

HANNOVER BR 9000 ( MANUAL+ DICAS DETALHADAS )

*TUDO SOBRE O POLÊMICO HANNOVER BR 9000*

*INCLUI TAMBÉM OS CONTRAS TIRA DUVIDAS E COMO FAZER AS CONFIGURAÇÕES DO RÁDIO VIA PC*

Vou esclarecer todas as funcionalidades dos botões e teclas do equipamento – já que o próprio manual do rádio é muito mal feito e com tradução tosca.

**POWERYOLUME SQUELCH**

Bom, esse é o Botão que inicia o equipamento. Dispensa maiores detalhes...

**E-TONE**

A funcionalidade é para ajuste de tempo e intensidade do eco – nível e reverberação.

**RF GAIN/ RF POWER**

Dedicado a ajustes de intensidade de recepção, e de potência de saída de RF.

**SELETOR DE BANDA**

Nos modelos mais antigos, todas as bandas estão habilitadas. Nas versões atuais, apenas as bandas D e E estão habilitadas (para atender as exigências da ANATEL para sua homologação – 80 canais)

**MODOS DE OPERAÇÃO**

Bom, vale a mesma regra acima – nos modelos antigos, todos os modos estão disponíveis. Nas versões atuais, apenas os modos AM, LSB e USB estão funcionas.

**CLARIFICAR**

Ele reúne as seguintes funções: ajuste de TX (com o PTT pressionado), ajuste de RX, e pressionado-o, você seleciona os dígitos de ajuste de frequência (10Hz, 100Hz, 1KHz e 10KHz. Mas a frente, vou explicar essas funcionalidades – e onde a maioria se perde ao usar o rádio.

**SELETOR DE FREQUÊNCIAS CANALIZADAS**

Se o equipamento estiver original, ele atende a gama de 40 frequências canalizadas. Mas após programação (via cabo) ele pode ir até os 80 canais.

**File Name:** br 9000 dealer manual.pdf

**Size:** 2616 KB

**Type:** PDF, ePub, eBook

**Category:** Book

**Uploaded:** 6 May 2019, 17:30 PM

**Rating:** 4.6/5 from 791 votes.

**Status:** AVAILABLE

Last checked: 18 Minutes ago!

**In order to read or download br 9000 dealer manual ebook, you need to create a FREE account.**

[Download Now!](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

### Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with br 9000 dealer manual . To get started finding br 9000 dealer manual , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



## Book Descriptions:

### br 9000 dealer manual

It is recommended to use genuine Shimano parts only. 11speed If parts such as bolts and nuts become loose or dam. If the tool is used with the chain set incorrectly, the positioning plate will get dam aged. In doing so, I realized that people have a lot of questions about Di2 and the answers are difficult to find. This lead me to create this article, to consolidate everything I know and have been asked into one location so people can find answers. If you can't find what you're looking for below, please leave a comment and I'll do my best to help. Power and shift commands are sent via a 2wire CAN Controller Area Network datalink contained within a single cable housing. This design has several advantages over conventional mechanical shifting systems, the most notable of which are This eliminates unintended contact and noise between the front derailleur and the chain. The Shimano DuraAce Di2 9070 electronic groupset with internal battery weighs 2047 grams; the Shimano DuraAce 9000 mechanical groupset weighs 2074 grams 27 grams more than Di2. The rate of shifts can be configured using the PC computer interface cable and the free Shimano Etube Project software. Two SHIMANO Synchronized Shift modes will be availableThis essentially means that, when activated, there is no need for two separate shifters to control front and rear derailleurs, the two buttons on one shifter will control both derailleurs. Each shift button was connected to a different wire; shorting the specific wires together controlled the derailleur upshifts and downshifts. Because the first generation 7970 used completely different technologies than the newer 2wire systems, none of the components are crosscompatible. At this point, Shimano is not expected to offer any updates or new components using the first generation 7970 architecture; everything from now on will be based on the newer 2wire Etube design.<http://dfh-consulting.com/userfiles/dsc-gsm-3070-manual.xml>

- **br 9000 dealer manual, shimano br-9000 dealer manual, br-9000 br-6800 br-5800 dealer s manual, br 9000 dealer manual.**

