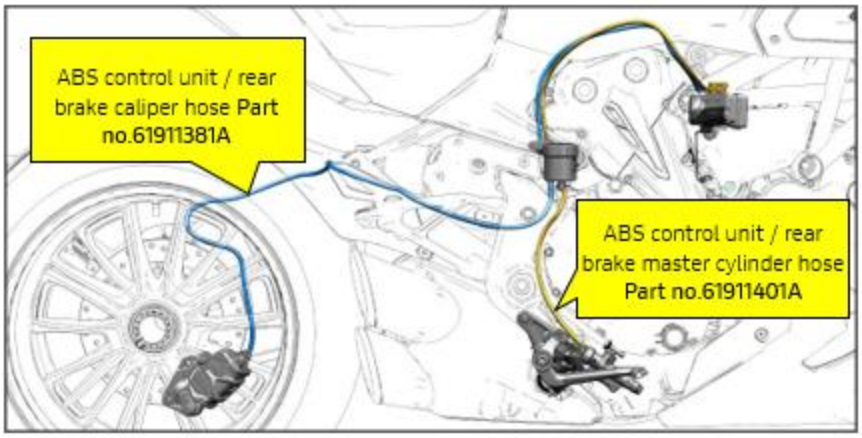
CR233 – Rear Brake Hoses Replacement if Required

Diavel 1260 STD/S (all country versions)
Technical Service Bulletin SRV-TSB-22-008

Date: July 15, 2022
To: Dealer Principal, General Manager, Service Manager
From: Richard Kenton, Technical Director
Dan Schwartz, Service Area Manager

Dear Dealers,

This bulletin is to inform you that we have extended the possibility of installing the new rear brake lines (yellow for rear brake master cylinder/ABS control unit and blue for ABS control unit/rear brake caliper) on the above listed models.



We remind you that these rear brake lines must be installed on motorcycles ONLY if Customers complain about a progressive lengthening of the rear brake pedal travel over time and with use.

Always remind Customers that correct brake operation must always be checked before each use of the motorcycle, as indicated in the Owner's Manual, and that it is essential to have the braking systems maintained as prescribed in the maintenance schedule, changing the brake fluid every 24 months.

You can update the motorcycles you already have in stock prior to delivery to Customer; since this is NOT a safety recall campaign, the vehicles' warranty activation will not be inhibited.

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Application

This update is **NOT** listed in the **DCS VIN HISTORY**

We inform you that this upgrade is NOT mandatory, but optional since it must be performed only if the Customer reports such symptom/condition.

If a Customer complains about a progressive lengthening of the rear brake pedal travel over time and with use, it is necessary to order the replacement parts.

Customer Impact

Customers will NOT be notified by dedicated communication.

Involved vehicles must be fitted with the updated rear brake hoses ONLY if the above-described operating concern is detected.

Parts Distribution

The following components required to carry out the upgrade under this Workshop Campaign must be ordered for each affected frame number.

- Part no. 61911401A: ABS control unit / rear brake master cylinder hose.
- Part no. 61911381A: ABS control unit / rear brake caliper hose.
- Part no. 85250241A (10pcs): Copper washers.

The required DOT4 brake fluid and self-locking ties (small and large) are easy to find consumables and should be sourced locally.

Warranty Reimbursement Rules

Rear brake hose installation reimbursement will be issued through the standard warranty claim procedure via the DCS.

We remind you that this update is NOT listed in the DCS VEHICLE HISTORY, but a NEW WARRANTY CLAIM must be filled. See procedure illustrated below.

The warranty claim is pre-filled and is identified as **CR233**.

The Dealer shall be reimbursed for the parts listed for the operation; copper washer (10) part no. 85250241A, ABS control unit/rear brake master cylinder hose no. 61911401A, ABS control unit/rear brake caliper hose part no. 61911381A, the consumable ties and DOT 4 brake fluid; and labor for [redacted] ([redacted]) that includes the time necessary for:

- Vehicle reception
- Rear brake hose removal (ABS unit/brake M/C and ABS unit/brake caliper)
- Installation of new rear brake hoses (ABS control unit/brake M/C and ABS control unit/brake caliper)
- Filling and bleeding procedure of the rear brake system
- Soft cleaning of the vehicle
- Compensation for the cost of self-locking ties and DOT4 fluid used to fill the rear brake system.

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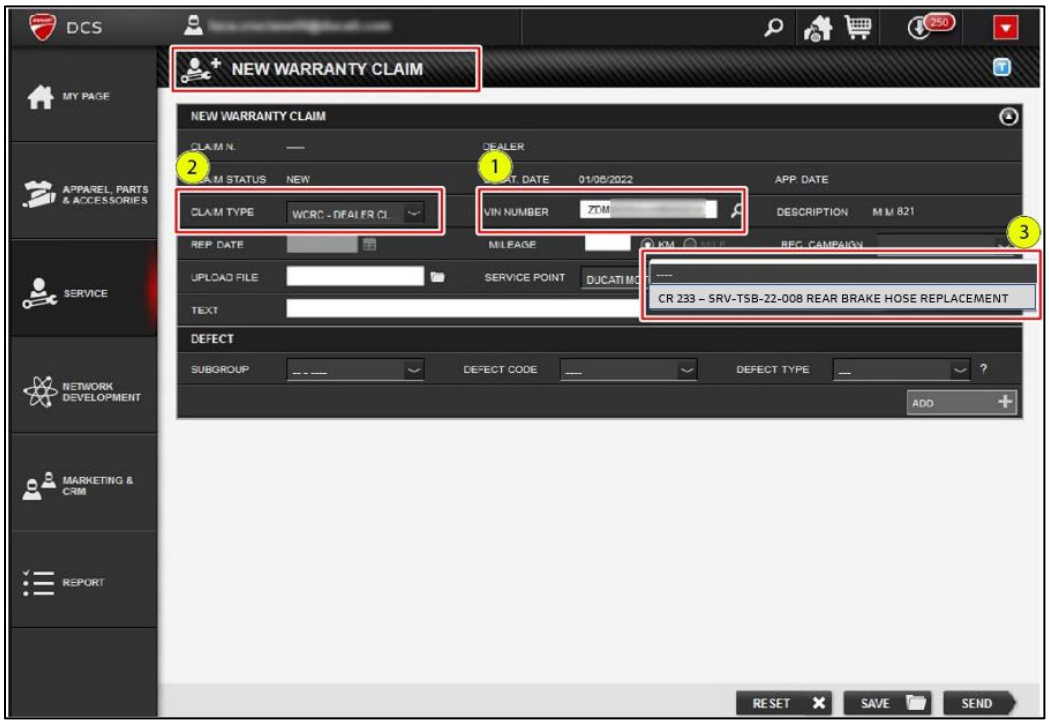
When creating the WCRC type claim, please fill in the following fields:

1. VIN number: **ZDMXXXXXXXXXXXXXX**
2. Claim Type: **WCRC - WARRANTY CLAIM RECALL CAMPAIGN**
3. Recall Campaign: **CR233 – SRV-TSB-22-008 REAR BRAKE HOSE REPLACEMENT**



Spare Parts

Part No.	Description	Picture
61911381A	ABS control unit / rear brake caliper hose	
61911401A	ABS control unit / rear brake master cylinder hose	
85250241A	Copper washers (8pcs)	 (x8)

NOTE
We hereby inform you that this operation is carried out exclusively on the primary circuit of the rear brake system for which it is sufficient to perform the traditional bleeding procedure; NO specific bleeding procedure is hence required for the secondary circuit (circuit inside the ABS control unit).

