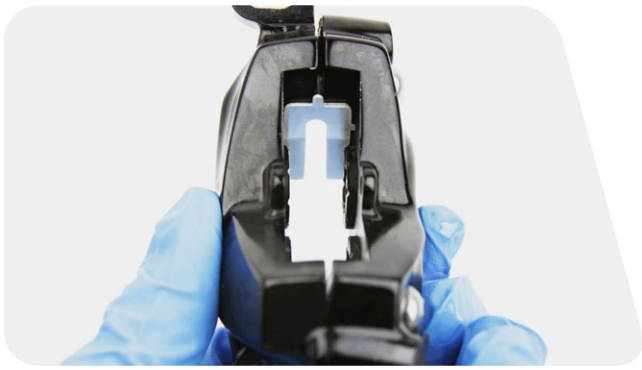
2 Add a small amount of DOT compatible grease onto the new caliper o-rings, then install them into the caliper.


SRAM DOT Grease

3 Align the caliper body halves, then thread each body bolt into the caliper two full turns.

Install the heat shield so that the heat shield tabs are in the caliper alignment holes on each side of the caliper.


T25



4 Align the caliper body halves. Ensure the heat shield remains pressed against the caliper. Tighten each body bolt.

NOTICE

Visually inspect the caliper to confirm the caliper o-rings are not protruding. If an o-ring is visible, then remove the caliper body bolts and reinstall. Pinched o-rings may cause leaks.

T25 | 9.8-11.8 N·m (87-104 in-lb)

5 Insert the bleed block into the caliper.

Bleed Block

6 Install the pad retention bolt.

⚠WARNING

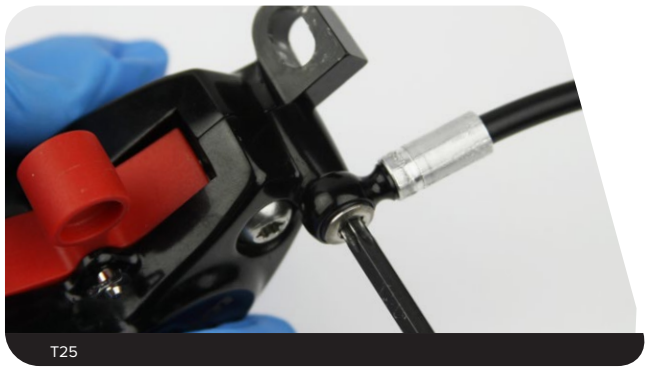
You must bleed your brakes before reinstalling the brake pads. Installing the brake pads prior to bleeding the brakes could contaminate the brake pads and lead to a brake failure.

2.5 mm

7 Install the banjo and hose, then hand tighten the banjo bolt.

NOTICE

Visually inspect the banjo bolt hole to confirm the o-ring is not pinched or protruding. If the o-ring is visible, then remove the bolt and reinstall. Pinched o-rings may cause leaks.



T25

8 Tighten the banjo bolt and hose.

Clean the caliper.

Visually check your work. If any of the o-rings protrude from the banjo fitting or banjo bolt, remove and replace the o-rings, then repeat the installation process.

⚠CAUTION

Servicing your brakes removes all of the fluid from the system.

You must bleed the brakes after you service the brake caliper and/or lever.

For brake bleed and brake hose shortening instructions, visit www.sram.com/service.

Parts and Tools Needed for Service

Parts

- Lever Internals - Guide™ Ultimate/RSC / Code RSC
- Hydraulic Disc Brake Hose Fitting Kit (includes 1 threaded hosebarb, 1 red comp fitting) Qty 1 - Stealth-a-majig™
- **Safety and Protection Supplies**
- Clean, lint-free rags
- Nitrile gloves
- Oil pan
- Safety glasses

Lubricants and Fluids

- Isopropyl alcohol
- Loctite® Blue 242®
- SRAM® High-Performance DOT 5.1 brake fluid. If SRAM fluid is not available, only use DOT 5.1 or 4 brake fluid.
- SRAM or AVID® DOT grease. If SRAM or AVID DOT grease is not available only use a DOT compatible grease.

