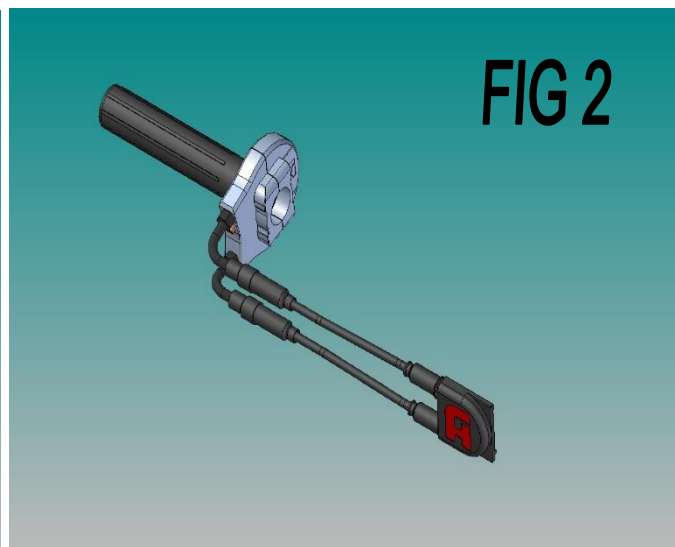
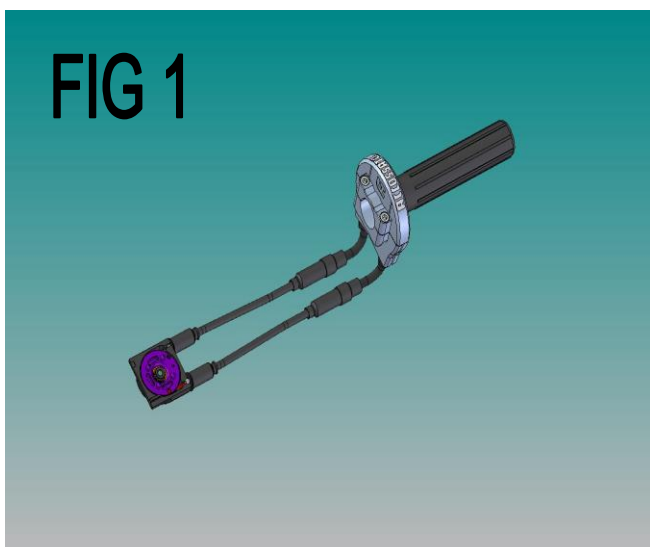


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QUICK RELEASE GAS CONTROL TECHNICAL DATA SHEET

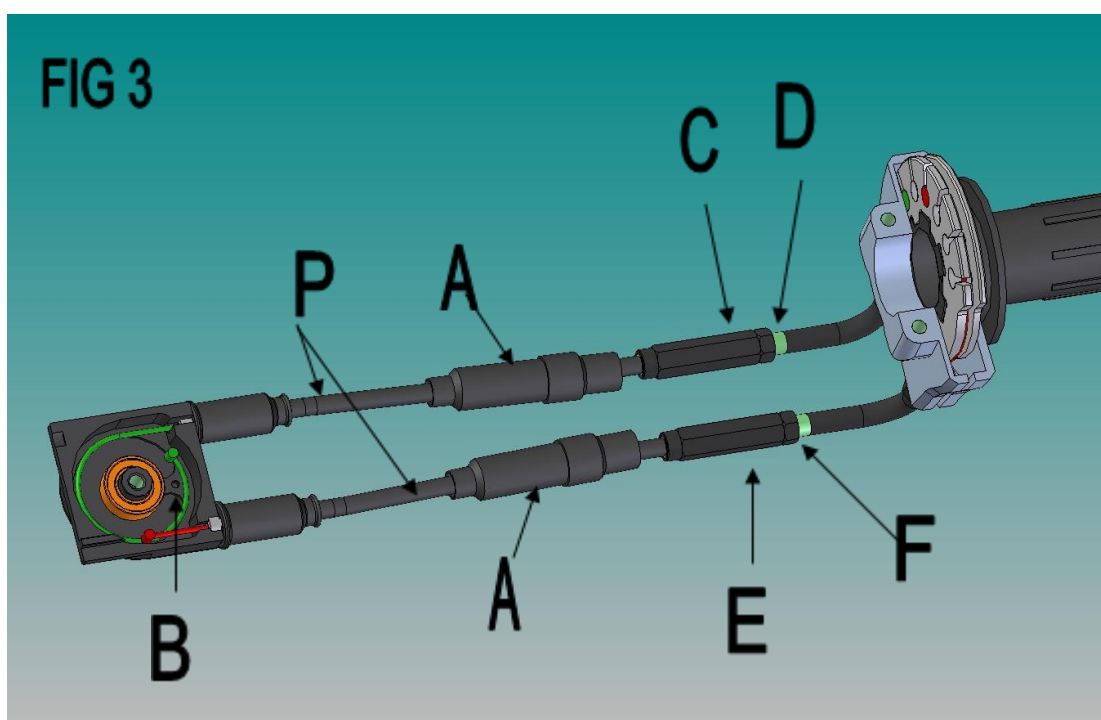
The Accossato quick release reduces the time needed to replace the throttle control, allowing the entire throttle control to be replaced with another identical one without having to intervene on the engine and without having to make any adjustments to the cables.

