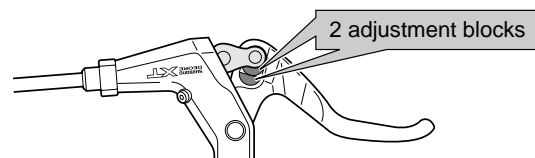


## WARNING

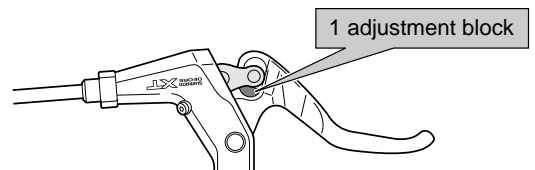
- It is important to completely understand the operation of your bicycle's brake system. Improper use of your bicycle's brake system may result in a loss of control or an accident, which could lead to severe injury. Because each bicycle may handle differently, be sure to learn the proper braking technique (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.
- The M750 brake system is equipped with adjustment blocks in the wire hooking unit of the ST-M750 / BL-M739 brake levers which allows the rider to change the relationship between the brake input and output. If the adjustment blocks are removed, the braking force will be dramatically increased, so that a high level of braking performance can be achieved from only a small amount of lever movement. Accordingly, normal braking operation may cause a greater-than-expected amount of braking force to be applied, which could make the bicycle fall forward, causing serious injury to the rider. To avoid this, please read the following instructions thoroughly before removing the adjustment blocks.  
**After removing the adjustment blocks, make sure that you are completely used to the new braking characteristics before riding the bicycle, otherwise the bicycle might fall forward if you have to apply the brakes suddenly, such as when a vehicle appears.**

### 1) With no adjustment blocks removed (standard specifications for shipment)



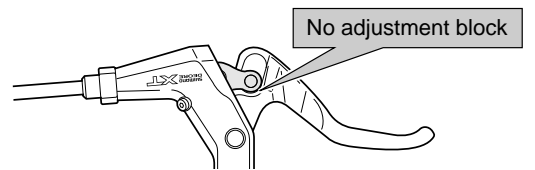
### 2) With one adjustment block removed

An ample degree of braking force can be obtained from a small amount of brake lever input, to provide a high level of brake performance. However, if the brakes are operated suddenly, there is the danger that the bicycle may fall forward. After removing one of the adjustment blocks, first ride the bicycle at a speed of less than 6 mph (10 km/h) while applying the brakes repeatedly in order to get a feel for the difference in braking characteristics before riding at higher speeds. Beginners should be particularly careful.



### 3) With two adjustment blocks removed

An ample degree of braking force can be obtained from an even smaller amount of brake lever input than in 2) above, to provide the highest level of brake performance. However, because the braking force is even more sensitive to the amount of lever input than in 2), be sure to practice using the brakes as described above. Beginners or those who are not fully confident should not use the brakes in this configuration.



- Use the BR-M750 V-brake with SERVO WAVE ACTION and adjustable V-brake-compatible levers such as the BL-M739 / ST-M750 / BL-M950 / ST-M951 / BL-M601 brake levers.

## SERVICE INSTRUCTIONS

SI-B650A

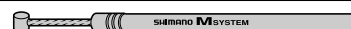
# Multi-Condition Brake System

Before use, read these instructions carefully, and follow them for correct use.

### Multi-Condition Brake System

By providing superior wet weather braking performance (control and modulation), braking performance will not vary in a multitude of conditions when using this brake system.

In order to realize the best performance, we recommend that the following combination be used.

Series	DEORE XT
Brake lever	ST-M750/BL-M739
V-brake	BR-M750
Brake cable	

### NOTE:

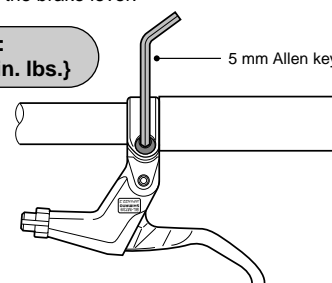
- By using these parts as a set, the optimum efficiency of the Multi-Condition Brake System can be realized.
- For any questions regarding methods of handling or maintenance, please contact the place of purchase.