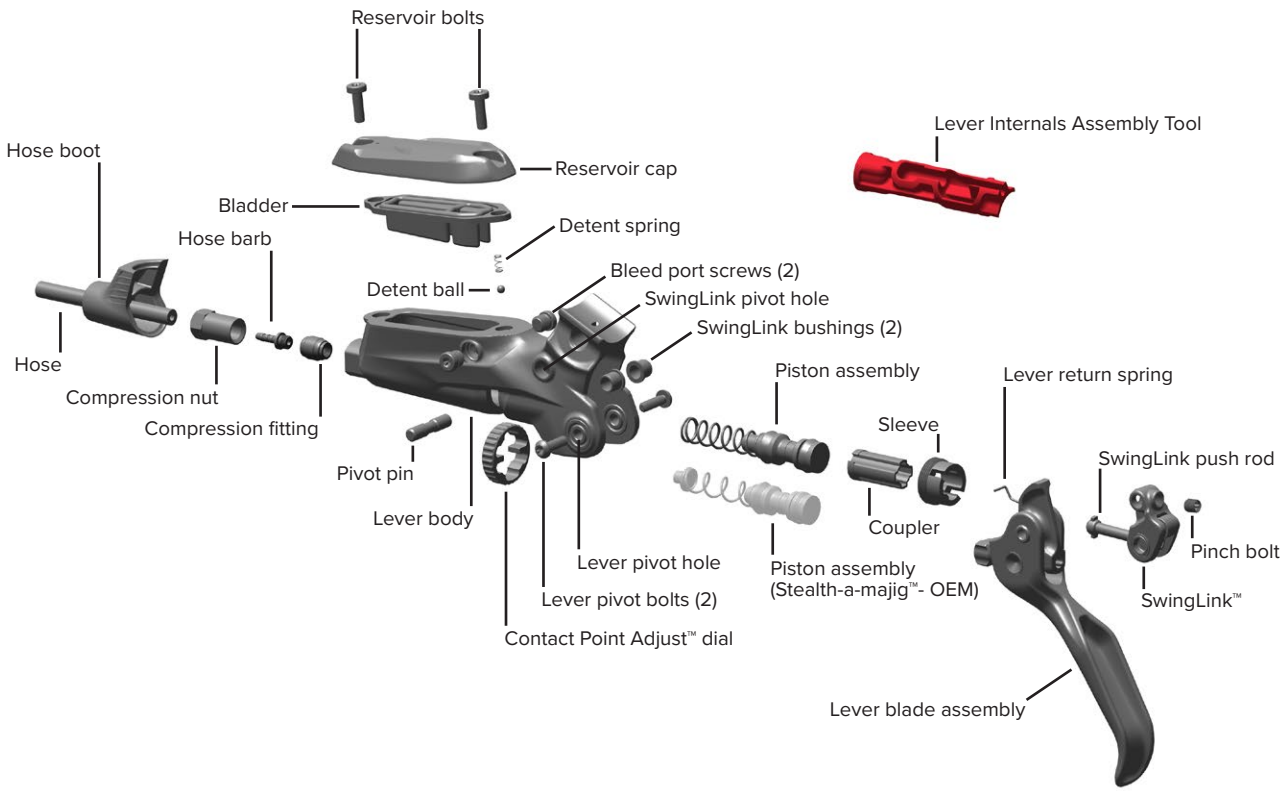
Common Tools

- 2.5 & 4 mm hex wrenches
- Needle nose pliers
- Pick with a 90 degree bent tip
- T8, T10, & T25 TORX® wrench
- T8 & T10 TORX bit socket
- 8 mm flare nut wrench
- 8 mm flare nut crowfoot wrench
- Torque wrench
- Magnet

SRAM Tools

- Lever Internals Assembly Tool - Guide Ultimate/Guide RSC/Code RSC

Code RSC Lever Exploded View



NOTICE

DOT brake fluid will damage painted surfaces. If any fluid comes in contact with a painted surface (e.g. your frame) or printing on the brakes, wipe it off immediately and clean it with isopropyl alcohol or water. Damage to painted and/or printed surfaces by DOT brake fluid is not covered under warranty

1 Use a T25 TORX® wrench or a 4 mm hex wrench to remove the brake clamp bolt from the discrete clamp, MMX, or XLoc™ (XLoc requires removal of the shifter) and remove the brake lever from the handlebar.

2 Pull the hose boot away from the brake body to expose the compression nut, then slide the boot down the brake hose.

3 Remove the hose compression nut.

Pull the brake hose and compression fitting from the brake lever body.

8 mm flare nut wrench

4 Remove the reservoir cap bolt nearest to the lever blade.

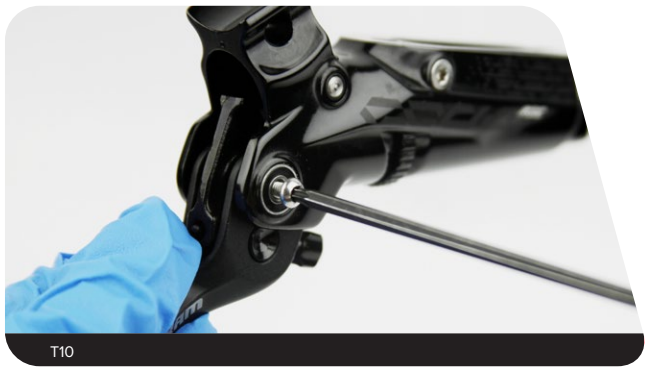
5 Use a magnet to remove the detent spring and ball.

6 Remove the remaining reservoir cap bolt, then remove the reservoir cap and bladder.

7 Pour the brake fluid into an oil pan. Squeeze the lever blade to force any remaining brake fluid out of the lever body.

