



 **WARNING:** When assembling the fasteners, always make sure they are torqued down to the right torque wrench setting.

 **WARNING:** You must always use a torque wrench to assemble all fasteners.

Make sure that the tube has been installed correctly, pulling it forcefully outwards and then pull the lever sharply and check that there are no leaks close to the joint.

 **WARNING:** Be careful while using a razorsharp cutter or blade. Do not use blades or saws that could deform or lacerate the hose in such a way to cause loss of fluid or inefficiency of the system. AN UNNECESSARILY SHORT HOSE NOT ONLY CAUSES STEERING PROBLEMS but can also cause strain on the hose which may result in its disconnection from the caliper or pump lever. Using the correct length of the hose is vital to achieve maximum efficiency of the system.

 **WARNING:** Should biconical bush **31** not be tightened enough, as prescribed, it might come loose while riding. This causes hose detachment and consequently a dangerous situation for the rider and for anyone found nearby.

 **CAUTION:** After adjusting the hose length you must bleed the system to eliminate any air bubbles as described in paragraph 2.5.

2.5 Air bubble removal

The following operations must be carried out after adjusting the length of the hose.

- Position the pump vertically and remove screw **34**, using wrench TORX T10.
- Install syringe **35** supplied in the FORMULA SRL brake bleeding kit, screwing it into the screw hole, making sure there is 10 ml of DOT 4 brake fluid in the syringe.
- With the syringe always upright slowly suck out all the air contained in the hose. The presence of air in the hose is evidenced by the bubbles coming up through the fluid head contained in the syringe;
- Release the syringe piston and repeat the procedure as many times as necessary until you have removed all the air from the pipe.

