



## BLEED INSTRUCTIONS

CLARKS BRAKES

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### KIT CONTENTS

- 2X 20ML SYRINGES
- 1X LENGTH OF BLEED NIPPLE TUBING
- 2X CABLE TIES
- 1X PAIR OF NITRILE (LATEX FREE) GLOVES
- 100ML DOT BRAKE FLUID (WITH COMPLETE KIT)

### ADDITIONAL EQUIPMENT REQUIRED

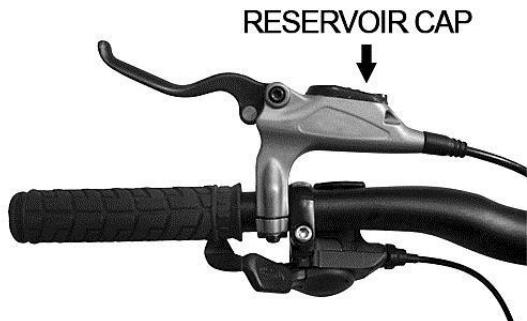
- CLEAN DAMP CLOTH (OR BRAKE CLEANER)
- 2MM ALLEN KEY
- 8MM RING SPANNER
- BLEED BLOCK OR DISC ROTOR

### BEFORE YOU START

- During the bleed process you may notice discolouration of the old fluid. If the old fluid is particularly dark we recommend bleeding the system twice to ensure all old fluid is removed and replaced with new.
- The brakes should be clean and free from debris, paying particular attention to the area around the bleed port screws at the calliper and lever so as not to introduce contaminates into the brake system.
- The bike should be orientated with the brake lever higher than the brake calliper.
- It is advisable, but not necessary, to remove the wheel during the bleed process. This allows you to remove the brake pads and push the pistons back into their housings to prevent over-filling of the system. It also protects the pads and rotor from brake fluid spillages. Alternatively you may remove the calliper from the frame mount and remove the pads this way.

If you chose to remove the wheel you will need a suitable piston spacer (bleed block), or block of wood, to wedge apart the pistons during the bleed procedure.

**1** Loosen the two Allen bolts slightly on the brake lever and rotate the lever on the handlebar so that the fluid reservoir is parallel to the ground, then remove the cover. For S2 brakes you will need to rotate the lever a full 90 degrees (see picture). Then situate the bike so that the fluid in the reservoir is level with the ground. (Illustration depicts a similar brake design to CLARKS S2 brake)



**2** Cover the brake lever with a cloth to protect the lever and handlebar assembly. Also place a cloth around the calliper bleed nipple to guard the pads and rotor from potential fluid brake spills.

**3** Fill the syringe with tubing attached with fresh brake fluid from the bottle by immersing the end of the tubing and pulling back on the syringe plunger. Once you've filled the syringe with fluid invert the syringe and push fluid from the syringe through the tubing to remove any trapped air.

**4** Attach the end of the tubing to the calliper bleed nipple (if there is a rubber cap over the bleed nipple remove this first). You can also use the cable tie provided as an extra measure to ensure that the tubing does not slip off of the calliper bleed nipple.

**5** Take your 8mm open ended spanner and open the bleed nipple (anti-clockwise quarter turn).

**6** Whilst keeping a close eye on the reservoir at the brake lever, pump fluid from the calliper syringe **SLOWLY**. As you do this you will see fluid emerging at the reservoir.





**7** With your other empty syringe draw off the excess fluid at the reservoir before it overflows. Be sure to leave a little fluid in the bottom as you do this. Continue this process until no air bubbles can be seen emerging from the fluid entering the reservoir.

**8** Once you are sure there are no more bubbles emerging, tightly close the bleed nipple at the calliper. Pull back on the plunger of the syringe as you disconnect the tubing from the bleed nipple to avoid spillage. At this point you will need to cut or pull the cable tie off.

**9** Ensure the fluid in the fluid reservoir on the brake lever is filled to the very top. Ensure the seal is seated correctly before tightening the reservoir cap. Wipe away any excess brake fluid with a cloth, isopropyl alcohol or brake cleaner to prevent any damage to paintwork.

**10** Return your brake lever to its original position on the handlebar. Check the pressure point of the brake lever, it should feel firm and well defined. If this is not the case you will need to re-do the process to eliminate air within the system.

ADDITIONAL SUPPORT, INCLUDING VIDEOS ON THE BLEED PROCESS, IS AVAILABLE ON OUR WEBSITE

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