Service Solution

WARNING
To ensure the correct execution of the operation within the provided labor time to carry out the updates, it is necessary to follow the sequence indicated in the following instructions.

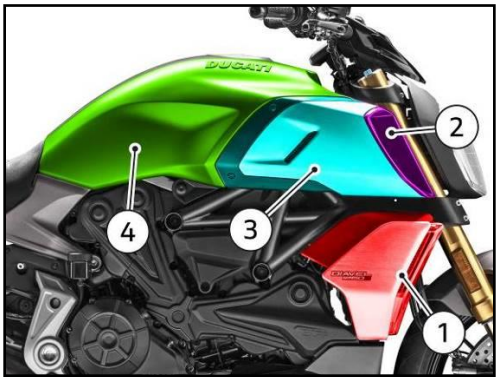
NOTE
The following procedure is relevant for all motorcycle versions for this campaign. The images shown are for general reference and may not align exactly to the motorcycle being worked on at all times.

Part 1: Vehicle Preparation

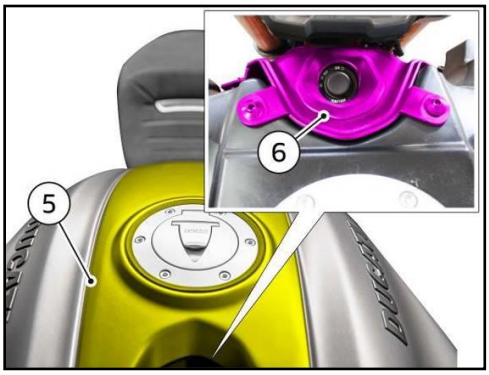
1. Position the motorcycle on the rear paddock stand
2. Drain all the brake fluid contained inside the rear brake system

WARNING
Brake fluid may damage the paint or parts of the motorcycle. Wash the affected area with plenty of water in case of accidental contact. Damage due to brake fluid spillage is not a warrantable defect and is the responsibility of the repairing dealer to correct.

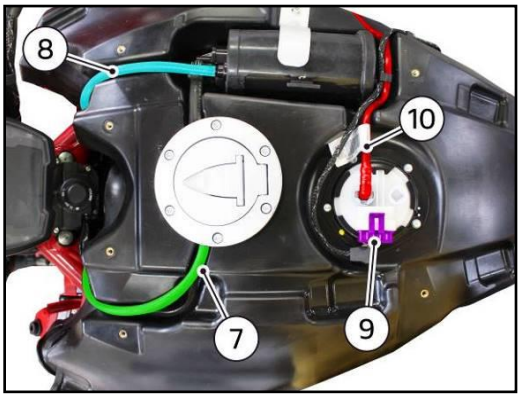
3. Remove the seat
4. Working on both the right and left side of the vehicle, remove in the components listed in the following sequence. (See Sec.5: "Fairing Installation-Fairing" of the workshop Manual)
    - the **turn indicators/cover assembly (1)**
    - the **air conveyor internal covers (2)**
    - the **air conveyor external covers (3)**
    - the **tank side covers (4)**



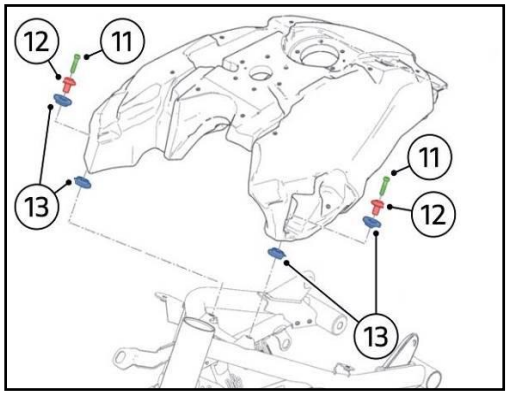
5. Remove the **tank central cover (5)** and the **Hands Free cover (6)** (See Sec.5: Fairing installation- Fairing" of the workshop manual)



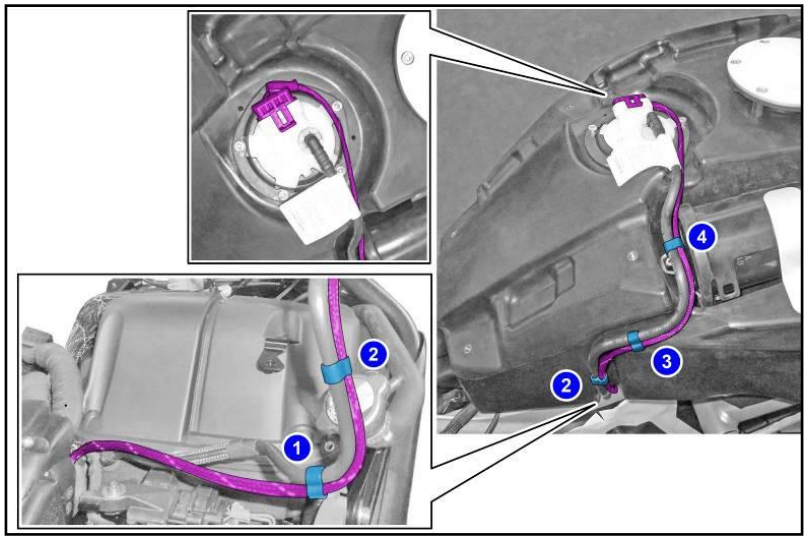
6. Working on the fuel tank
    - remove the fuel tank **breather hose (7)**
    - remove the canister filter to purge valve **connection hose (8)**
    - disconnect the fuel pump **connector (9)**
    - remove the **fuel supply hose (10)**