Gas control splitter adjustment instructions.



The images FIG 1 and FIG 2 represent the pre-assembled product.

After positioning the device on the motorcycle (choose a point where the cables are less affected by strong bends and less subject to bend variations resulting from the rotation of the steering wheel) it is necessary for the user to carry out the correct tensioning of the cables.

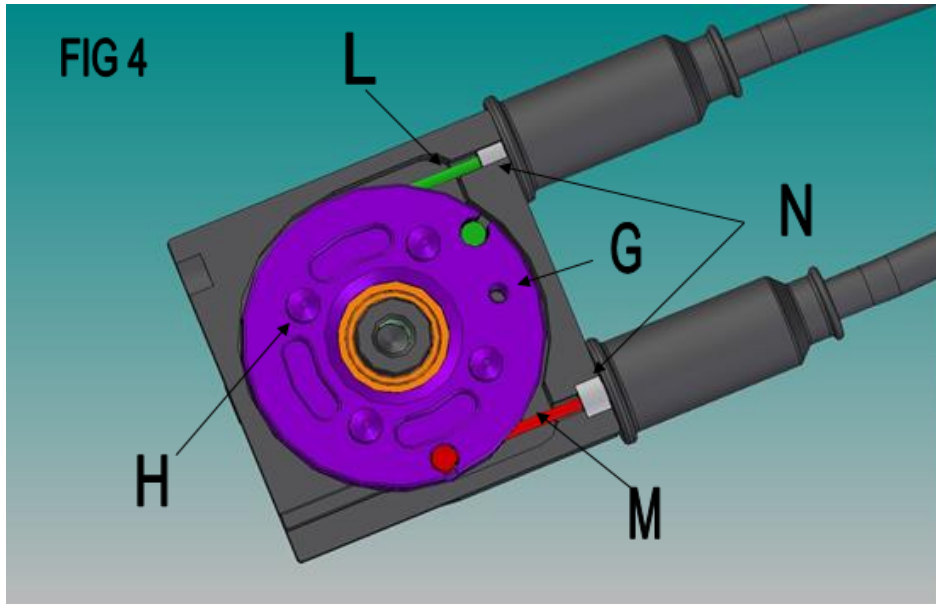


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Remove the rubber boots "A".

The image (FIG 3) shows the correct routing of the cables with the throttle closed (the grip must be mounted on the handlebar and rotated in the rest position until it stops).