The second generation design offers several advantages, which include 1 smaller wire size, smaller connector size, waterproof connectors; 2 all switches can be reconfigured in software to send upshift or downshift commands to either the front or rear derailleur; 3 firmware updates can add new features such as multishift and compatibility with new components. All components use the same cables and connectors. The SMEW90 Front Junction with integrated charging port should be used instead. The SMEW67 still works with the external battery. So download the latest Etube software and update everything and it should work. The rear derailleur is the only component that "knows" or "cares" how many rear gears are available.The sprocket spacing is slightly smaller and the overall range of travel slightly longer on 11speed systems. If you have 10speed wheels and 10speed sprockets, you should use the 10speed RD6770 rear derailleur and a 10speed FD6770 front derailleur. There will be chatter in some gears, and there might be slowshifts or selfshifts. Shifters do not "know" or "care" which gear is currently selected and how many total gears there are. Shimano chain rings tend to be the best, but most others work as well.There will probably be chatter in some gears, and there might be slowshifts or selfshifts. To setup an 11speed rear derailleur for a 10speed sprocket setup, adjust the mechanical limit screw so that it can't shift into the missing 11th sprocket position, then follow the rear derailleur adjustment procedures listed below. For informational purposes only, the details of how to regain compatibility are detailed below. Shimano eTube Software v2.6.0 will update battery firmware to v3.0.5, and will not allow the RD6870 to work with a FD6770 setup. You will need to need to replace a derailleur so that both are 6770 10speed or so that that both are 6870 11speed. The other option is to get get a battery with the older firmware

and never update

it. <http://www.atwoodgroup.ca/atwoodtechnology/userfiles/dsc-fsa-410b-manual.xml>

Next, install the latest version of Etube. Then copy all the firmwares from the the 2.2.3 version back to the same location "C:\ProgramData\Etube Project\FW" for the latest version note ProgramData is a hidden directory, click here for details on how to view it.. Next, the trick is to find the firmware you want to downgrade pretty easy from the name and version in the file name, and then rename it to the same name as the latest version, but increment the last version digit by one. Then connect to the bike with Etube without an internet connection and it will identify that a firmware upgrade is available for that component and allow you to do the firmware "upgrade" to the older version of firmware. Now exit Etube and then rename the firmware file back to original to prevent the issue in future. Etube will then try to upgrade again but just don't let it do that. This should get a bike that did nothing not even enter adjustment mode to a fully working state by reverting the battery and shifters. Running latest firmware in derailleurs seems to be fine. thanks to commenter vosadrain To do programming, disconnect the internal battery and connect a spare external battery. This allows making settings changes. To program the BTR2 itself, I just connect to the BTR2 by itself no other components and the Etube software will allow firmware changes to it. Or try using the 2.5.2 version of Etube. The kit makes it possible to run all components with the latest Etube firmware. Also worth noting some firmware updates were done to fix power distribution errors in the FPGA's that would allow the batteries to drain down when the bike was just sitting. Most riders will not need to charge the battery more than twice a year. When the battery charge has been fully spent, the derailleurs will be fixed at the last gear shifting position. If the battery indicator is illuminated red, it is recommended that you recharge the battery as soon as possible.

Follow the steps below to properly align the rear derailleur with the rear sprockets. Press the button at the junction A of the SMEW67AE until the red LED illuminates in order to switch to rear derailleur adjustment mode. Note that if you keep pressing the button after the red LED has illuminated, protection recovery operation will begin. If shifting switch Y is pressed once, the guide pulley will move one step toward the outside. When checking the positions of the guide pulley and the sprocket, check at the position where the guide pulley finally stops. Shift to each gear and check that no noise is generated at any gear position. If fine adjustment is needed, switch back to adjustment mode and readjust the rear derailleur. Also, if you hit the wrong buttons while trying to set the FD trim, you can actually alter the setup of your RD. Be certain that you're hitting the correct adjustment buttons. This removes the guesswork and makes changing from wheel to trainer simple. So for example, if the FD outer plate rubs the chain when using the 6th largest cog, you would want to adjust the FD trim outward a couple ticks. Etube forces the derailleurs into this maximum crosschained position, whereas during the manual method you must shift to these positions yourself. Thanks to commenter Bryan B for the info. If you're looking for detailed installation instructions, check here To function, a Shimano Di2 Bluetooth Adapter, such as the MT800 digital display, is required. The software is available from Older versions of the etube software are available from these links 2.5.2 The part number for the battery charger wall cord is SMBCC1. This plugs into a special port on the side of the A junctions which is covered by a rubber flap. This adapter charges the internal battery when first plugged into the A junction; it must be powered by a standard USB Wall charger such as that used for an Apple iPhone or a PC that is powered on.