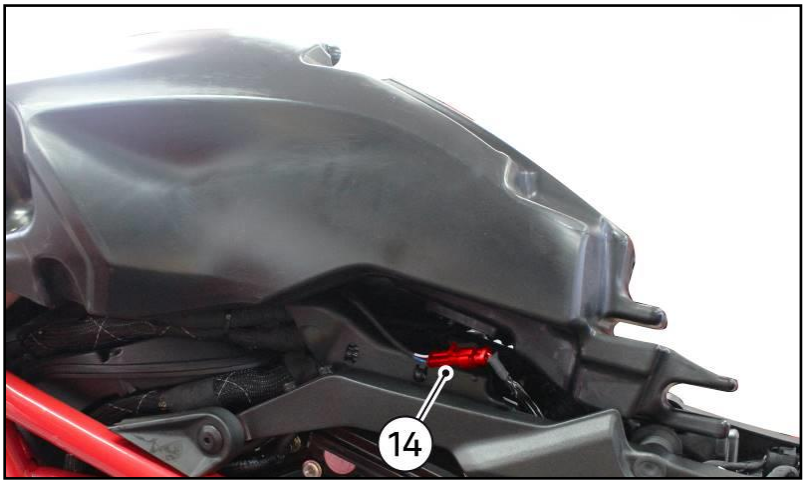
7. Working on the right and left sides of the fuel tank, remove the **2 M6x30 fastening screws (11)** with the relevant **spacers (12)** and **buffers (13)**



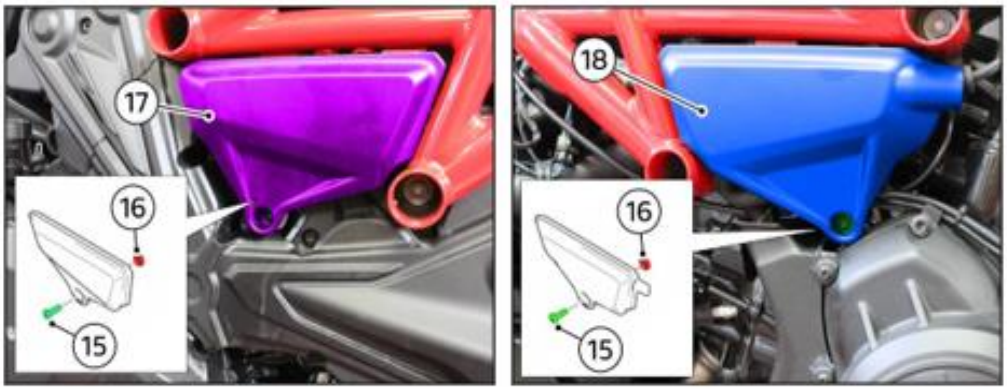
8. Free the **fuel pump wiring branch** from the **4 fast points** indicated in the figure



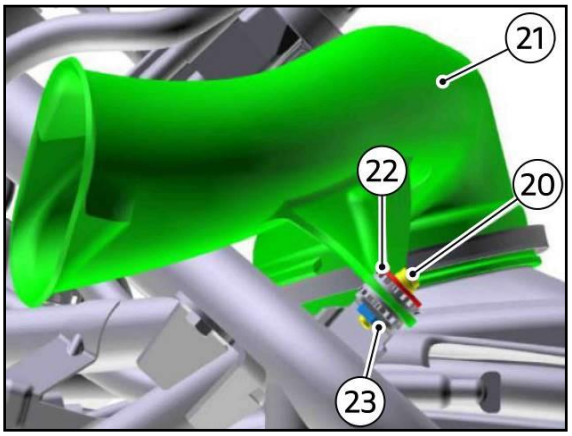
9. Slightly lift the fuel tank upwards and pull it forward to disengage the connection in the rear area
10. Disconnect fuel level sensor **connector (14)** and remove the fuel tank



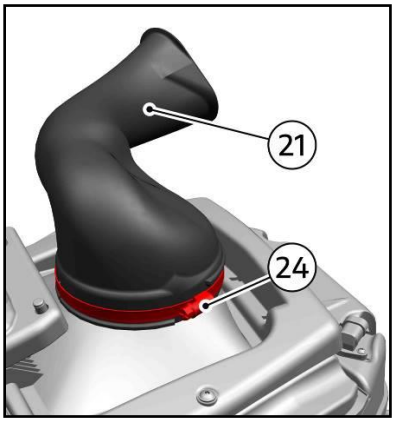
11. Remove the **2 M6x22 screws (15)** with the relevant **spacers (16)** fastening **RH cover (17)** and **LH cover (18)** to the engine



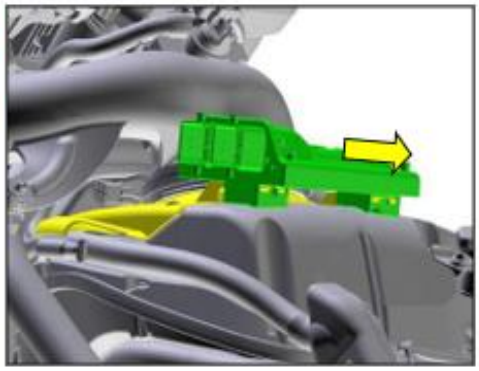
12. Remove the **M6x22 screws (20)** fastening **air conveyer (21)** to frame and recover **bushing (22)** and **nut (23)**