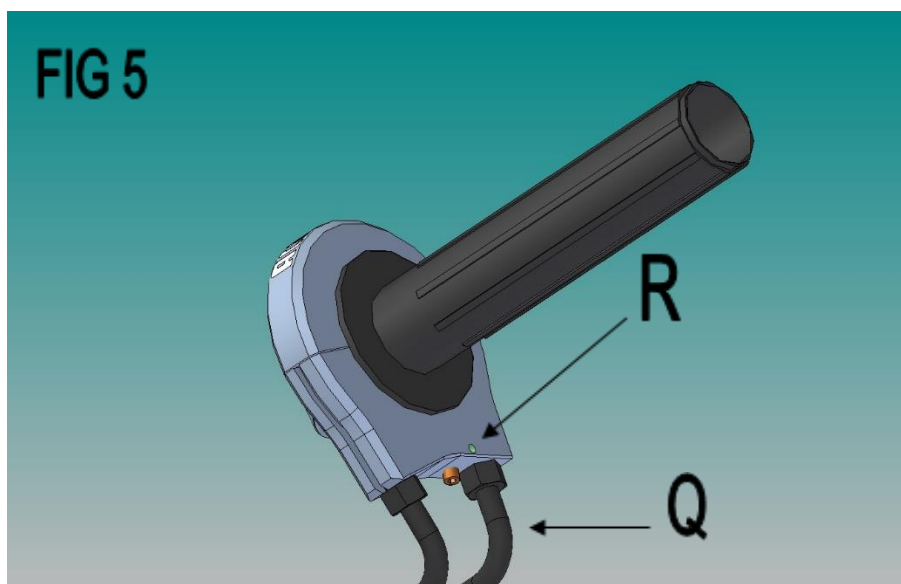
The lack of the pulley in the photo reveals the reference hole "B" which will be used for the timing. NB: during the whole adjustment phase, the knob must be positioned as described above.



Loosen the nut "F" (Fig 3) and screw the adjuster "E" in order to loosen the pull of the relative sheath. Turn the ring nut "H" (Fig 4) anticlockwise in order to stretch the cable "L". Hole "G" must be aligned with hole "B" (Fig 3).

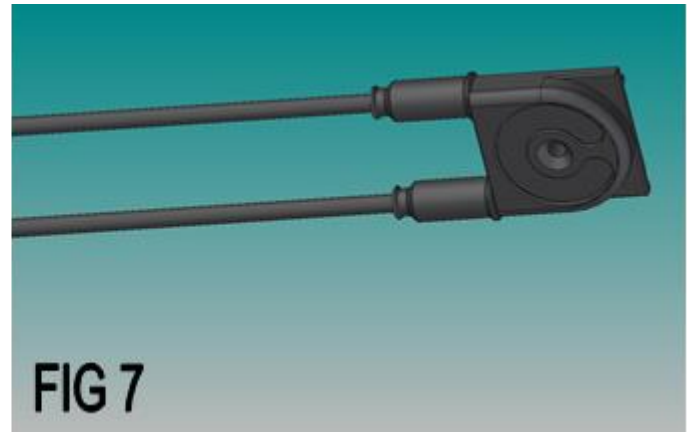
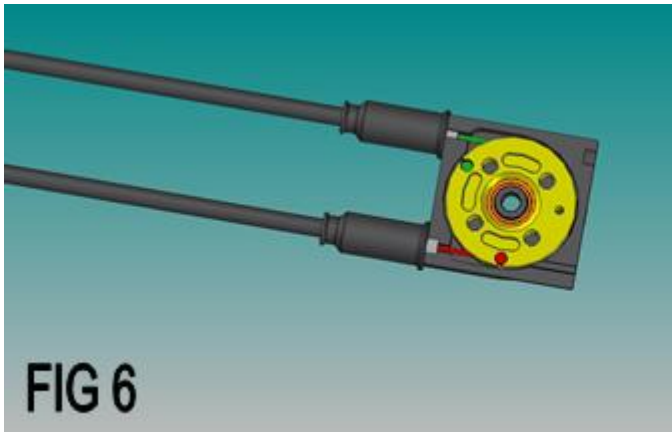
If necessary, loosen nut "D" and act on register "C" (Fig 3) to optimize alignment. Now try to rotate the ring nut "H" in both directions, you will notice a certain play that must be reduced to a minimum by unscrewing the register "E" until the cable "M" is taut (Fig 4).