### Installation of the brake lever

Use a 5 mm Allen key to install the brake lever.

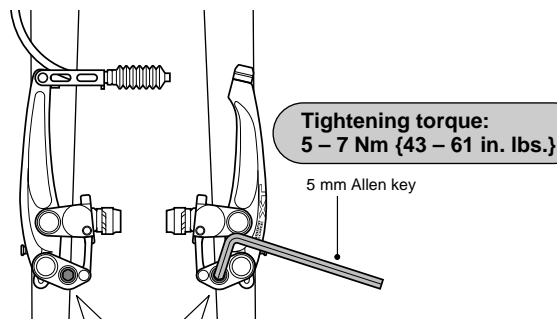
Tightening torque:  
6 – 8 Nm {52 – 69 in. lbs.}

Use a handlebar grip with a maximum outer diameter of 32 mm.

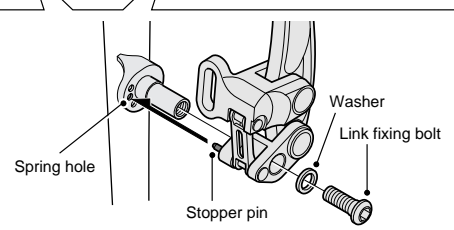


### Installation of the V-brake

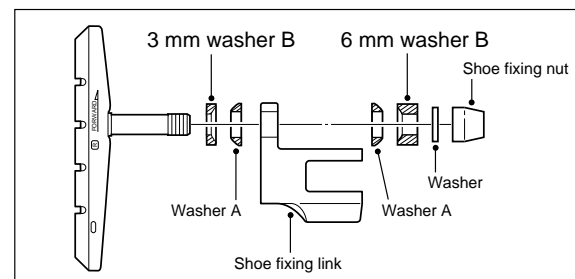
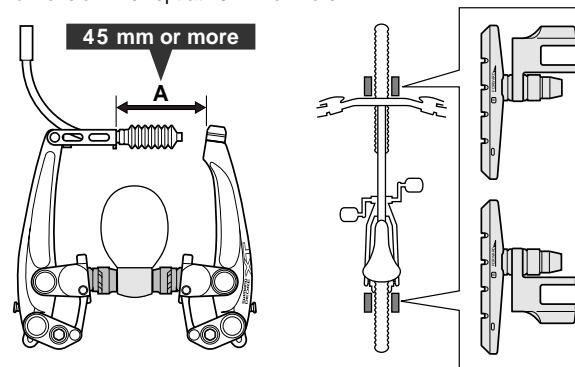
- Insert the stopper pin of the brake body into the center spring hole in the frame mounting boss, and then secure the brake body to the frame with the link fixing bolt.



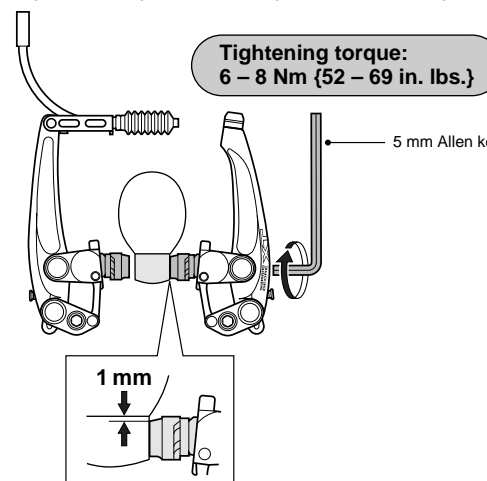
Tightening torque:  
5 – 7 Nm {43 – 61 in. lbs.}



