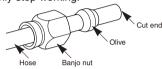
# **SM-BH61**

Brake Hose

## **General Safety Information**

#### **A** WARNING

- After installing SM-BH61 hose to the brake unit, adding brake fluid and bleeding air bubbles, depress the lever again several times to check that the brakes are operating normally and there are no fluid leaks from the
- The banjo bolt assembly (banjo nut, olive and banjo A) for SM-BH61 hose is incompatible with the BR-M755's brake hose (SM-HOSE), thus do not use them together.
- Do not reuse the olive piece when reinstalling. Damaged or reused olives may not provide secure banjo connection to the hose, possibly causing the hose to disconnect. If the hose becomes disconnect, there is the danger that the brakes may suddenly stop working.



• Cut the hose so that the cut end is perpendicular to the length of the hose. If the hose is cut at an angle, fluid leaks may result.





- If fluid leaks occur, immediately stop using the brakes and carry out the appropriate repairs. If you continue riding the bicycle while fluid is leaking, there is the danger that the brakes may suddenly stop working.
- Obtain and read the service instructions carefully prior to installing the parts. Loose, worn, or damaged parts may cause serious injury to the
- We strongly recommend only using genuine Shimano replacement parts.
- · Read these Technical Service Instructions carefully, and keep them in a safe place for later reference.

### **▲** CAUTION

- When cutting the hose, handle the knife carefully so as not to cause injury.
- Be careful to avoid injury from the olive.

#### Note

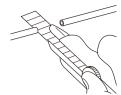
- Parts are not guaranteed against natural wear or deterioration resulting from normal use.
- Read these Service Instructions together with the Service Instructions for the BR-M755/BR-M555/BR-C901.
- When using the SM-BH61 in combination with the M755 brake system, the brake lever operating feel will be more rigid than normal.
- For maximum performance we highly recommend Shimano lubricants and maintenance products.

#### In order to realize the best performance, we recommend that the following combination be used.

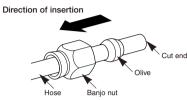
| Series      | DEORE XT         | DEORE   | NEXAVE  |
|-------------|------------------|---------|---------|
| Brake Hose  | SM-BH61, SM-BH60 |         |         |
| Caliper     | BR-M755          | BR-M555 | BR-C901 |
| Brake Lever | BL-M755          | BL-M555 | BL-C901 |
| Mineral Oil | SM-DB-OIL        |         |         |

### Installation

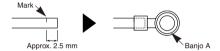
- 1. Use a utility knife or similar tool to cut the hose.
  - Make sure that you handle the utility knife safely and correctly in accordance with the instructions which are provided with the utility knife.



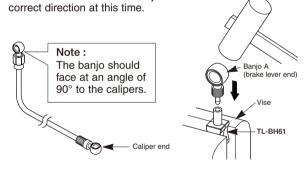
2. Pass the hose through the banjo nut and the olive as shown in the illustration.



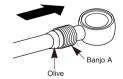
3. In order to check that the end of the hose is fitted securely into the base of banjo A, make a mark on the hose beforehand as shown in the illustration. (As a guide, the length of hose inside banjo A should be approximately 2.5 mm, measured from the cut end of the hose.)



4. Use an object such as a needle to smooth the inside of the cut end of the hose, and then install banjo A. Place the TL-BH61 as shown in the illustration, and secure it in a vise. Then use a hammer or similar tool to knock banjo A in firmly until the base of banjo A touches the end of the hose. If the end of the hose is not touching the base of banjo A, the hose may become disconnected or fluid leaks may occur. Make sure that the banjo faces in the

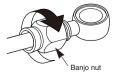


5. Slide the olive into banjo A until banjo nut can thread on to banjo A.



6. While pushing the brake hose, tighten the banjo nut.

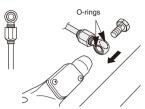
Tightening torque: 5 - 7 N·m {44 - 60 in. lbs.}



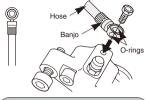
#### 7. < Installation of the hose >

Check that the O-rings are positioned in the grooves at both the top and bottom of the banjo, and then secure the banjo to the brake lever and calipers as shown in the illustration. Make sure that the O-rings do not protrude from the grooves at this time. The O-ring has grease applied.





At caliper end



Tightening torque: 5 - 7 N⋅m {44 - 60 in. lbs.}

## SHIMANO

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