

General Safety Information

WARNING

- To avoid serious injuries:

- 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 an accident, 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 owners manual, and by practicing your riding and braking technique.
- If the front brake is applied too strongly, the wheel may lock and the bicycle may fall forward, and serious injury may result.
- The hub of the Shimano front Inter-M brake has a built-in power modulator. This system controls the braking force so that excessive force is not applied if the braking force reaches the specified value. If the hub is not equipped with the power modulator, the braking force may be excessively applied. For this reason, we recommend using the Shimano front Inter-M brake and the hub as a set. Noise is generated by the operation of the power modulator when the brake is applied, but this is not a sign of a malfunction.
- If using the BR-IM81-F, BR-IM80-F, BR-IM55-F, BR-IM45-F in combination with a suspension fork, care must be taken when selecting the suspension fork to use. Please consult with the shop or the bicycle manufacturer. If an incorrect type of suspension fork is selected, it could prevent the suspension fork from functioning properly because of overheating during braking or lack of strength in the fork, which could result in an accident.
- The SB-8S20/ST-8S20/SB-7S45/BL-IM60/BL-IM65/BL-IM45 brake levers are equipped with a mode switching mechanism. Be sure to use the BR-IM81-F, BR-IM80-F, BR-IM55-F, BR-IM45-F with the mechanism in the C.R. mode position.

C.R. mode position

The C indicates the mode position for compatibility with cantilever brakes. The R indicates the mode position for compatibility with roller brakes.

- Obtain and read the service instructions carefully prior to installing the parts. Loose, worn, or damaged parts may cause serious injury to the rider. We strongly recommend only using genuine Shimano replacement parts.
- Always make sure that the front and rear brakes are working correctly before you ride the bicycle.
- 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.
- Read these Technical Service Instructions carefully, and keep them in a safe place for later reference.

CAUTION

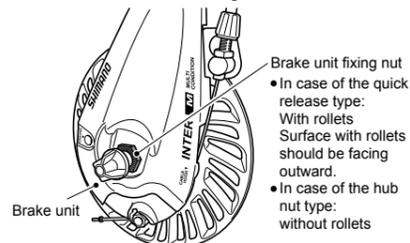
- To avoid serious injuries:

- When using the Shimano Inter-M brake system, avoid continuous application of the brakes when riding down long slopes, as this will cause the internal brake parts to become very hot, and this may weaken braking performance. It may also cause a reduction in the amount of brake grease inside the brake, and this can lead to problems such as abnormally sudden braking. The design of the Shimano Inter-M brake system has been carried out based on standards such as ISO 4210 and DIN 79100-2. These standards specify the performance for an overall weight of 100 kg. However, BR-IM81-F is designed with the overall weight assumed to be 130kg. If the overall weight exceeds 100 kg (130kg for BR-IM81-F), the braking force provided by the system may be insufficient for correct braking, and durability of the system may also be reduced.

- The front Inter-M brake system should only be installed to the left side of a bicycle which is 26" or larger. If it is used on a bicycle which is smaller than 26", the braking force may be too great, which could cause accidents.
- In order to get the best performance from the Shimano front Inter-M brake, be sure to use Shimano brakes cables and brake levers as a set. (Refer to the product line-up.)

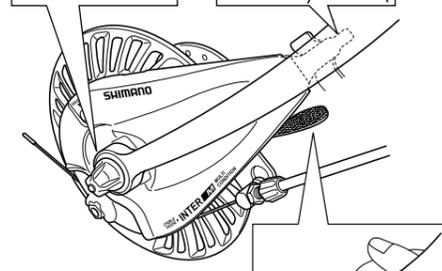
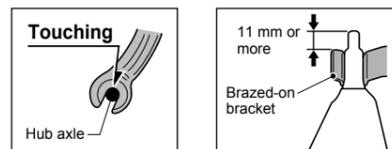
(The amount of movement of the inner cable must be 14.5 mm or more when the brake lever is depressed. If it is less than 14.5 mm, braking performance will suffer, and the brakes may fail to work.)

- Check that the front brake unit is firmly secured to the hub with the brake unit fixing nut.



Tightening torque:
15 – 20 N·m {131 – 174 in. lbs.}

- Check that the hub axle is touching the back of the fork end, and that the end of the brake arm is protruding 11 mm or more from the brazed-on bracket of the front fork. Check also that the wheel is firmly secured to the frame with the quick release or the hub nut. If the wheel is not installed properly, it may come off the frame, which could result in a serious accident when riding.

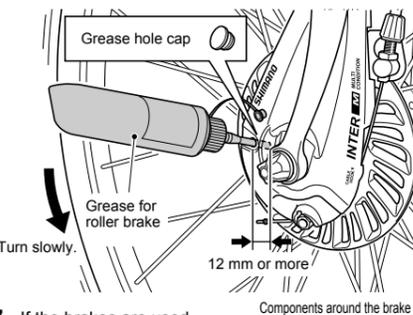


- In case of the quick release type: Secure the cam lever of the quick release firmly.

