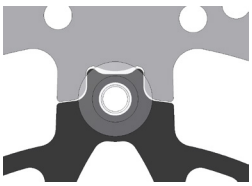
BRAKE DISCS TECHNICAL DATA SHEET

Accossato brake discs, born from the expertise gained in Superbike, Moto 2 and Moto 3 sports competitions, are the result of research into design and comfort, with the target of creating the lightest brake disc, ensuring maximum performance during use.

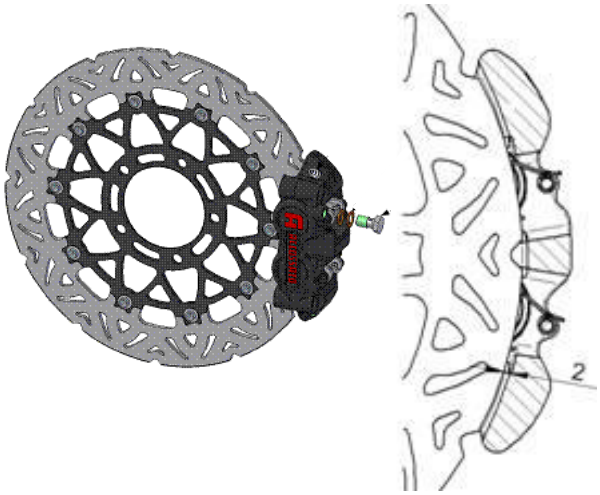
The particular design of the discs and the materials used allow the braking force to be effectively transferred, thanks to an in-depth study carried out on tolerances and the "clearance" between the hub flange and the brake band. The reduced weight of the disc leads to a great advantage in handling and controlling the bike.



The connection with the hub flange in light CNC-worked alloy, occurs through the pawls with the Accossato logo. The pawl system lets the transmission of torque ensuring consistency during thermal expansion and maintaining a high resistance to wear.

Accossato discs can be assembled in a few steps, but it is recommended to contact a specialized workshop:
1 - Remove the original disc from the bike; check that the fixing screws are in good condition and replace them if necessary.
2 - Check that there are no residues of any kind on the wheel hub that won't allow the disc to lay correctly.
3 - Place the disc on the wheel and close the screws. The screws must be of the appropriate quality and length for the purpose. Closing must be done with a correctly calibrated torque wrench.
Attention: warranty will not be valid in case of discs damaged discs due to incorrect assembly.

4 - Check the general conditions of the caliper, also verifying its correct functioning, if present, remove any debris or impurities from it.
Make sure that there is a gap of at least 2 mm between the external diameter of the disc and the caliper, otherwise use spacers to adjust the distance between the caliper and the disc.



5 - When assembling the wheel, it is necessary to check the perfect alignment between the caliper and the disc, also check that the wheel turns freely. This is mandatory because if the disc is not perfectly mounted, it can compromise its correct functioning by causing irregular wear of the pads, or prevent the regular rotation of the wheel itself.

The disc must be able to float freely after mounting.

The minimum float must be 0.2 mm.

6 - Check that the pads are in good condition and if the braking surface is too worn or abnormally worn, it is recommended to replace it. If the pads are replaced, you must check the thickness because if it is excessive, it could prevent the regular sliding of the wheel.
Attention: warranty will not be valid in case of damaged discs due to incorrect pads use.
7 - For best results it is recommended to replace the pads whenever the disc is replaced.
8 - After assembly, proceed with a careful running-in of the disc, avoiding aggressive braking, gradually increasing the intensity of braking until you feel you reached maximum braking capacity.
Attention: during this step, regularly check the correct support of the pads on the disc.
10 - It is recommended to carry out regular checks on the general conditions of the braking system and the points listed above.
The minimum working thickness of the disc is pointed out on Accossato discs, as a worn brake disc risks breaking in the event of extreme stress: it is advisable to replace the brake discs every 30/40 thousand kilometres or when the disc is worn-out, has scratches, grooves or the braking surface falls below the safety thickness.

Disc running-in
It is advisable to carry out about 5 laps of the track to run in the discs, carried out at medium speed, so that 90% of the surface of the friction compound has come into contact with the disc.
Avoid running in the disc by keeping both the accelerator and the brake activated. This will only lead to excessive overheating of the pads which causes deterioration of the compound.

Note
The disc must not have been subjected to impact or contaminated with corrosive liquids, oil or grease.