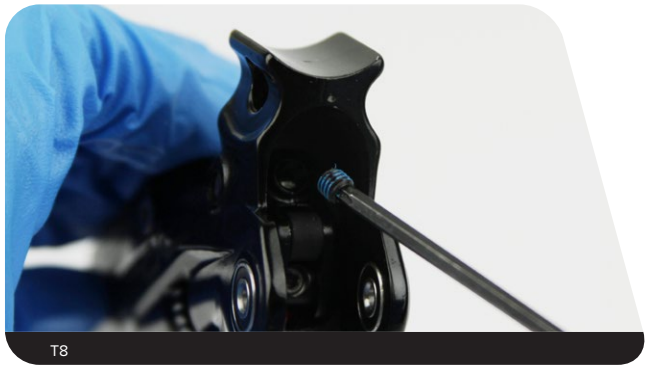
8 Separate the bladder from the reservoir cap.
Clean the reservoir cap, then discard the bladder.

9 Remove the lever pivot bolts.



10 Remove the lever blade assembly from the lever body.

1 Remove the SwingLink™ pinch bolt.



2 Push out the SwingLink pivot pin.

3 Remove the SwingLink.

4 Remove the SwingLink bushings from both sides of the lever.

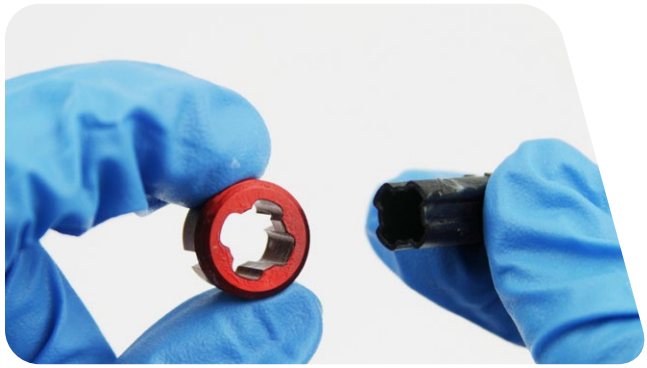
5 Use a SRAM® Lever Internals Assembly Tool to unthread the piston sleeve and coupler. Insert the SRAM Lever Internals Assembly Tool into the lever body and align the key slot of the tool with the piston coupler. Use the tool to unthread the sleeve and remove the sleeve and coupler.

If the piston sleeve and coupler are stuck in the lever body, use needle nose pliers to gently remove.

SRAM Lever Internals Assembly Tool

6 Remove the sleeve from the coupler.

Clean the sleeve and coupler.



7 Place a rag over the lever body to prevent the piston assembly from ejecting.

Push out the contact adjust knob.

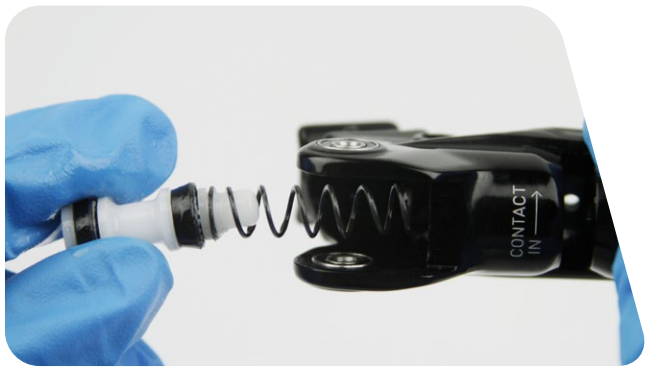
⚠CAUTION - EYE HAZARD

Use safety glasses.

The piston assembly is spring loaded and will forcefully eject from the lever body when the contact knob is removed.

8 Remove the piston assembly from the lever body.

Clean the lever body.



NOTICE

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1 Submerge a new piston in SRAM® High-Performance DOT 5.1 brake fluid.

You can also use SRAM DOT Assembly Grease, or DOT 5.1 or 4 compatible grease, as a lubricant.

DOT 5.1 brake fluid

2 Install the new piston assembly into the lever body.

Clean the lever body.

3 Use the SRAM Lever Internals Assembly Tool to press the piston into the lever body, while inserting the contact adjust knob into the contact adjust slot.

You should hear a pop sound when the contact knob is fully seated in place.

4 Place the sleeve on the coupler.

The sleeve threads must be oriented toward the base of the coupler.

5 Use the SRAM® Lever Internals Assembly Tool to engage and thread the sleeve and coupler onto the piston assembly.

Engage the slots on the sleeve with the contact adjust knob and continue to thread the SRAM Lever Internals Assembly Tool in a clockwise rotation until it stops.

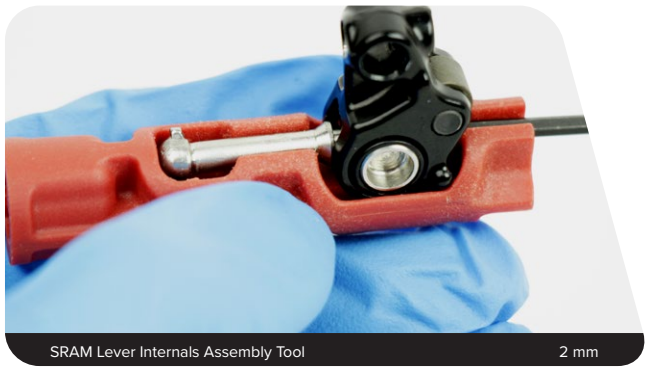
6 Install the SwingLink™ bushings.