13. Loosen **clamp (24)** and pull-out **air conveyor (21)**

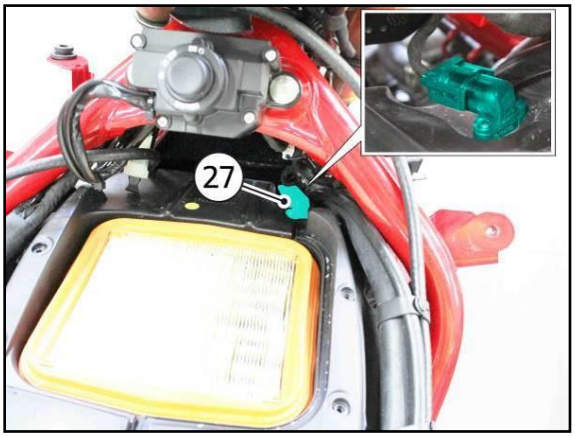


14. Pull out **engine ECU (19)** from the relevant support pins, <u>without disconnecting it</u>



15. Remove the **4 self-tapping screws (25)** and pull-out **filter cover (26)**

16. Disconnect the air temperature sensor **connector (27)**

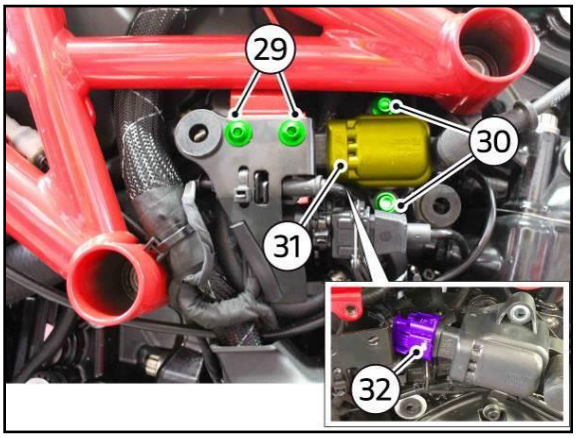


17. RH Remove the **self-tapping screw (28)** securing the coolant filling plug support

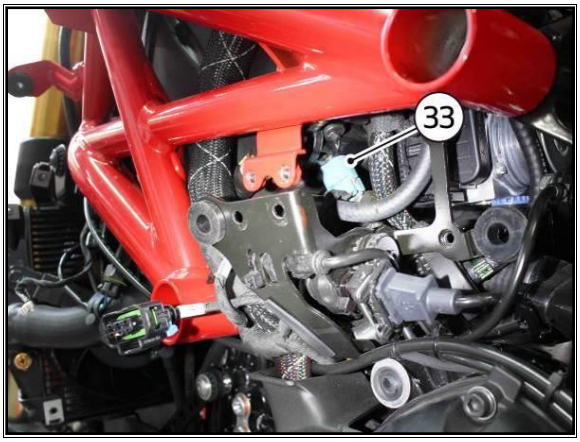
18. Working on vehicle LH side:

18.1 remove the **2 M6x10 screws (29)** securing the connector support

18.2 remove the **2 M6x25 screws (30)** securing **ignition coil (31)** and disconnect **connector (32)**

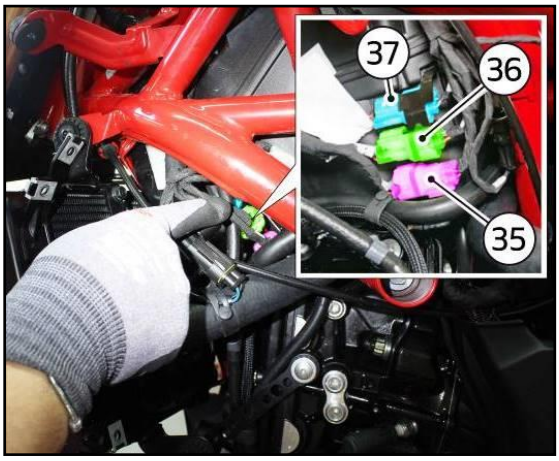


18.3 disconnect secondary air (AIS) **connector (33)**

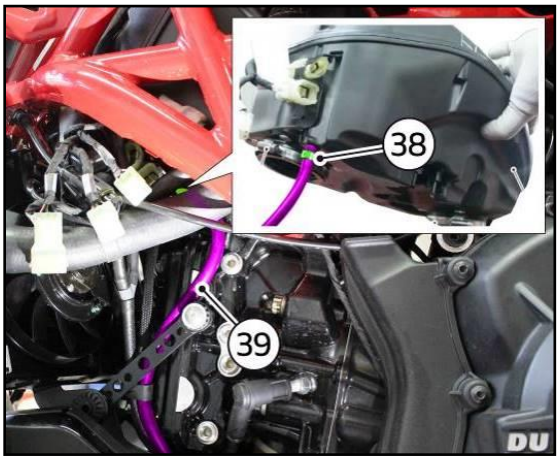


18.4 remove the **2 clamps (34)** and pull out the 2 hoses connecting horizontal and vertical head to the secondary air actuator

18.5 disconnect **vertical cylinder ETV (35)**, **injection (36)** and **horizontal cylinder ETV (37) connectors**

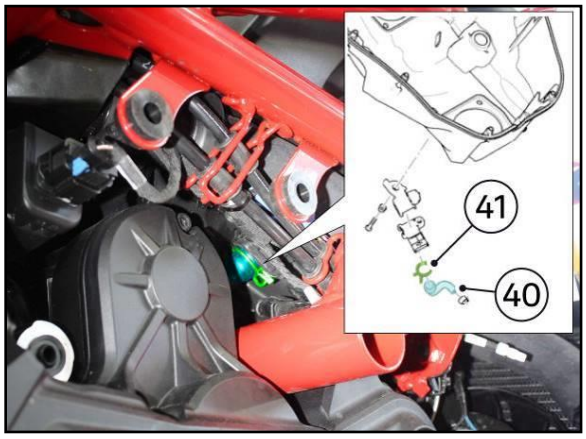


18.6 remove **clamp (38)** and pull out Airbox drain **hose (39)**

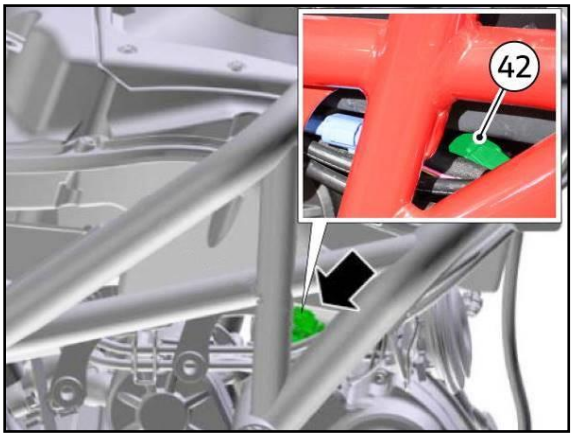


19. Working on the vehicle RH side:

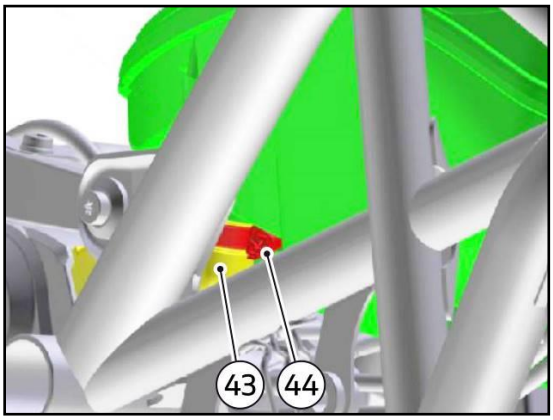
19.1 pull out horizontal cylinder head pressure sensor **pipe (40)** acting on **clamp (41)**