Be careful not to exceed the draft in order not to compromise the smoothness of the cables. Close nuts "F" and "D" and operate the accelerator several times by turning the steering wheel to the right and left. The command must always be smooth. When closing the gas, hole "G" must always be aligned with hole "B" (check by inserting a 1.8mm diameter pin, eg a drill bit). Replace the headphones "A". Check that the caps "N" (Fig 4) are perfectly inserted into the stop.

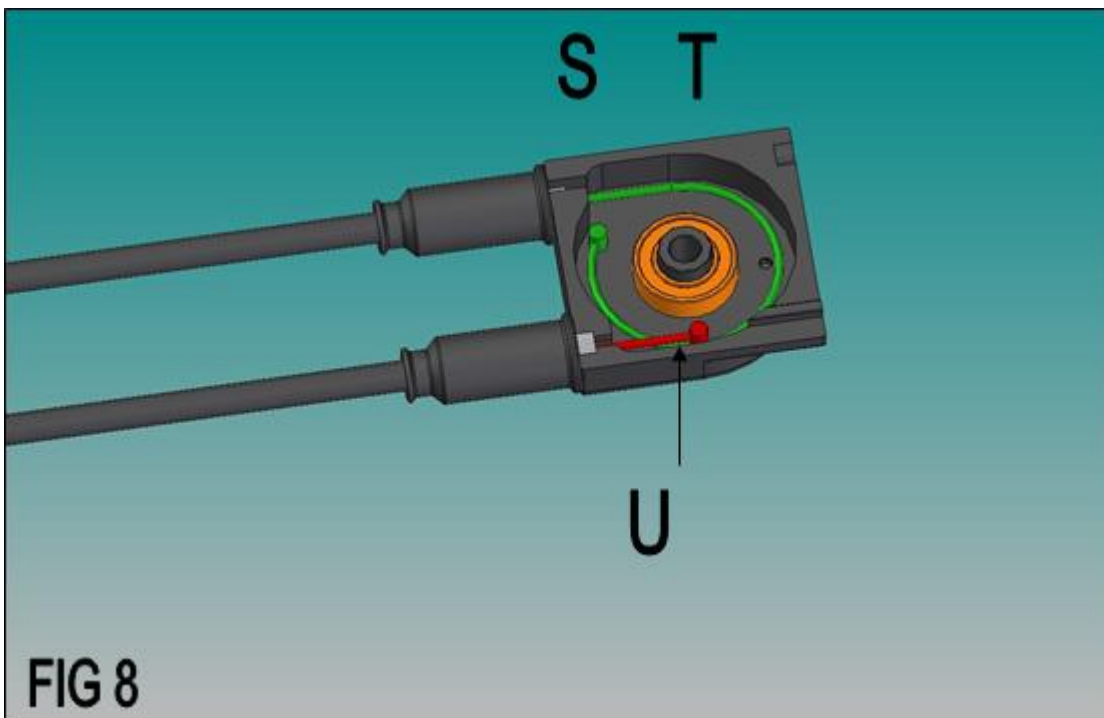


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Once the adjustment has been completed, if the sheaths "P" (Fig 3) have different lengths to the point of compromising smoothness, it is possible to act on the stop "Q" (Fig 5) after loosening the safety dowel "R". This will modify the point limit switch of the knob. By unscrewing the stop "Q" you will obtain the elongation of the cable "L" (Fig.4) and the reduction of the cable "M". By screwing the stop, the effect will be the opposite. It is possible to screw or unscrew the stop to a maximum of 2 mm compared to the original adjustment. Obviously you will have to re-calibrate from the beginning to evaluate the variation in length of the sheaths.