If the SwingLink bushings fall out easily, apply a small amount of SRAM DOT grease to the bushings to help hold them in place.

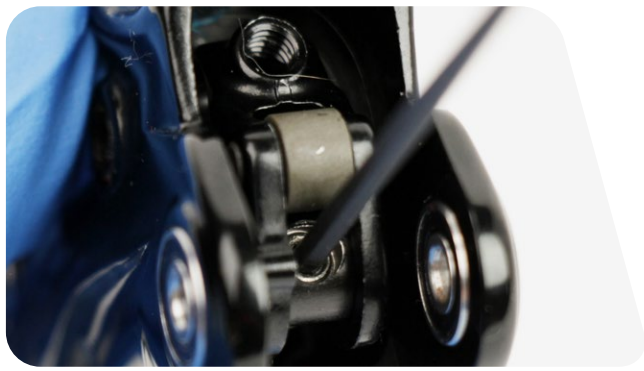

SRAM DOT Grease

7 Place the SwingLink onto the SRAM Lever Internals Assembly Tool to adjust the length of the push rod.

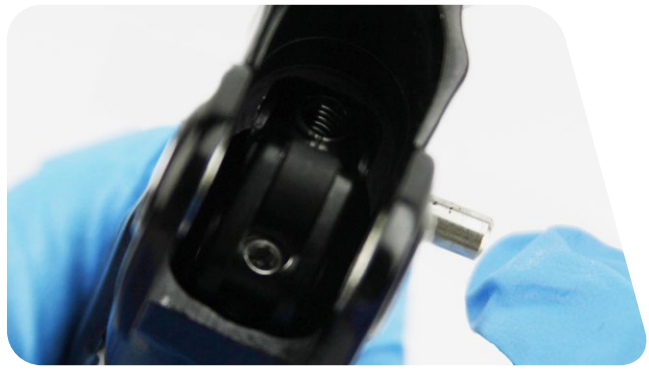
Adjust the length of the push rod: turn counter-clockwise to make the push rod fit more snug in the tool, turn clockwise to make the push rod more loose in the tool.

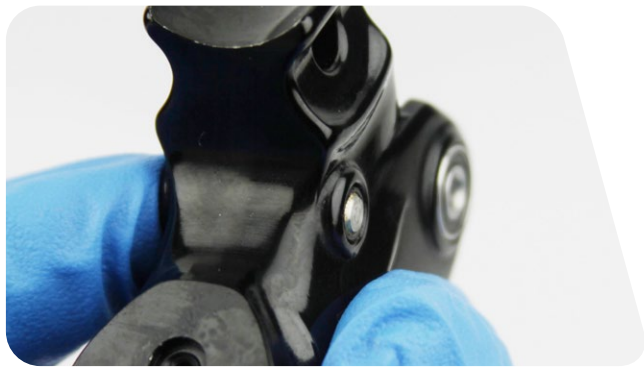

SRAM Lever Internals Assembly Tool 2 mm

8 Remove the SwingLink™ from the SRAM® Lever Internals Assembly Tool and place the push rod into the coupler sleeve.

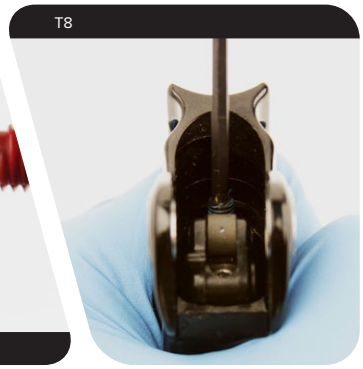


9 Align the holes of the SwingLink and the SwingLink bushings, then press the pivot pin into the hole until it is flush with the lever body.





10 Apply a small amount of Loctite® Blue 242® onto the SwingLink™ pinch bolt.



11 Tighten the SwingLink pinch bolt.

NOTICE

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1 Install the lever blade.

Line up the pivot holes of the lever blade with the pivot holes in the lever body.

Make sure the lever return spring is seated properly in the lever. The outboard end of the spring must press against the lever blade, while the inboard end of the springs must press against the lever body. If the return spring is not seated properly, you will not be able to adjust the reach of the lever blade.

2 Apply a small amount of Loctite® Blue 242® onto each pivot bolt.

Loctite Blue 242

3 Thread each pivot bolt into the bearings on each side of the lever body.

T10

4 Tighten each pivot bolt.

5 Press a new bladder into the reservoir cap. Make sure the bladder is properly seated into the reservoir cap.

6 Insert the reservoir cap/bladder assembly onto the lever body.

7 Install a new detent ball followed by a detent spring into the lever body reservoir hole closest to the lever blade.

8 Install each reservoir cap bolt, then tighten.

9 Cut the hose to install a new barb and compression fitting.

⚠WARNING

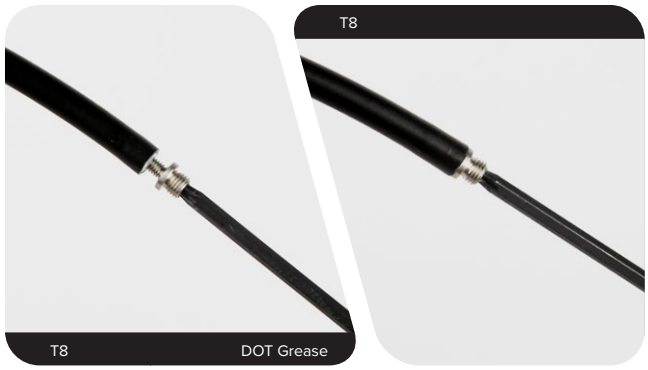
All SRAM brakes that use a compression fitting and hose barb must use a new SJ (Stealth-a-majig) hose barb and a new, red SJ compression fitting upon reassembly.