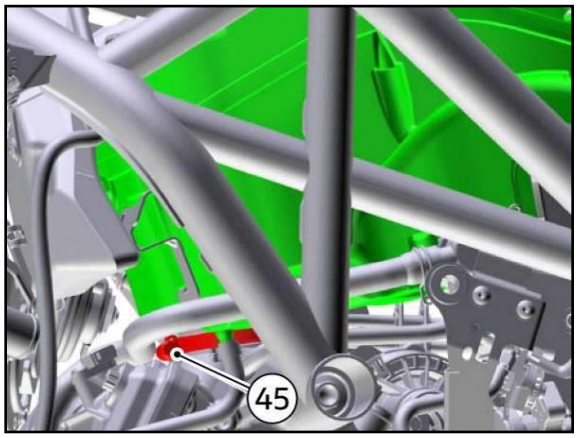
19.2 disconnect horizontal cylinder head pressure sensor **connector (42)**

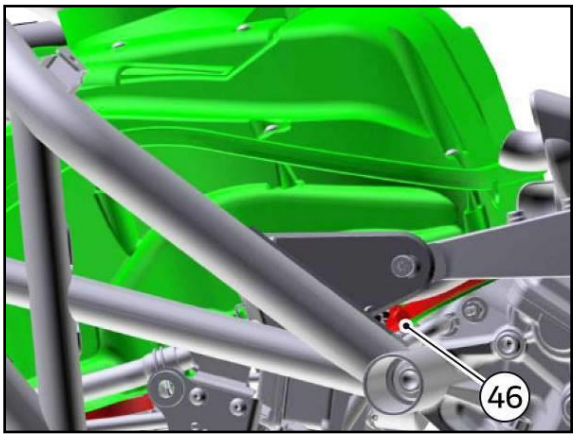


19.3 pull out blow-by **hose (43)** from the Airbox by loosening **tie (44)**



20. Working on vehicle LH side, loosen **tie (45)** positioned on the horizontal cylinder head and **tie (46)** positioned on the vertical cylinder head

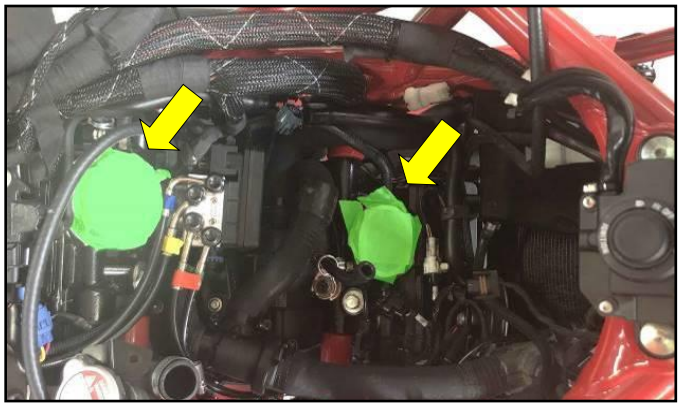




21. Remove the Airbox from the vehicle

22. Protect the engine with a cloth near the ABS control unit and cover the intake manifolds as shown in the figure to avoid any possible penetration of brake fluid or impurities inside the intake manifolds

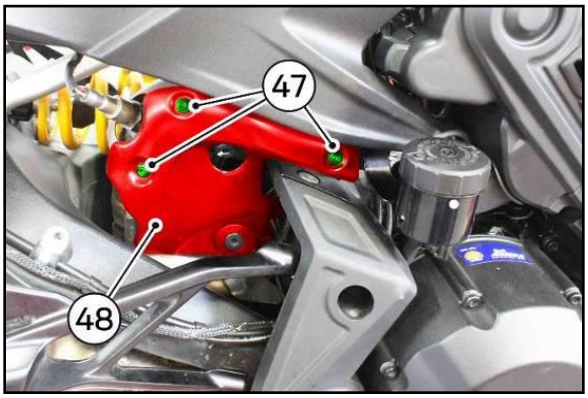
WARNING
Remember that the brake fluid could damage the paint or parts of the motorcycle. Wash the affected area with plenty of water in case of accidental contact.



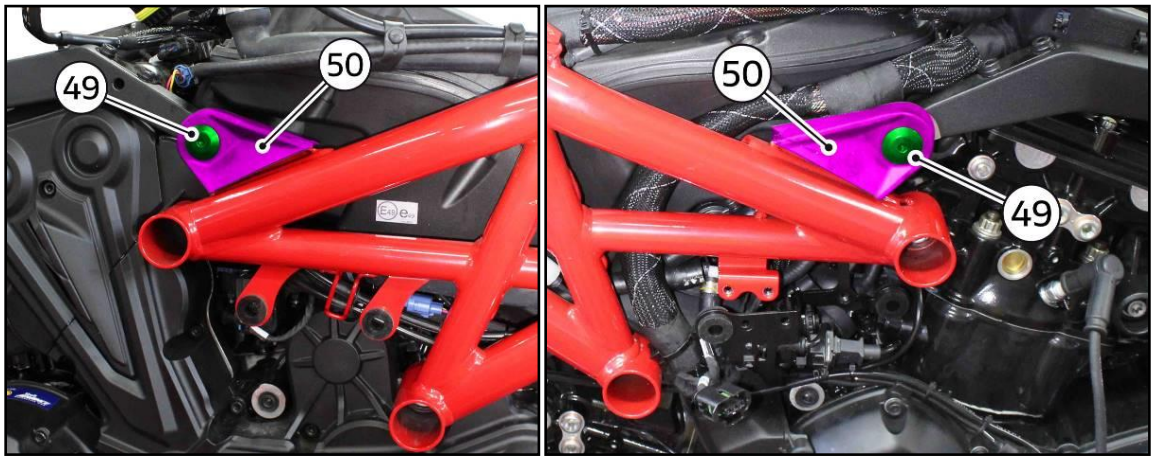
23. Remove the rear wheel (See Sec. 7: "Chassis – Rear wheel" of the Workshop Manual)