If the Shimano ETube Project Software is launched on the Windows PC with the SMBCR2 attached, the SMBCR2 will switch from charging mode to configuration mode. It must be detached from the computer and reattached to switch back to charging mode. With basic soldering skills you can hack the BCR2 to be used with any setup. Buy any length EWSD50 wire, cut off one end. Cut the wire on the output side of the BCR2. Splice the two wires together, so that the output wire of the BCR2 is now a standard Di2 connector. The charger has an inner white and outer shield wire; connect the

inner white wire to the SD50 red wire; connect the charger outer shield wire to the SD50 black wire. You will then be able to plug the BCR2 into any Di2 port. It offers the same configuration options as the SMBCR2, but also add some advanced diagnostic and troubleshooting features that the SMBCR2 does not have. It attaches to via the standard Etube wire just like the EWSD50 cables rather than to a dedicated port on the side of the front A junction. Here's an overview of all the major Ultegra and DuraAce Di2 components. As like the Ultegra version, they are compatible with the climbing shifters. They also have hidden button under the rubber hoods that can activate screen changes on cycling computers from Garmin, Magellan, Pioneer, and Shimano Shimano SMEWW01 ANT Wireless Broadcast Module required.. There is no Ultegra option offered at this time. These do have a permanently attached wire with a male end for connection the the SMEW90 front "A" junction. Combined weight both levers 117 grams. Slightly heavier and much less expensive than the DuraAce version. Combined weight both levers 142 grams. These are compatible with the SMRT99 centerlock 140mm and 160mm rotors and WHRX31 wheelset which as no standard rim brake track. These require the BR785 dual piston hydraulic disc calipers.

They do not have the special wiring port required for the SWR610 Sprint Shifters and a SMEW90B 5port junction A is required to use the SWR600 climbing shifter. For both, the lower button upshifts into a harder gear and the upper button downshifts to an easier gear. This can be changed using the Shimano Etube Project software; the functions of the left and right shifters can be switched with one another as well. These are available in pairs or separately. Why have 2 SW9071 shifters at twice the price and twice the weight, when you can just buy a single SWR671 Right shifter instead.. Unlike all of the other shifters, the sprint shifters do not contain a circuit board; they do not show up as components on the CAN bus network. The host dual control lever is what sends the shift command. Note Any momentary switch can be attached to the sprint shifter port on the Dual Control Levers by splicing into a standard EWSD50 wire to act as remote shifters. The front derailleur is controlled automatically via automatic Synchronized Shifting. These shifters require the BTDN110 Internal Battery for synchronized shifting. They come with plastic mounts to make it easier to attach to bars beneath bar tape. They are ideal for synchronized shifting, with one controlling the upshifts and the other downshifts. These shifters require the BTDN110 Internal Battery for synchronized shifting. It uses an 8speed 505 or 11speed 705 internal epicyclic rear hub. It is believed to be compatible with other Di2 ETube components but this has not been verified. It is compatible with DuraAce 9070, Ultegra 6870 Di2 and Ultegra 6770 Etube road shifting systems. SMEWW01 plugs into the Etube wiring system between existing components. It is powered by the same Di2 system battery. It is currently compatible with the Garmin Edge 1000, Mio 505, and the PRO SCIO cycling computers with more to come.

The hidden buttons under the hoods of the 9070 shifter levers will switch screens on the cycling computer when paired with this module. The SMEWW01 is 38mm long, 25mm wide, 12.5mm high, and weighs less than 5 grams. It does not come with any wires; 1 wire would have to be added if adding this module to an existing Di2 system. They require the BTDN110 battery or the BMDN100 Battery Mount and cannot be used with the SMEW67 Front A Junction. It is primarily designed for Alfine systems both 8 505series and 11 speed 705series. It is compatible with Ultegra and DuraAce Di2. The Digital Display required the new BTDN110 battery. Existing Di2 XT systems are upgradable to be compatible with the new digital display after battery upgrade and firmware upgrade. This display has 3port Di2 Cable junction and charging port integrated into the back and serves as a Front A Junction. It is therefore required to upgrade the battery to get features released in new versions of Di2 such as Synchronized Shifting that automatically controls the front derailleur based on rear derailleur shifting. It is removed from the mount and charged using a dedicated charger. It is available in 3 different mount lengths I intermediate length, S short length, L long length. The SMBMR2 is an updated version of the SMBMR1. This Junction works only with External Batteries, not Internal Batteries. It facilitates internal cable routing. It has 2 ports on one end and 2 on the

other, making it more compact. In addition to being located at the bottom bracket to connect the A junction, battery, front derailleur, and rear derailleur, it can be used at the handle bars to join multiple shifters prior to being connected to the A Junction. This junction contains no electronics; its sole purpose is to join 4 connectors together, which are usually the wire from the front A junction, the battery, the front derailleur, and the rear derailleur.