- In case of the nut type:
-
- Tightening torque:**
20 – 25 N·m {174 – 218 in. lbs.}

- If any of the following occur while using the brakes, stop riding immediately and ask the place of purchase to carry out inspection and repairs.
 - If abnormal noise is heard when the brakes are applied
 - If braking force is abnormally strong
 - If braking force is abnormally weak

In the case of 1) and 2), the cause might be not enough brake grease, so ask the place of purchase to grease the mechanism with special roller brake grease. Before applying grease, remove the grease hole cap and press-fit the tube into the back of the hole. Apply an appropriate amount of grease (approx. 5g) while turning the wheel slowly. After application, check that braking is properly applied and that no abnormal noise is heard.



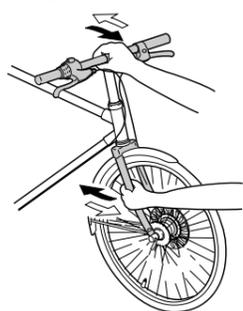
- If the brakes are used frequently, the components around the brake may become hot. Do not touch the components for at least 30 minutes after you finish riding the bicycle.



- If the brake cable becomes rusted, braking performance will suffer. If this happens, replace the brake cable with a genuine Shimano brake cable and re-check the braking performance.
- The front brake unit, front hub units should never be disassembled. If they are disassembled, it will no longer work properly.

NOTE:

- Use a wheel with 3x or 4x spoke lacing. Wheels with radial lacing cannot be used because the spokes and the wheel can be damaged when applying the brakes and brake noise can be generated.
- The front Inter-M brake is different from conventional band brakes in that the inside of the brake drum is filled with grease. This may cause the turning of the wheel to be slightly heavier than usual, particularly in cold weather.
- If you apply the front Inter-M brake strongly while the bicycle is stopped and then shake the wheel, you will notice that there is a small amount of play in the brakes. This is normal, and will not cause any problems at all while riding.
- To check the amount of looseness in the head parts, grasp the middle of the handlebar and one of the front forks as shown in the illustration, and then move the head parts back and forth in the directions indicated by the arrows. Moreover, because the brakes give a small amount of play if you apply the brakes fully and shake the wheel as described above, this will make it more difficult to check the looseness in the head parts.



- Parts are not guaranteed against natural wear or deterioration resulting from normal use.
- For maximum performance we highly recommend Shimano lubricants and maintenance products.
- For any questions regarding methods of handling or adjustment, please contact the place of purchase.

BR-IM81-F
BR-IM80-F
BR-IM55-F
BR-IM45-F

Inter-M Brake

Technical Service Instructions

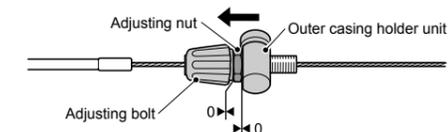


In order to realize the best performance from the Shimano front Inter-M brake system, we recommend that the following combination be used.

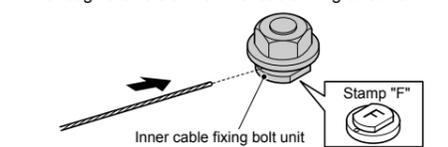
Brake	BR-IM81-F BR-IM80-F	BR-IM55-F BR-IM45-F
Hub	HB-IM70/ DH-2R35-E-H/ DH-3R35-H	HB-IM40/DH- 2R35-E/DH-3R35/ DH-2R30-J
Lever	SB-8S20/ST-8S20/SB-7S45/ BL-IM60/BL-IM65/BL-IM45	
Brake cable		

Installing the brake cable

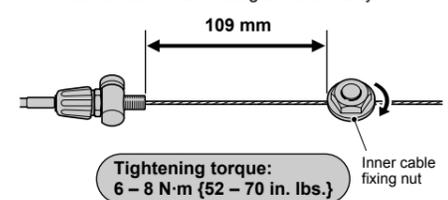
- After checking that the adjusting bolt and adjusting nut are fully tightened, insert the outer casing holder unit into the inner cable in the direction shown below.



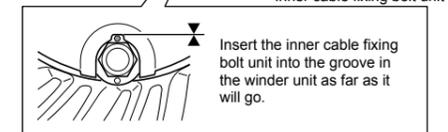
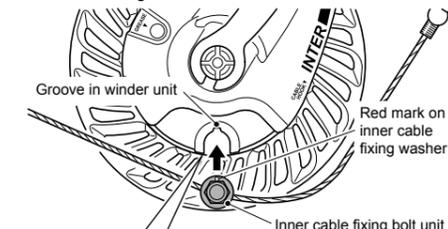
- After checking that the stamp of the back side of the inner cable fixing bolt unit is "F", pass the inner cable through the hole of the inner cable fixing bolt unit.