The factory may have installed a non-red SJ compression fitting, which functioned properly prior to disconnection. Upon reconnection, you must install a new SJ hose barb and a new, red SJ compression fitting.

10 Apply DOT grease to the hose barb threads. Thread the hose barb into the hose until it is flush with the end of the hose.

NOTICE

Do not overtighten the hose barb. Overtightening may cause damage to the hose liner.

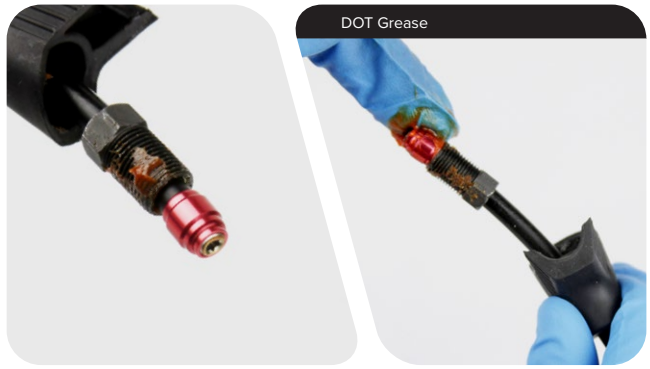


11 Install the compression nut onto the hose.

12 Thread the compression fitting over the hose barb, counter-clockwise, until it is flush or slightly lower than the hose barb.

The compression fitting is reverse threaded.

Apply DOT grease to the outside of the compression fitting and the threads of the compression nut.



13 Install the compression fitting and nut into the lever.

14 Tighten the compression nut.

Clean the lever.

⚠CAUTION

Servicing your brakes removes all of the fluid from the system. You must bleed the brakes after you service the brake caliper and/or lever.

For brake bleed, brake hose shortening, and brake pad replacement instructions, visit www.sram.com/service.

Parts and Tools Needed for Service

Parts

- Lever Internals - Guide™ R/RE / DB5™ / Code R - Qty 1
- Hydraulic Disc Brake Hose Fitting Kit (includes 1 threaded hosebarb, 1 red comp fitting) Qty 1 - Stealth-a-majig™