There are wire holders above the housing to capture the extra wire length by wrapping it backandforth. Don't get this confused with the TLEW01 tool, which is for the older 5wire 7970 cables. My DuraAce TT Dual Control Levers came with one of these tools, but no other components did. So here is a list, for the setup I recommend Ultegra 6870. It starts from the handlebars and works backwards. This assumes both front and rear derailleurs, but you actually don't have to have both; you can pick one or the other and only the corresponding front shifter to go along with it. This is a bit confusing, because some of the front shifters come with wiring attached to them and some of them require purchasing separate wires. SMJC40 is for external wiring, SMJC41 is for internal. Amazon.com link The DuraAce FD9070 is pretty much identical, just slightly 41g lighter and 11speed only. I do not recommend the Ultegra FD6770 unless you have a 10speed setup, because of firmware compatibility issues with 11speed rear derailleurs. Also, it is an older design than the FD6870, so it is larger and offers slightly less shifting force. Amazon.com link Internal or external, depending on the build. If you go with the SMBTR1 external battery, you will need the SMBMR1 external battery mount and SMBCR1 external battery charger. Amazon.com link. The system must be match front and rear derailleurs both 6870 11speed or both 6770 10speed. Amazon.com link. You may think you can get it seated properly with just your fingers, only to then have the wire come loose because it wasn't fully seated. It's a good idea to keep one in your saddle bag. Amazon.com link This question is impossible to answer correctly, as it's highly dependent on the frame size and configuration. What I recommend is running string between the component mounting locations to measure the lengths. Be sure to add some extra length, as I find that wires seem to come up short pretty frequently, even when "adding a little extra" to start with.

Nothing is more frustrating than having a wire that is 25mm too short. As noted above, the standard wire lengths are 300mm, 350mm, 400mm, 500mm, 550mm, 600mm, 700mm, 750mm, 950mm, 1000mm, 1200mm, 1400mm. Check out his Ebay store for custom Di2 batteries, harnesses, and components. Since I did not have a special tap connector, I could only look at the actual signals in open loop RD wire disconnected on the wire going to the RD using an oscilloscope. First, I found that shift up and down are multiplexed on the same wire. A shift down would generate a positive 100 msec clean 8 volt pulse varies between 50 msec to 500 msec depending on how long you hold the shifter. On the same wire, a shift up would generate a series of 2 msec pulses that would last the same time of a shift down pulse. Therefore, the RD has enough intelligence to discriminate between the 2 types of pulses. When you hold the button on junction A, a 140 msec pulse is generated. But since my RD wire was disconnected, the RD would not go in adjust mode." It is brand new battery and brand new Battery mount but system can't recognize them, shows "Unit is not detected". Any suggestion or recommendation. Thank you so much. Second, try connecting to just the battery and not everything else, with just 1 wire between the Junction A and the battery. Here are directions how to view it and also other possible locations of the similar folders My current RD6870 firmware is the newer 3.0 version, That I cant get it working with my old firmware SMBTMR2 external battery, and STR785 shifter. That I have them downgraded to the old 2.5.2 version. However, I cant find any RD6870 related file in the FW folder. Could you help to share that older version. Or is it using other file name in the FW folder. Thx I only have the 2.5.2 software install package, not the individual firmware files.