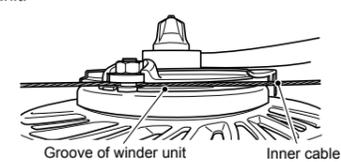
- Place the components as shown in the following figure and tighten the inner cable fixing nut. At this time, if the TL-IM21 is used, it will be possible to mount the inner cable fixing bolt unit easily.



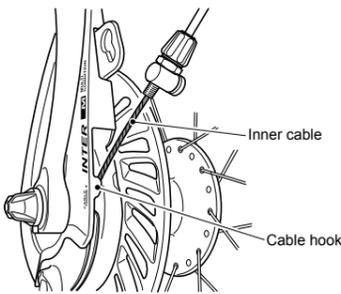
- Align the red mark on the inner cable fixing washer so that it faces in the direction of the groove in the winder unit, and then insert the inner cable fixing bolt unit and push it into the groove in the winder unit as far as it will go.



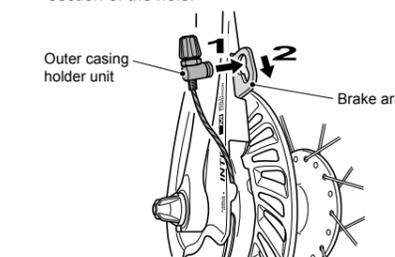
- Route the inner cable along the groove of the winder unit.



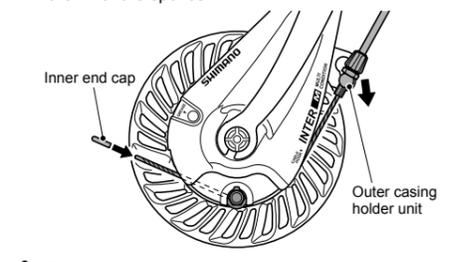
- Hook the inner cable over the cable hook.



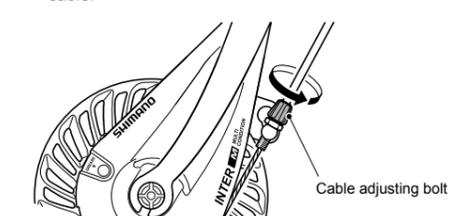
- Insert the outer casing holder unit into the hole of the brake arm from underneath and slide it to the lower section of the hole.



- After checking that the outer casing holder unit is securely inserted into the back of the brake arm hole, attach the inner end cap. Then, set the inner end cap so that it does not touch the fin or the spokes.



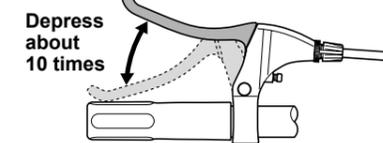
- Turn the cable adjusting bolt to tighten the inner cable.



Installation of the brake cable can be completed by the above procedure. When detaching the cable, perform in reverse order.

Adjusting the brake cable

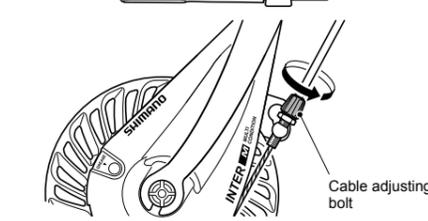
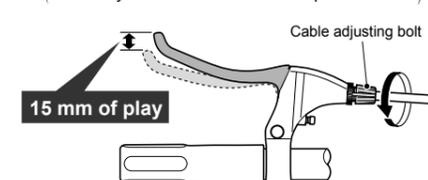
- After checking that the wheel does not easily turn while the brake cable is being pulled, depress the brake lever about 10 times as far as the grip in order to run in the brake cable.



Note:
If the brake cable is not run in, it will need to be adjusted again after only a short period of use.

- Turn the cable adjusting bolt of the brake unit or brake lever so that there is about 15 mm of play in the brake lever.

(The amount of brake lever play is the distance from the position where the brake lever is not operated to the position where a force is felt suddenly when the brake lever is pulled.)



- After depressing the brake lever to check the braking performance, secure the cable adjusting bolt with the cable adjusting nut.

Tightening torque:
1 – 2 N·m {9 – 17 in. lbs.}



These service instructions explain how to use and maintain the Shimano bicycle parts which have been used on your new bicycle. For any questions regarding your bicycle or other matters which are not related to Shimano parts, please contact the place of purchase or the bicycle manufacturer.

SHIMANO

SHIMANO AMERICAN CORPORATION
One Holland, Irvine, California 92618, U.S.A. Phone: +1-949-951-5003

SHIMANO EUROPE B.V.
Industrieweg 24, 8071 CT Nunspeet, The Netherlands Phone: +31-341-272222

SHIMANO INC.
3-77 Oimatsu-cho, Sakai-ku, Sakai-shi, Osaka 590-8577, Japan

* Service Instructions in further languages are available at:
<http://techdocs.shimano.com>

Please note: Specifications are subject to change for improvement without notice. (English)