Safety and Protection Supplies

- Clean, lint-free rags
- Nitrile gloves
- Oil pan
- Safety glasses

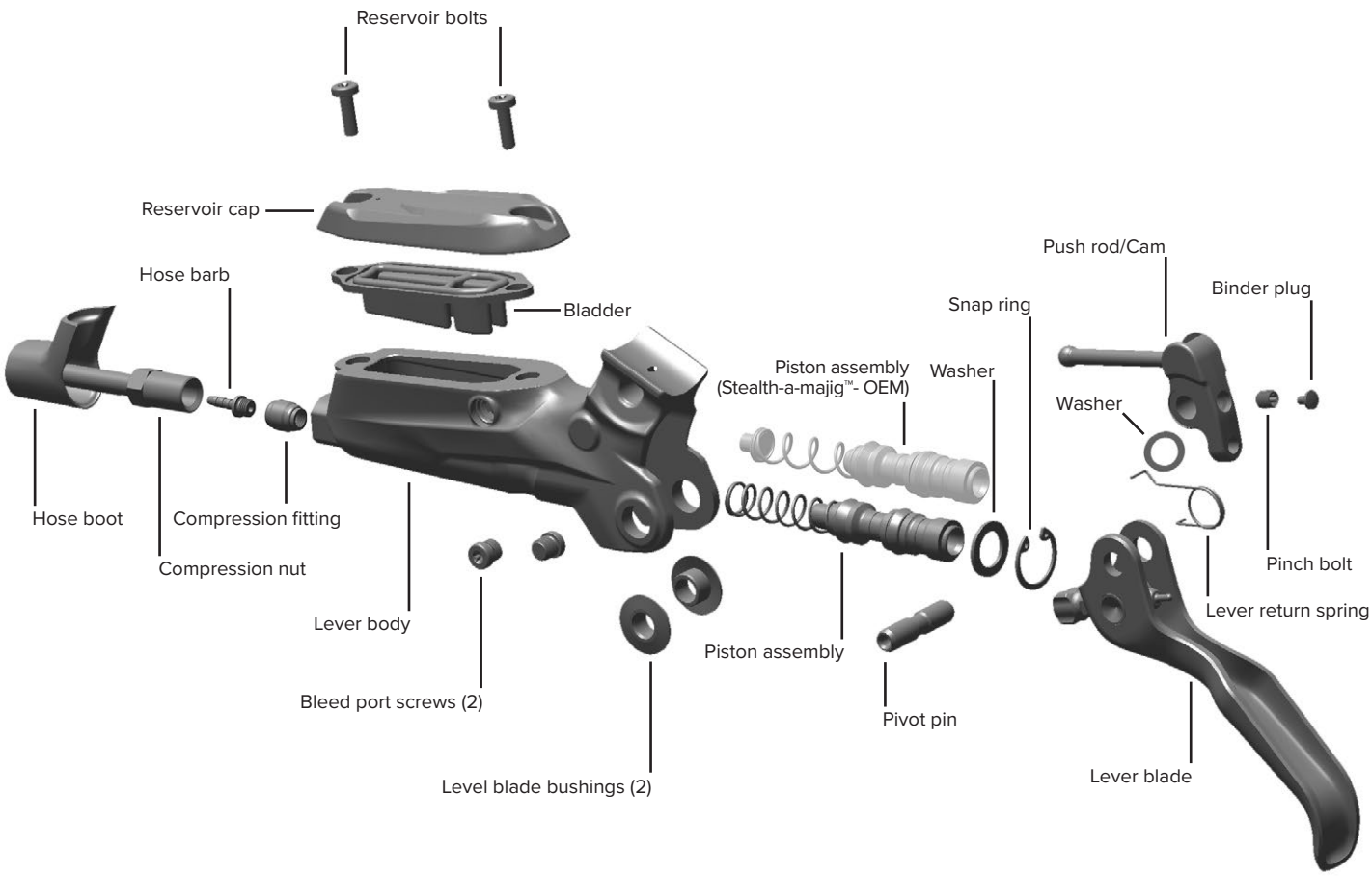
Lubricants and Fluids

- Isopropyl alcohol
- Loctite® Blue 242®
- SRAM® High-Performance DOT 5.1 brake fluid. If SRAM fluid is not available, only use DOT 5.1 or 4 brake fluid.
- SRAM or AVID® DOT grease. If SRAM or AVID DOT grease is not available only use a DOT compatible grease.

Common Tools

- 2 mm & 4 mm hex wrenches
- Needle nose pliers
- Pick with a 90 degree bent tip
- T8, T10, & T25 TORX® wrench
- T8 & T10 TORX bit socket
- 8 mm flare nut wrench
- 8 mm flare nut crowfoot wrench
- Torque wrench

Code R Lever Exploded View



NOTICE

DOT brake fluid will damage painted surfaces. If any fluid comes in contact with a painted surface (e.g. your frame) or printing on the brakes, wipe it off immediately and clean it with isopropyl alcohol or water. Damage to painted and/or printed surfaces by DOT brake fluid is not covered under warranty.

1 Pull the hose boot away from the brake body to expose the compression nut, then slide the boot down the brake hose.

2 Remove the hose compression nut.

Pull the brake hose and compression fitting from the brake lever body.

8 mm flare nut wrench

3 Remove each reservoir cap bolt.

T10

4 Remove the reservoir cap and bladder from the lever body.

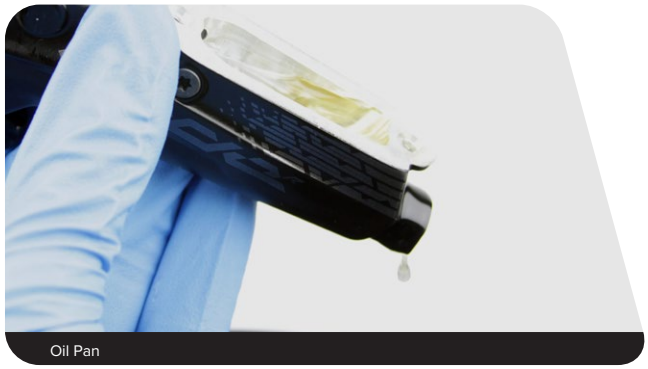
5 Pour the fluid from the brake lever body into a pan. Squeeze the lever blade to force any remaining brake fluid out of the lever body.

Clean the lever.

NOTICE

If the system has been contaminated with mineral oil or DOT 5 fluid, flush all the parts with soapy water, rinse, and allow all parts to dry prior to rebuilding. Install all new seals and a new hose.

For best braking performance, use only SRAM® High-Performance DOT 5.1 brake fluid. If SRAM fluid is not available, use only High-Performance DOT 5.1 brake fluid or 4 fluid.