I'm looking at getting my first triathlon and because where I live is quite hilly I like to have a certain setup with the shifters that I'm not sure is possible. Ideally, I would like 6 shifter buttons, dual

buttons on the tt bars to control both the front and rear mech, and then shifters on the breaks to control the rear mech or the other way round. I know Syncro shift would probably work for what I want but I'd like the ability to be able to drop the front mech when going from fast flat to a steep incline. It's a second hand bike and didn't come the charger. If i updated junction block a to the latest version that has the pc link and and charge port, would it be possible the use the latest charger to charge this battery. Or do i need to get the external battery charger. Thanks Only the internal battery can be charged via the the newer A junction charging port. Let me know if you are interested. I am living in the Netherlands. I'm considering just biting the bullet and updating to the newer battery with the associated hardware. One of the nice features of the new internal battery is Synchroshifting. I am very pleased with it. Succes upgrading your bike. I searched and looks like i can't use it for my group unless i do more upgrades i may have to consider your offer I also have a Garmin Edge 810 computer. The Edge provides the option of displaying the Di2 Battery Life while I'm riding and I'd like to know that although it's not critical. I'm also interested in the synchronized shifting, especially when I down shift from the big ring to the smaller ring, I'd like the rear derailleur to go up two gears, a fairly common option. I believe I will need the DN110 internal battery and the EWWU101 and EWWU111 ANT and Bluetooth Wireless Broadcast Modules. Is this correct What is the difference between the WU1010 and WU111.

Do I need both Any cables Assuming I installed this, or had it installed, will I need to use the ETube Project software to program the shifting You will most likely need on additional eTube wire to place either module inline. You could install the SMEWW01 ANTonly Wireless Broadcast Module if you just want Garmin gear selection display but need the new battery for SyncroShift. Seems like a lot of time, money and effort. For now I'll pass. Appreciate the education. I just upgraded my RD to the XT M8050 to allow a 1134 cassette. I am told the firmware needs to be updated as evidenced by the new 8050 does not work while plugged in, and the FD now fails to function. I purchased a EWWU111 to assist me in the firmware updates and other bluetooth functions. I just read the SMEW67AE is not compatible with the EWWU111. I prefer to not upgrade the battery to a BT DN110. Is there a better was to 1. Achieve firmware updates 2. Achieve Gear display and battery % on my 510 Garmin via another wireless Dfly system 3. Can a SMEW90 work with the SMBTR1 battery Avoid doing firmware upgrades via Bluetooth. You run a very high risk of bricking the system and will then need the PCE unit to restore any Di2 functionality. Typically a decent bike shop will have one of these. Just use the Bluetooth for setting changes, such as Synchro. The Bluetooth module won't work until you update all other firmware first. As mentioned, you probably should do future firmware updates via Bluetooth due to higher possibility of failure. The two modules are identical in functionality; the only difference is the shape. You will most likely need on additional eTube wire to place either module inline.I am now looking at installing the SMBTR2 with the SMEW90A to function with the EWWU111. Hopefully this plan is sound. Thank you again. My question is, can I use the 9150 climbing switches to work in conjunction with the 9160s to shift the rear derailleur, and program the 9180s to shift the front derailleur.

Anything I need beyond wires or junctions. Thank you in advance. You can configure all of the buttons using the Shimano eTube software. And does the SMBM DN100 used the same charger as the BMR1 and hardware or another set of components Thank you. Kevin But everything must be updated to the latest firmware version. I have not done this myself, so hopefully someone else can confirm. I'm thinking about getting a rd6870, as my parts isn't updated it should work with 11speed. They will come with the latest firmware. My recommendation is that if you want to update to 11speed, upgrade both derailleurs. It's shifting okay but my etube does not recognize my SWR671. What shall I do to make it recognize My question is can I install or add wifi cable to make it wifi capable. Because I brought it to my local bikeshop and they said it is not possible due to compatibility issue of 9070 rear derailer. But before I guve up, I still want your oppinion and knowledge on di2's specifically on this issue. Cancel reply Viewing Distance vs. Resolution. Users

who are not professionally trained for bicycle assembly should not attempt to install the components themselves using the dealer's manuals. If any part of the information on the manual is unclear to you, do not proceed with the installation. Instead, contact your place of purchase or a local bicycle dealer for their assistance. Make sure to read all instruction manuals included with the product. Do not disassemble or modify the product other than as stated in the information contained in this dealer's manual. All dealer's manuals and instruction manuals can be viewed online on our website. Please observe the appropriate rules and regulations of the country, state or region in which you conduct your business as a dealer. For safety, be sure to read this dealer's manual thoroughly before use, and follow it for correct use.