24. Remove Remove the rear mudguard (See Sec.5: "Fairing installation – Rear and front mudguard" of the Workshop Manual)

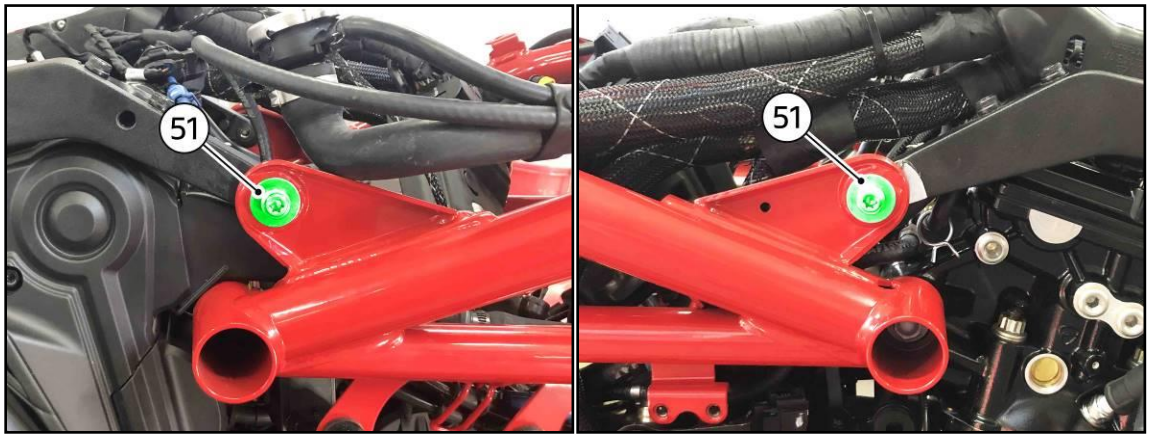
25. Remove the **3 screws M5x10 (47)** securing the **heat guard (48)** of the vertical head manifold



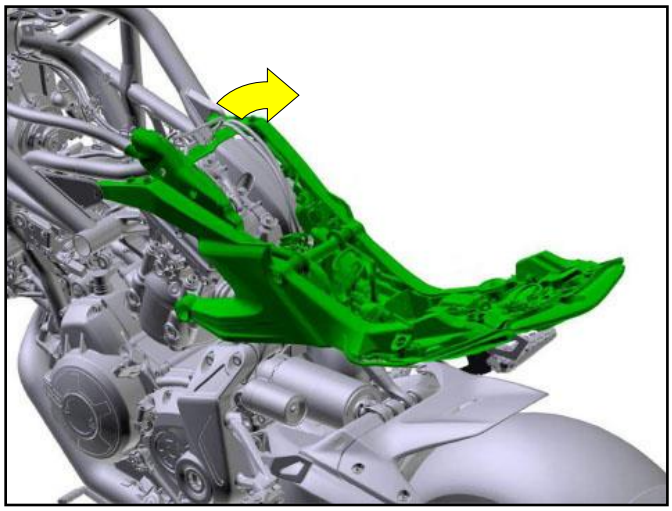
26. Working on the RH and LH sides of the motorcycle, remove the **2 special screws (49)** and pull out the **covers (50)**



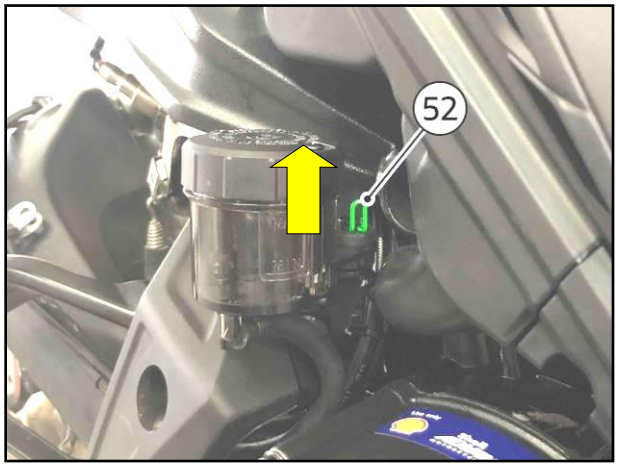
27. Remove the **2 special screws (51)** securing the rear subframe to the frame



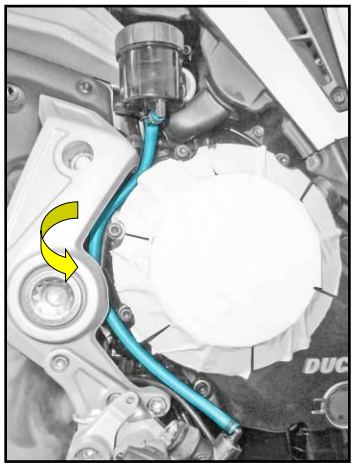
NOTE
To make removal and consequent insertion of the rear brake hoses easier, it is possible to slightly lift the rear subframe, as shown in the figure.



28. Remove the **clip (52)** securing the rear brake fluid reservoir and pull the reservoir upwards to release it from the relevant support pin.

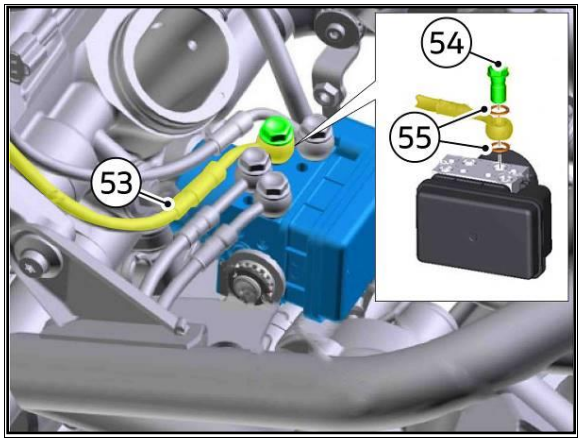


29. Pull the fluid reservoir / rear brake master cylinder connection hose out of the foot peg holder plate



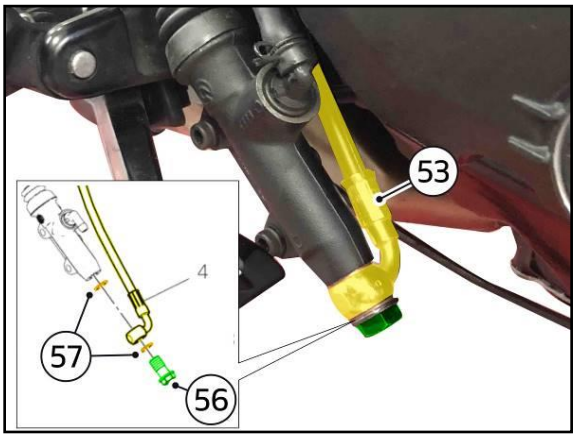
Part 2: Rear Brake Hose Removal

1. Working on the ABS control unit, remove the **special screw (54)** with the **2 copper washers (55)** securing **brake hose (53)** connecting ABS control unit to rear brake master cylinder

