BRAKE HOSE TECHNICAL SPECIFICATION

Instructions for Proper Installation

1. Carefully remove the brake hoses from the motorcycle, avoiding splashing the fluid inside onto the painted surfaces.

2. Remove all old washers and residual fluid from the system.

3. Ensure that all welding points are clean and in good condition.

4. Install the Accossato brake hose kit with the new provided washers.

5. Check that the pitch of the new screws provided is the same as those previously present on the motorcycle; this is crucial as some models use both M10x1 and M10x1.25 screws.

Installazione

1) Installation Introduction to Bleeding

It is recommended to have the process performed by a mechanic or an expert. If you choose to proceed independently, it is advisable to bleed with the assistance of another person.

Required: new brake oil (do not shake the bottle before starting, as it may create air bubbles in the fluid), a plastic hose, and a glass container to monitor air escaping from the system.

It is a good practice to cover all surfaces around the brake pump and protect the fastening connections from accidental leaks and prevent dirt from entering the system. Remove the old brake hose, then attach the hose to one of the fastening connections and open it slowly.
This way, you can pump out most of the fluid before removing the old hoses. It is not uncommon for connections to become stuck to the caliper over time: low-alloy connections and calipers undergo the so-called electrolytic corrosion, and winter road salt only exacerbates this effect. . It is recommended to replace low-alloy connections with stainless steel ones.

After replacing the old connections, ensure that the oil tank is full and put the cap back on to prevent oil from splashing out when starting the bleeding operation.

2) Fill the system

If you have a dual-disc system, bleed one caliper at a time.

Attach the hose to the connection and place the other end inside the glass container.

Fill the glass container with some clean oil so that the hose end is submerged. This prevents air from being reintroduced into the system.

Now, you can open the connection, squeeze and release the brake lever gently to give the brake pump time to draw clean oil from the tank.

It may happen that the oil from the container is sucked into the system; in this case, make sure that the hose end is always immersed in the fluid. Tighten the connection when you are done.

Bleeding the System

1. Slowly open the connection (half a turn should be sufficient), while gently pulling the brake lever at the same time. While holding the lever, you should see air bubbles or fluid in the glass container. The old oil may appear white, brown, or black due to dirt.

2. The movement of the fluid or air bubbles will continue for a while, so close the connection and release the brake lever.

3. Check the oil level in the reservoir and top up if necessary. Repeat the operation until there are no more air bubbles, and the exiting oil is clear. Keep the brake pump reservoir full. If you have a dual-disc system, repeat the process with the second caliper (it's better to start with the one farthest from the brake master cylinder).

If everything has been successful, you will achieve a braking system with an excellent brake feel. The lever will move a short distance, after which a solid resistance will make it firm.

If, when continuously pressing the lever, you feel a slow movement or a "spongy lever" effect, it indicates that there is still air in the system, and there is a significant chance that not all air in the hoses has been bled. Therefore, it is necessary to repeat the operation from the beginning.

Tighten all parts correctly and check that the hoses are undamaged, and the fluid does not leak anywhere!

ACCOSSATO™

Fault Localization

Not all calipers have their connections at the highest point of their structure. This means that a small amount of trapped air above the connection will be challenging to remove (air always rises) and will cause the "spongy lever" effect.

This problem can be solved:

1. By disassembling the caliper and ensuring that the connection is at the highest point, but remember to insert a spacer between the brake pads to prevent the pistons from protruding. A similar problem occurs with some racing motorcycles that have very angled handlebars: the brake hose bends over the brake master cylinder, and a small amount of air can remain trapped in that position. In this case, you can reconsider the mounting configuration or try injecting the liquid very gently, using a syringe, through the connection into the caliper, keeping in mind that doing so may cause the liquid in the tank to overflow.

2. By installing a screw that incorporates the connection to the brake mastercylinder and bleed it before the rest of the system.

If you cannot eliminate the "spongy lever" effect despite carefully following all these precautions, you may have a problem with the gaskets, and you should consult your trusted dealer.

The brake master cylinder is fed from the tank through a small hole, and this hole easily gets clogged, which is why cleanliness is crucial in the bleeding operation. If you are unable to clean the brakes on your own, ask your trusted dealer to do it. Do not attempt to use self-cleaning products unless necessary. These products keep the connection open, as they incorporate a check valve to prevent air from re-entering the system; the connection has a threaded end that fits into the caliper, and air can be sucked in at this position if the connection is slow.

Once the bleeding operation is successfully completed, ensure that all connections and screws are tight and fill the brake pump reservoir with clean oil up to the required level. Most original tanks have two level indicators: maximum and minimum. We recommend not filling the tank above the maximum level because it could lead to a hydraulic lock in the system, preventing the caliper pistons from retracting completely, causing brake seizing.

Visually recheck the system before testing it. Testing means riding the bike slowly for a few meters

and trying the brakes. Bring the bike back to the garage and check for leaks in the system, ensure all connections and screws are securely fastened, and there is a good brake feel. Do not use the bike until you are sure that bleeding has been done correctly.

Ensure that all final connections are securely fastened to each hose.

Check the cleanliness of the hoses and that the kit has been installed without folds or twists. Check that the hoses do not interfere with the suspensions and the steering lock and are undamaged at any point.

Tighten the screws as indicated in the specifications:

Screw		Min	Max
Stainless steel	N/m	20	25
Steel	N/m	18	20
Aluminium	N/m	13	15