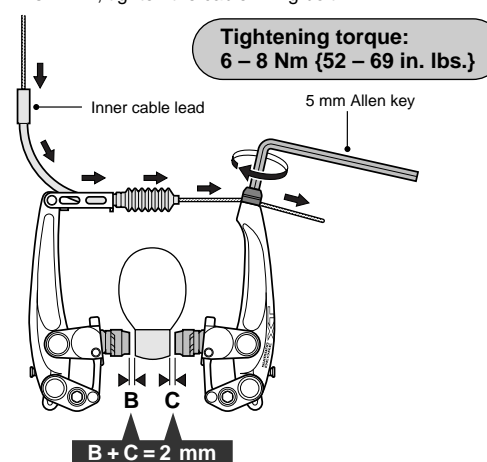
- While holding the shoe against the rim, adjust the amount of shoe protrusion by changing over the washer B (6 mm or 3 mm) so that dimension A is kept at 45 mm or more.



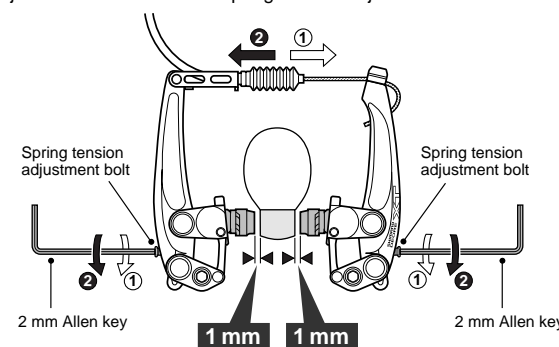
- While holding the shoe against the rim, tighten the shoe fixing nut.



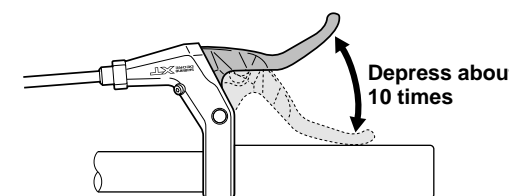
- Pass the inner cable through the inner cable lead, and after setting so that the total of the clearances between the left and right shoes and the rim is 2 mm, tighten the cable fixing bolt.



- Adjust the balance with the spring tension adjustment bolts.

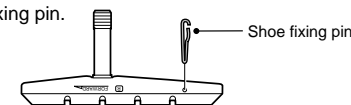


- Depress the brake lever about 10 times as far as the grip and check that everything is operating correctly and that the shoe clearance is correct before using the brakes.

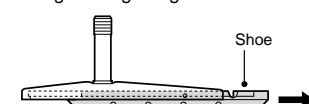


### Replacement of the cartridge shoe

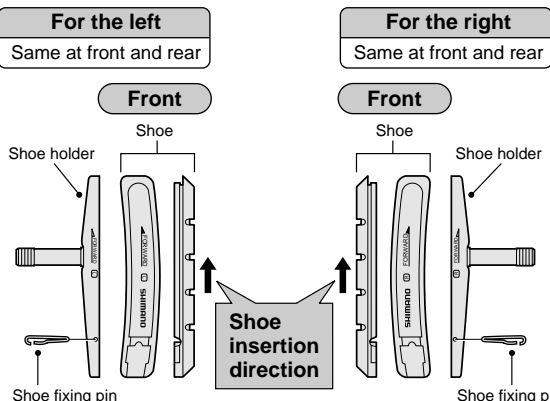
- Remove the shoe fixing pin.



- Remove the shoe by sliding it along the groove of the shoe holder.



- There are two different types of shoe and shoe holder to be used in the left and right positions respectively. Slide the new shoes into the grooves on the shoe holders while taking note of the correct directions and pin hole positions.



- Insertion of shoe fixing pin is very critical to keep shoe properly fixed in place.

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

**SHIMANO®**  
SHIMANO AMERICAN CORPORATION  
One Holland Irvine CA 92618 U.S.A. Phone 949-951-5003  
SHIMANO EUROPA  
Industrieweg 24 NL-8071 CT Nunspeet, Holland Phone 31-3412-72222  
SHIMANO INC.  
3-77 Oimatsucho, Sakai, Osaka, Japan Phone 0722-23-3243

These service instructions are printed on recycled paper and can be recycled again.