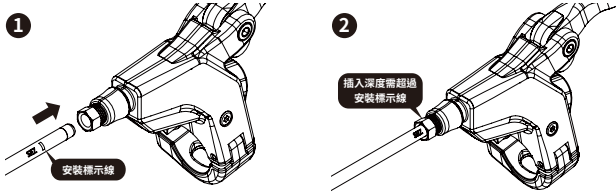


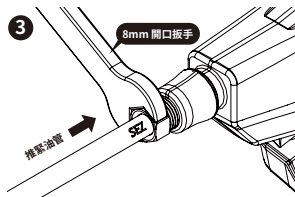
## 一次性油管組裝說明書

### A. 油管安裝

- 將油管保護套取下。



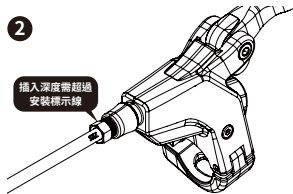
- 將油管安裝至煞車手把，確認油管已推至底部。  
(插入深度須超過油管上的安裝標示線，如圖一及圖二)



- 保持推動油管的同時，將螺絲鎖緊，建議扭力值為8Nm。(如圖三)

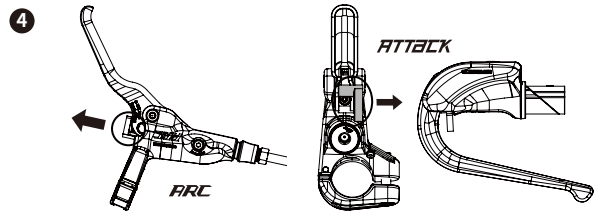
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- 使用油針置入器將新的油針裝入油管。(請確保油針面與油管面貼平)



- 將油管安裝至總泵端，確認油管已推至底部。(如圖二及圖三)
- 保持推動油管的同時，將螺絲鎖緊，建議扭力值為8Nm。
- 將把手擋塊取下。(如圖四)
- 油管裁切必然有油量損耗，為確保煞車功能正常，請對系統作重新補油及排除空氣動作，請參閱 RIDEREVER 說明書內“空氣排出程序操作”步驟執行。
- 以上即完成“油管裁切及油管安裝”，後續請參閱“功能檢視”以確保安裝後煞車功能正常。

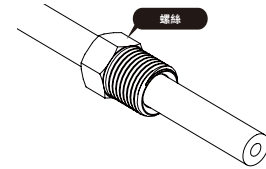
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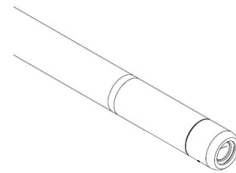
- 將把手擋塊取下。(如圖四)
- 以上即完成“油管安裝”，後續請參閱“功能檢視”以確保安裝後煞車功能正常。

### B. 總泵端油管裁切及油管安裝

油管尚未組裝前，若您需調整油管長度並做油管剪裁，請參閱下列步驟。



- 將油管保護套取下。(如圖一)
- 使用油管裁切器將油管裁切至需求長度。(請確保切口平整，若切口歪斜可能導致漏油)



- 依序將新的一次性SEZ油針SM-B003裝入油管。(如圖五)

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### 功能檢視

安裝過程有可能發生空氣進入系統的狀況，務必於騎乘之前對其進行檢視，確保煞車功能正常。

- 確認卡鉗 (1) 已裝於車架上且來令片與碟盤已正確安裝，或 (2) 卡鉗已正確安裝 RIDEREVER 檔塊。
- 確認把手擋塊已取下。
- 按壓煞車把手重複 10~15 次，確認按壓時獲得紮實的手感且把手不會抵觸到車把，則表示此系統正常。若手感軟綿或把手抵觸到車把，請對系統作重新補油及排除空氣動作，請參閱 RIDEREVER 說明書內“空氣排出程序操作”步驟執行。

### ⚠ 注意！

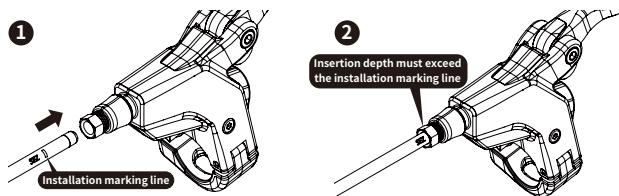
- 必須使用扭力扳手，及建議的扭力值安裝螺絲。不正確的安裝，在騎乘的過程中可能會鬆動而導致油管脫落，會對使用者和騎者造成嚴重的後果。
- 油管過短會影響自行車的操作，並且可能會造成過度延伸油管，導致油管脫離煞把或卡鉗，切勿使用太短或太長的油管。
- 請勿重複使用迫緊環及油針，已使用過的迫緊環及油針無法確保安全的油管連接，請使用新的零件。
- 若有作油管裁切動作，請務必對系統作重新補油及排除空氣的動作。
- 油管未安裝完成前皆不得按壓煞車把手，否則恐造成漏油，儘管出廠前把手處會加裝檔塊以防勿觸，仍須避免按壓把手。
- 把手擋塊須於油管安裝完成後才可取下，切勿先行取下。
- 油管零件更換強烈建議使用 RIDEREVER 原廠零件，以確保產品最完整的功能性。