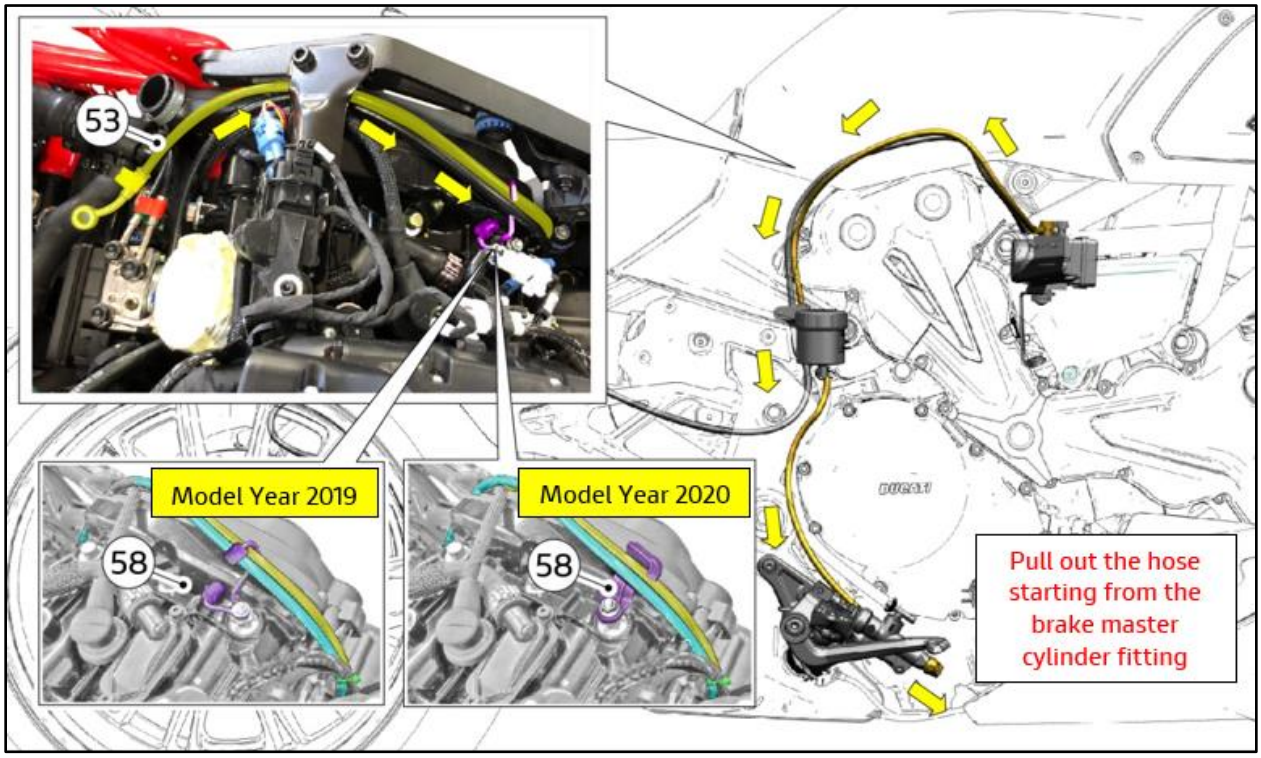


WARNING
Remember that the brake fluid could damage the paint or parts of the motorcycle. Wash the affected area with plenty of water in case of accidental contact.

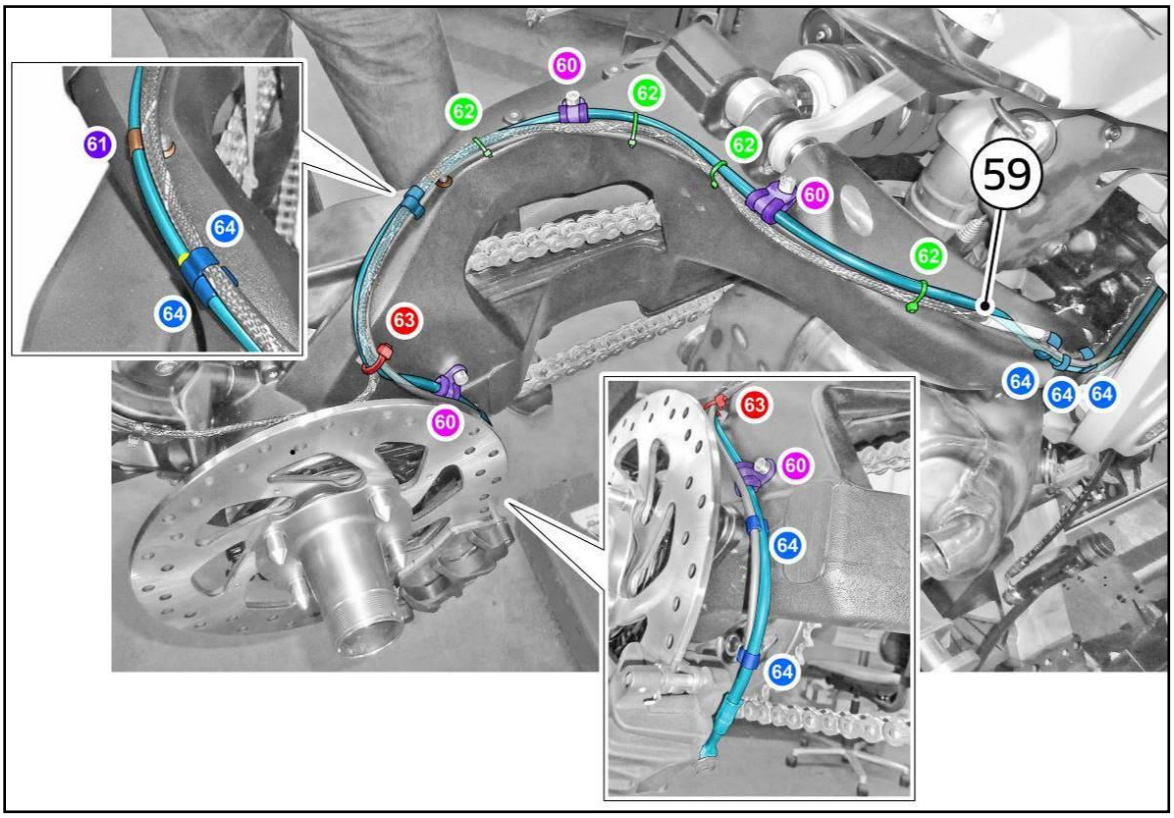
2. Working on the rear brake master cylinder, remove the **special screw (56)** with the **2 copper washers (57)**