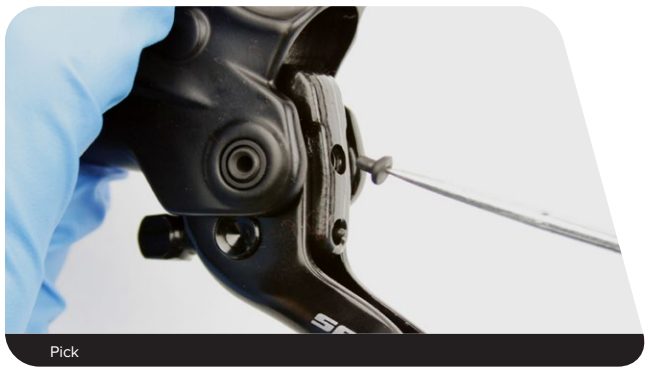


Oil Pan

6 Separate the bladder from the reservoir cap.

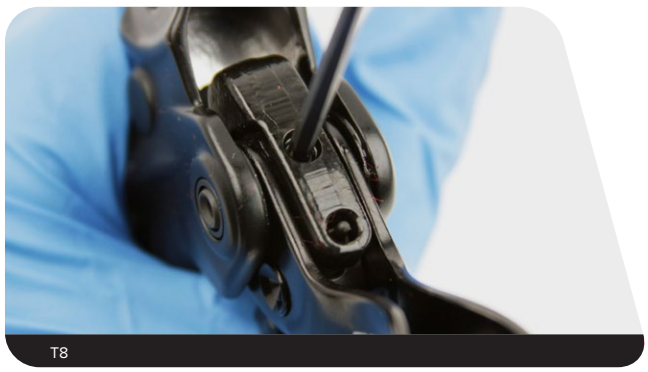
Clean the reservoir cap.

7 If applicable: Remove the binder plug.



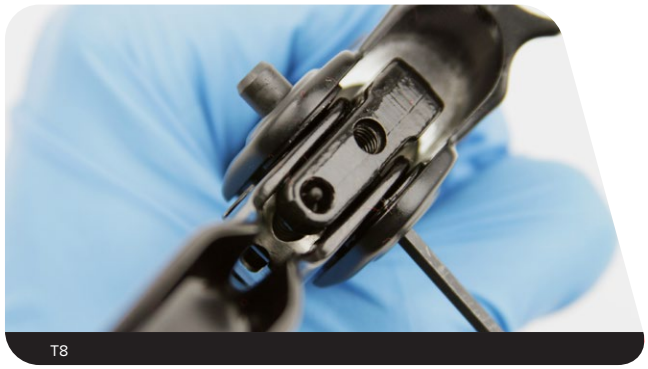
Pick

8 Remove the pinch bolt.



T8

9 Push out the pivot pin.



10 Remove the lever blade.

The Code™ R lever blade has four pieces; the lever blade, the cam/ push rod assembly, a washer, and the lever return spring. To hold all pieces together, reinstall the lever pivot pin and gently set aside.

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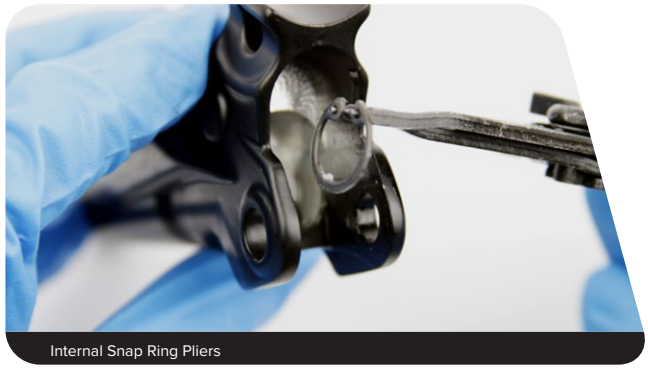
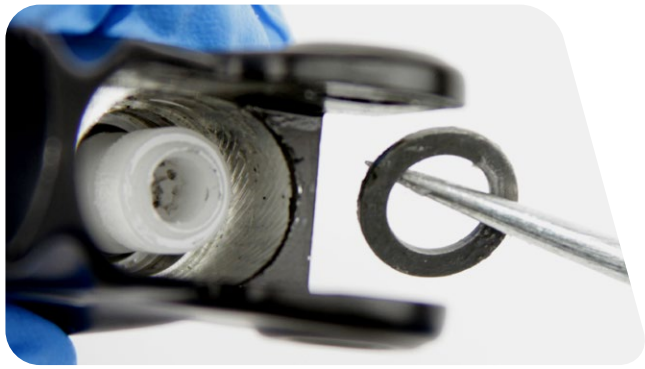
1 Remove the lever blade bushings.


Pick

2 Place the tips of the pliers into the eyelets of the snap ring, then squeeze the pliers to remove the snap ring.


Internal Snap Ring Pliers

3 Remove the washer.



4 Remove the piston assembly.

Clean the lever body.


Needle Nose Pliers

NOTICE

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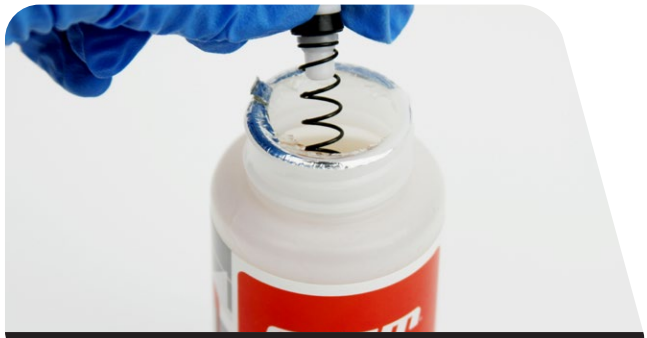
1 Submerge a new piston in SRAM® High-Performance DOT 5.1 brake fluid.

You can also use SRAM DOT Assembly Grease, or DOT 5.1 or 4 compatible grease, as a lubricant.