The following instructions must be observed at all times in order to prevent personal injury and physical damage to equipment and surroundings. The instructions are classified according to the degree of danger or damage which may occur if the product is used incorrectly. **DANGER** Failure to follow the instructions will result in death or serious injury. **WARNING** Failure to follow the instructions could result in death or serious injury. **CAUTION** Failure to follow the instructions could cause personal injury or physical damage to equipment and surroundings. 2 It is recommended that you use only genuine Shimano parts. If parts such as bolts and nuts become loose or damaged, the bicycle may suddenly fall over, which may cause serious injury. In addition, if adjustments are not carried out correctly, problems may occur, and the bicycle may suddenly fall over, which may cause serious injury. Be sure to wear safety glasses or goggles to protect your eyes while performing maintenance tasks such as replacing parts. After reading the dealer's manual thoroughly, keep it in a safe place for later reference. Be sure to also inform users of the following. Downhill bicycle riding and freeriding are inherently dangerous activities. There is a risk of being involved in an accident that can result in a serious injury or even death. It is strongly recommended that riders wear protective head and body gear and perform thorough safety checks of their bicycles before riding. Please remember that you are riding at your own risk and that you have to consider your experience and your skills very carefully. The brake system is designed for downhill bicycle riding and freeriding, and its braking performance is much higher than for other brakes. Riders must become accustomed to the higher performance of this brake in a controlled environment before riding the bicycle as described above.

If you do not familiarize yourself with the performance level of this brake, you may be involved in an accident that could result in serious injury or even death. Furthermore, the performance of the brakes makes them unsuitable for riding on city streets. If riding the bicycle on streets is unavoidable, take extreme care while doing so. The 203 mm and 180 mm rotors provide a higher braking force than the 160 mm rotors. Make sure that you have a complete feel for the braking characteristics before using the brakes. It is important to completely understand the operation of your bicycle's brake system. Improper use of your bicycle's brake system may result in a loss of control or a fall, which could lead to severe injury. Because each bicycle may handle differently, be sure to learn the proper braking technique including brake lever pressure and bicycle control characteristics and operation of your bicycle. This can be done by consulting your professional bicycle dealer and the bicycle's owner's manual, and by practicing your riding and braking technique. Please use extra caution to keep your fingers away from the rotating disc brake rotor. The disc brake rotor is sharp enough to inflict severe injury to your fingers if caught within the openings of moving disc brake rotor. The calipers and disc brake rotor will become hot when the brakes are operated, so do not touch them while riding or immediately after dismounting from the bicycle, otherwise you may get burned. Be careful not to allow any oil or grease to get onto the disc brake rotor and brake pads, otherwise the brakes may not work correctly. If any oil or grease does get on the brake pads, you should consult a dealer or an agency. There is the danger that the brakes may not work correctly. 3 Check that the brake system temperature has been cooled down sufficiently, check the thickness of the brake pad. If the thickness is 0.5 mm or below, the brake pad needs to be replaced

with a new one.

Consult a dealer or an agency. 2 mm 0.5 mm If the disc brake rotor is cracked or deformed, immediately stop using the brakes and consult a dealer or an agency. If the disc brake rotor becomes worn down to a thickness of 1.5 mm or less, or if the aluminum surface appears, immediately stop using the brakes and consult a dealer or an agency. The disc brake rotor may break, and you may fall off the bicycle. Vapor lock may occur if the brakes are applied continuously. To relieve this condition, momentarily release the lever. Vapor lock is a phenomenon in which the oil inside the brake system becomes heated, which causes any water or air bubbles inside the brake system to expand. This can then result in a sudden increase in the brake lever stroke. The disc brake is not designed to work with the bicycle upside down. If the bicycle is turned upside down or on its side, the brake may not work correctly, and a serious accident could occur. Before riding the bicycle, be sure to operate the brake lever a few times to check that the brakes operate normally. If the brakes do not operate normally, stop using the brakes and consult a dealer or an agency. If you feel no resistance when depressing the brake lever, immediately stop using the brakes and consult a dealer or an agency. If fluid leaks occur, immediately stop using the brakes and consult a dealer or an agency. If the front brake is applied too strongly, the wheel may lock and the bicycle may fall forward, and serious injury may result. Always make sure that the front and rear brakes are working correctly before you ride the bicycle. The required braking distance will be longer during wet weather. Reduce your speed and apply the brakes early and gently. If the road surface is wet, the tires will skid more easily. If the tires skid, you may fall off the bicycle. To avoid this, reduce your speed and apply the brakes early and gently. The lever should never be processed because of the properties of carbon.