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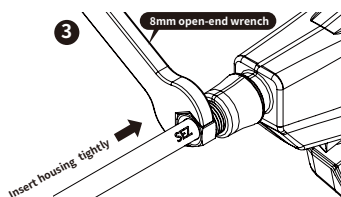
## SEZ OPERATION MANUAL

## A. Installation of SEZ

- Remove the protective cap from oil housing.

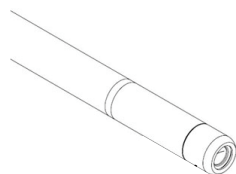


- Insert oil housing to the brake lever. Make sure that the oil housing is pushed to the end firmly. (Insertion safety depth must exceed the installation marking line on housing, as shown in Fig. 1 & 2)

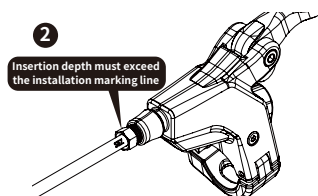


- Use 8mm wrench to tight screws while keep pushing the oil housing at the same time. Recommended tighten torque is 8Nm, as shown in Fig. 3.

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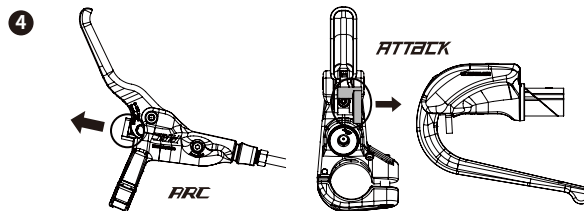


- Replace new barb SM-B003 (disposable) into the oil housing in order, as shown in Fig. 6.
- Use needle insertion tool to insert new needle into the oil housing. (Please make sure the needle surface is flush with oil housing surface.)



- Fit oil housing to lever 12mm deep at least, as shown in Fig. 2&3.
- Use 8mm wrench to cc while keep pushing the oil housing at the same time. Recommended tighten torque is 8Nm.
- Remove the block spacer, as shown in Fig. 4 to completed the housing installation.
- In order to keep brake preformation as normal, please re-bleeding mineral oil and exhaust air after cutting the housing to complete the installation. Please refer to step of "Operation for air exhaust process" in the RIDEREVER user manual.
- Please refer to "Function inspection manual" to ensure that brake function works normally after installation.

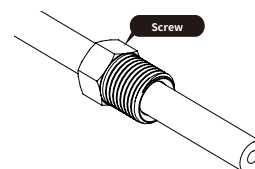
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- Remove the block spacer, as shown in Fig. 4 to completed the housing installation.
- Please refer to "Function inspection manual" to ensure that brake function works normally after installation.

## B. Cutting and installation of oil housing (lever side)

If need to adjust housing length before hose mounting, please refer to the following steps.



- Remove the protective cap from oil housing. (as shown in Fig 1)
- Use oil housing cutter to cut it to preferred length. (Please make sure that the incision is flat and smooth. It may result in oil leaking if the incision is askew)

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## Function inspection

It is possible that air enters system during the installation. Inspection must be done before riding. Make sure that brake function works normally.

- Make sure the brake is either installed with rotor correctly on the frame or check if the block spacer is still in the caliper before inspection.
- Remove the lever block spacer.
- Press brake lever repeatedly for 10~15 times. Make sure the brake feeling is strong during pressing and the brake lever will not touch the handlebar. If it feels soft or the brake lever touch the handlebar without braking performance, please rebleeding oil and exhaust air. (refer to the step of "Operation for air exhaust process" in the RIDEREVER user manual)

## ⚠ Attention !

- Must use required torque wrench and recommended tighten torque force in installation. Improper installation may cause the oil housing falling out during riding and in result of serious consequences to users and riders.
- If the oil housing is too short, the oil housing may be falling out from brake lever or caliper in riding due to over extension. The proper housing length must.
- Be decided before cutting.
- Please don't reuse olive bushing and insert needle. Used olive bushing and insert needle maybe deformed after tighten. It's not guarantee that the used olive bushing and insert needle can connect the lever or caliper firmly. Please use new spare parts.
- Please must to rebleeding mineral oil and exhaust air after housing cutting.
- The block spacer is assembled to avoid press by mistake but do not press the brake lever before complete installation of oil housing; otherwise it could lead to oil leaking.
- Remove the Lever block spacer after completed installation of oil housing.
- It is strongly recommended to use original RIDEREVER spare parts for oil housing to have completest function of RIDEREVER product.

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