DOT 5.1 brake fluid

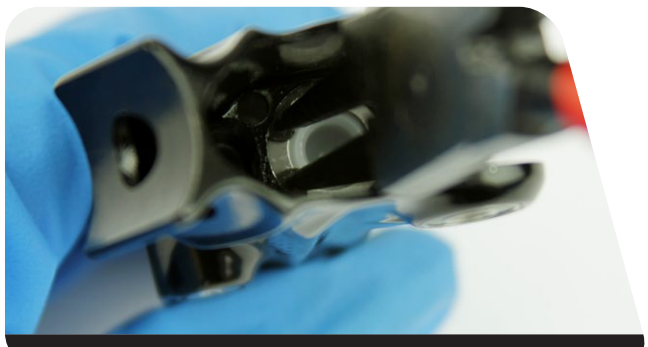
2 Install the new piston assembly into the lever body.

Clean the lever body.

3 Install the washer on the piston assembly.

4 Push the piston assembly into the lever body and secure the snap ring in its groove. Orient the snap ring eyelets opposite the opening in the lever body.

Use a 10 mm deep socket against the snap ring to push the piston/ washer/snap ring assembly into the lever body and insure it is seated in the lever body.



Internal Snap Ring Pliers

1 Insert the lever blade bushings into both sides of the lever.

Steps to reassemble the R lever blade assembly:

Place the washer on the cam/push rod assembly. Apply a small amount of SRAM® DOT grease to hold the washer in place.

Install the lever return spring onto the cam/push rod assembly.

While holding the cam/push rod/lever return spring/washer in place, install the assembly onto the lever blade and proceed to step 2.

2 Insert the lever blade assembly into the lever body, placing the push rod into the piston and lever return spring on the lever body.

Make sure the lever return spring is seated properly in the lever. The outboard end of the spring must press against the lever body. If the return spring is not seated properly, you will not be able to adjust the reach of the lever blade.

3 Line up the cam and lever blade with the holes in the lever body, then press the pivot pin through the holes.

4 Apply a small amount of Loctite® Blue 242® onto the pinch bolt.

Thread the pinch bolt into the lever body.

5 Tighten the pinch bolt.

6 If applicable: Install the binder plug.

7 Press a new bladder into the reservoir cap so that the bladder is properly seated and flush with the reservoir cap.

8 Insert the reservoir cap and bladder assembly onto the lever body.

9 Tighten each reservoir cap bolt.

10 Cut the hose to install a new barb and compression fitting.

⚠WARNING

All SRAM brakes that use a compression fitting and hose barb must use a new SJ (Stealth-a-majig) hose barb and a new, red SJ compression fitting upon reassembly.

The factory may have installed a non-red SJ compression fitting, which functioned properly prior to disconnection. Upon reconnection, you must install a new SJ hose barb and a new, red SJ compression fitting.

Brake hoses assembled with non-Stealth-a-majig hose barbs and compression fittings, will **not function**.

11 Apply DOT grease to the hose barb threads. Thread the hose barb into the hose until it is flush with the end of the hose.

NOTICE

Do not overtighten the hose barb. Overtightening may cause damage to the hose liner.

12 Install the compression nut onto the hose.

13 Thread the compression fitting over the hose barb, counter-clockwise, until it is flush or slightly lower than the hose barb.

The compression fitting is reverse threaded.

Apply DOT grease to the outside of the compression fitting and the threads of the compression nut.

14 Install the compression fitting and nut into the lever.

15 Tighten the compression nut.

Clean the lever.

⚠CAUTION

Servicing your brakes removes all of the fluid from the system. You must bleed the brakes after you service the brake caliper and/or lever.

For brake bleed, brake hose shortening, and brake pad replacement instructions, visit www.sram.com/service.

Disc Brake Pad and Rotor Bed-in Procedure

All new brake pads and rotors should be put through a wear-in process called 'bed-in'. The bed-in procedure, which should be performed prior to your first ride, ensures the most consistent and powerful braking feel along with the quietest braking in most riding conditions. The bed-in process heats up the brake pads and rotors, which deposits an even layer of brake pad material (transfer layer) to the braking surface of the rotor. This transfer layer optimizes braking performance. To watch a video of the bed-in procedure, visit www.sram.com/service.

⚠WARNING- CRASH HAZARD

The bed-in process requires you to perform heavy braking. You must be familiar with the power and operation of disc brakes. Braking heavily when not familiar with the power and operation of disc brakes could cause you to crash, which could lead to serious injury and/or death. If you are unfamiliar with the power and operation of disc brakes, you should have the bed-in process performed by a qualified bicycle mechanic.

To safely achieve optimal results, remain seated on the bike during the entire bed-in procedure. Do not lock up the wheels at any point during the bed-in procedure.

- Accelerate the bike to a moderate speed, then firmly apply the brakes until you are at walking speed. Repeat approximately twenty times.
- Accelerate the bike to a faster speed, then very firmly apply the brakes until you are at walking speed. Repeat approximately ten times.
- Allow the brakes to cool prior to any additional riding.
- After the bed-in procedure has been performed, the caliper may need to be re-centered.

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