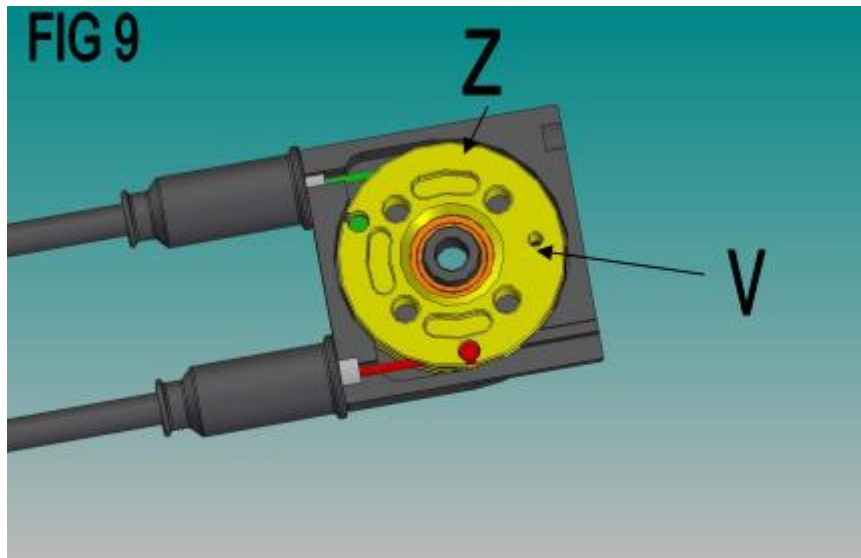


Figures 6 and 7 show the part of the device to be connected to the throttle body. If you have requested the kit with universal cables, you will find in the packaging everything you need to adapt it to your bike (the original system may not have the registers of the sheath voltage on the engine side. In this case, make the appropriate changes to be able to insert the indispensable registers in the kit) It will be necessary to cut sheaths and cables to the correct size.



The image (FIG 8) shows the correct routing of the cables with the throttle body at rest (engine idling). The lack of the pulley in the photo reveals the reference hole "T" which will be used for timing. "opens the butterfly, the" S "cable closes it.

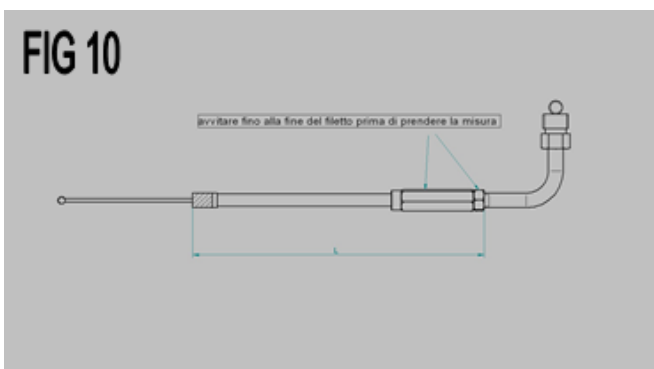
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Calibration is obtained by first adjusting the "S" cable (Fig.8). Turn the ring nut "Z" (Fig.9) clockwise in order to stretch the cable. The "V" hole must be aligned with the "T" hole (Fig 8) (check by inserting a 1.8mm diameter pin, eg a drill bit). Then stretch the cable "U" (Fig 8).







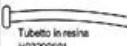

Be careful not to exceed the draft in order not to compromise the smoothness of the cables. Now try to join the two devices (Fig. 11), always keeping the throttle knob closed. If the calibration is carried out correctly, the engagement must take place without difficulty, and the feeling when activating the accelerator must be the same as the original system. Operate the throttle several times by turning the steering wheel left and right to seat the system. The throttle control must always be smooth. Run the system in by accelerating 10 times. Open the device and check that the timing of the ring "Z" (Fig.9) is optimal. Refine the calibration if necessary.

Now calibrate the spare accelerator (Fig. 1) following the procedures described above. If the job has been done well, you can change one command to another in a minute, without the need to perform any registration.



It is possible to have special measures, compared to the standard ones, communicating the "L" dimension (Fig. 10).

termination kit supplied with the sheath

Tubetto M12120203 n°1 pezzi 	Dado M18110202 n°2 pezzi 	
Dado M18110201 n°4 pezzi 	Caspugaina V11110201 n°1 pezzi 	
Registro M24060215 n°1 pezzi 	Registro M24060212 n°1 pezzi 	
Tubetto in resina M02200501 n°1 pezzi 	Parapolvere J40200421 n°2 pezzi 	morsetto V20000303 n°1 pezzi 