BRAKE HOSES TECHNICAL SHEET

Instructions for correct assembly

Carefully remove the brake hoses on the bike, avoiding splashing the liquid inside them on the painted part. Remove all old washers and residual fluid from the system. Make sure all solder spots are clean and in good condition. Install the ACCOSSATO brake hose kit with the new washers supplied. Check that the pitch of the new screws supplied is the same as those that were previously present on the bike: it is very important as some models use both M10x1 and M10x1.25 screws.

Installation

Introduction to purging

It is recommended that the procedure be carried out by a mechanic or an expert. If you want to proceed independently, it is advisable to purge with the help of another person. Required: new brake fluid (do not shake the bottle before starting, as this may create air bubbles in the fluid), a plastic cannula and a glass container to monitor the air that is escaping from the system.

It is good practice to cover all the surfaces around the brake master cylinder and protect the fastening fittings from accidental leaks and prevent dirt from entering the system.

Remove the old brake hose, then attach the cannula to one of the fastening fittings and slowly open. This way you can pump out most of the fluid before you have taken the old pipes apart. It is not uncommon for the fittings to become stuck to the caliper over time: low alloy fittings and pliers undergo so-called electrolytic corrosion and the salt in the streets in winter only increases the effect. It is recommended to replace the low alloy fittings with stainless steel fittings.

After replacing the old fittings, make sure the oil tank is full and replace the cap to prevent the oil from splashing out when you start the bleeding operation.

Fill the system

If you have a dual disc system, you need to bleed one caliper at a time. Attach the tube to the fitting and put the other end inside the glass container. Fill the glass container with some clean oil so that the end of the tube is submerged. This will avoid sending air back to the system. Now you can open the fitting, squeeze and release the brake lever smoothly to give the master cylinder time to draw clean oil from the reservoir. Keep an eye on the oil tank and check that the level does not drop below the minimum, otherwise air will blow into the system. It may happen that the oil from the container is sucked into the system, in this case make sure that the end of the tube is always immersed in the fluid. Tighten the fitting when done.

Purge the system
Open the fitting slowly (half a turn will be enough), at the same time gently pull the brake lever. While holding the lever you should see some air bubbles or liquid in the glass container. The old oil will be white, brown or black from dirt. The movement of the fluid or air bubbles will continue for a while, then close the fitting and release the brake lever. Check the oil level in the tank and refill if necessary. Repeat the operation until there are no more air bubbles and the oil that comes out is clear. Keep the master cylinder reservoir full. If you have a dual disc system, repeat the process with the second caliper (it is best to start with the farthest from the master cylinder).
If all goes well, you will get a brake system with a very good braking feeling. The lever will move a short distance, after which solid resistance will make it steady.
If when you press the lever continuously, you have the sensation of slow motion or a "spongy lever" effect, it is a sign that there is still air in the system and therefore there is a great possibility that you have not purged all the air that was in the pipes and therefore it is necessary to repeat the operation from the beginning. Tighten all parts properly and check that the hoses are not damaged and fluid is not leaking somewhere!

Fault location
Not all grippers have their fittings at the highest point of their structure. This means that a small amount of air trapped above the fitting will be difficult to remove (the air always goes up) and will cause the “spongy lever” effect. This problem can be solved by disassembling the caliper and making sure the fitting is at the highest point, but remember to put a spacer between the pads to stop the pistons from coming out.
A similar problem occurs with some racing bikes that have very angled handlebars: the brake hose arches over the master cylinder and a small amount of air can get trapped in that position. In this case you can review the mounting configuration or try to inject some liquid very gently, using a syringe, through the fitting in the caliper, bearing in mind that by doing so the liquid in the reservoir could overflow.

Another way to solve the problem is to fit a screw that incorporates the fitting to the master cylinder and bleed it first of all the rest of the system.
If you are unable to eliminate the “spongy lever effect” despite having carefully followed all these precautions, you may have a problem with the seals, for which you should contact your local dealer.

The master cylinder is fed from the reservoir through a small hole and this hole easily clogs, which is why cleaning is so important in the bleeding operation. If you are unable to clean the brakes yourself, ask your dealer to do so. Don't try to use self-cleaning products unless you have to. These products ensure that the fitting remains open, as they incorporate a non-return valve to prevent air from re-entering the system; the fitting has a threaded end that engages the caliper and air can be sucked into this position if the fitting is loose.

Once the bleeding operation is completed successfully, make sure all fittings and screws are tight and fill the master cylinder reservoir with clean oil to the required level.
Most of the original tanks have two level indications: the maximum and the minimum. We do not recommend filling the reservoir above the maximum level as a hydraulic blockage of the system could occur which would prevent the pistons in the caliper from fully retracting thus causing the brakes to seize.
Recheck the system visually before testing it. With the tests we intend to carry out a few meters slowly with the bike and trying to brake. Return the motorcycle to the garage and check that there are no leaks in the system, that all fittings and screws are tight and that there is a good braking feeling. Do not use the motorcycle until you are sure that the bleeding has been carried out correctly. Check that all end fittings are securely crimped to each tube.
Check that the pipes are clean and that the kit has been installed without kinks or twists. Check that the pipes do not get in the way of the suspension and steering lock and that they are not damaged in any point.

Tighten the screws as indicated in the specifications:

		Min	Max
Stainless steel screws	N / m	20	25
Steel screws	Nm	18	20
Aluminum screws	N / m	13	15