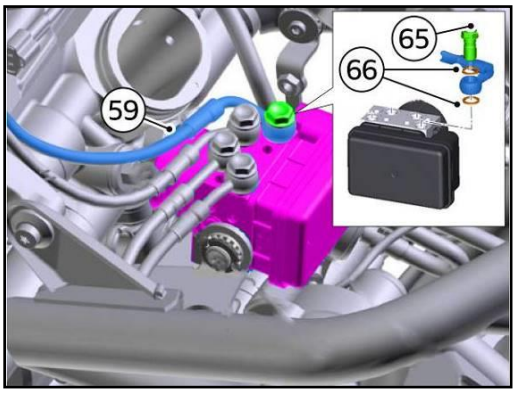
3. Release the **brake hose (53)** connecting the ABS control unit to the rear brake master cylinder from all clips and retainers present on the vehicle. Pull out **brake hose (53)** from rear brake master cylinder fitting:
   - first route the ABS control unit fitting below the rear subframe jointing bracket
   - then free the hose from the **hose grommet (58)**



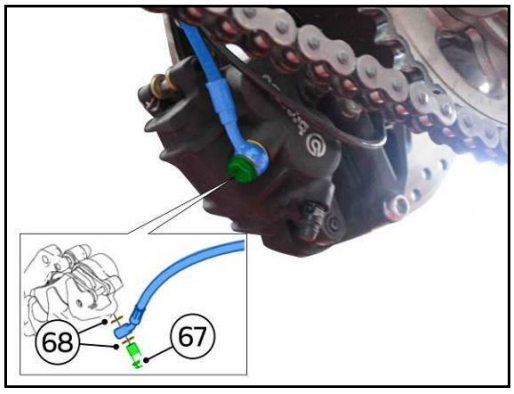
4. Release the **brake hose (59)** connecting the ABS control unit to the rear brake caliper from: **3 large hose grommets (60), 1 small hose grommet (61), 4 small self-locking ties (62)**, **1 big self-locking tie (63)**, **7 fast points (64)**



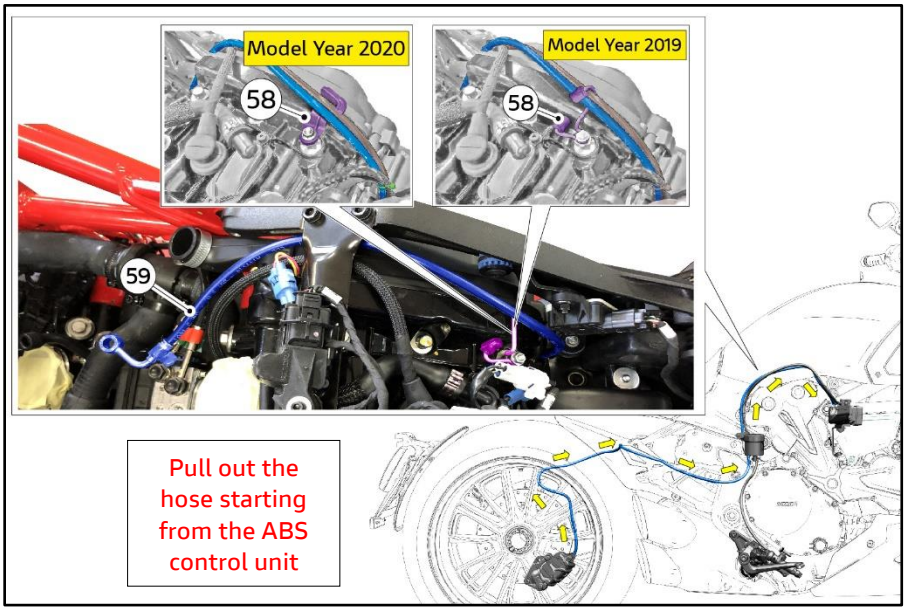
5. Working on the ABS control unit, remove the **special screw (65)** with the **2 copper washers (66)** securing **brake hose (59)** connecting ABS control unit to rear brake caliper



6. Working on the rear brake calliper, remove the **special screw (67)** with the **2 copper washers (68)**



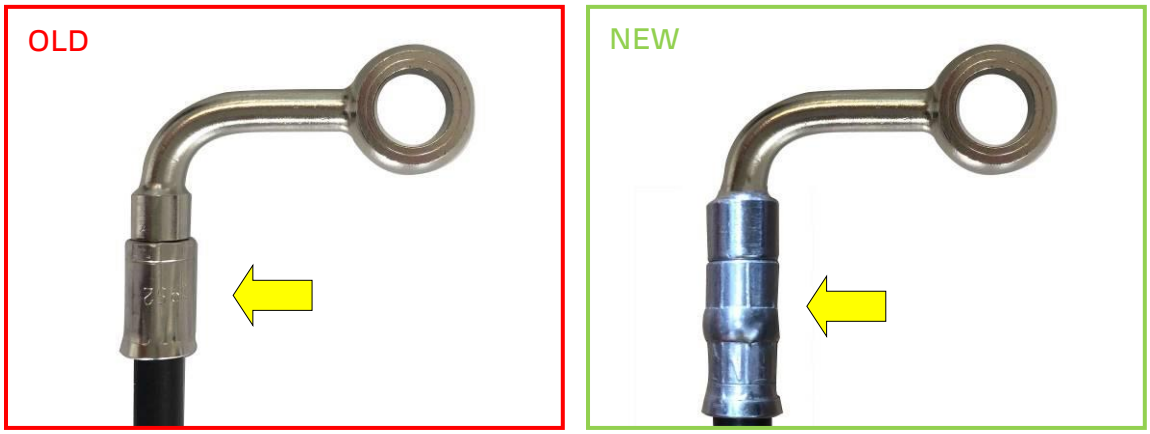
7. Pull **brake hose (59)** out of ABS control unit fitting:
   - first route the ABS control unit fitting below the rear subframe jointing bracket
   - then pull the hose out of the **hose grommet (58)**



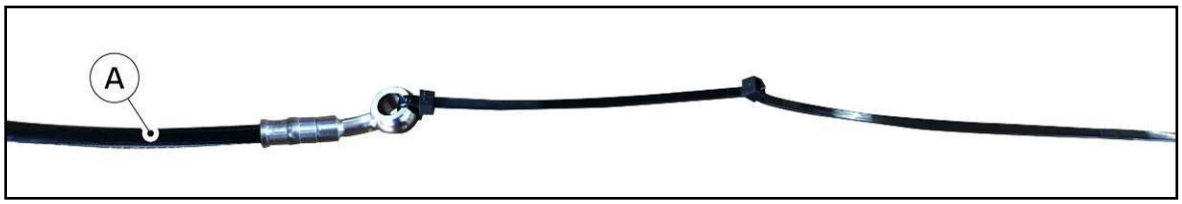
Part 3: New Rear Brake Hose Installation - Brake hose connecting the ABS control unit to the rear brake caliper

1. Take the new **brake hose (A)** connecting the ABS control unit to the rear brake caliper

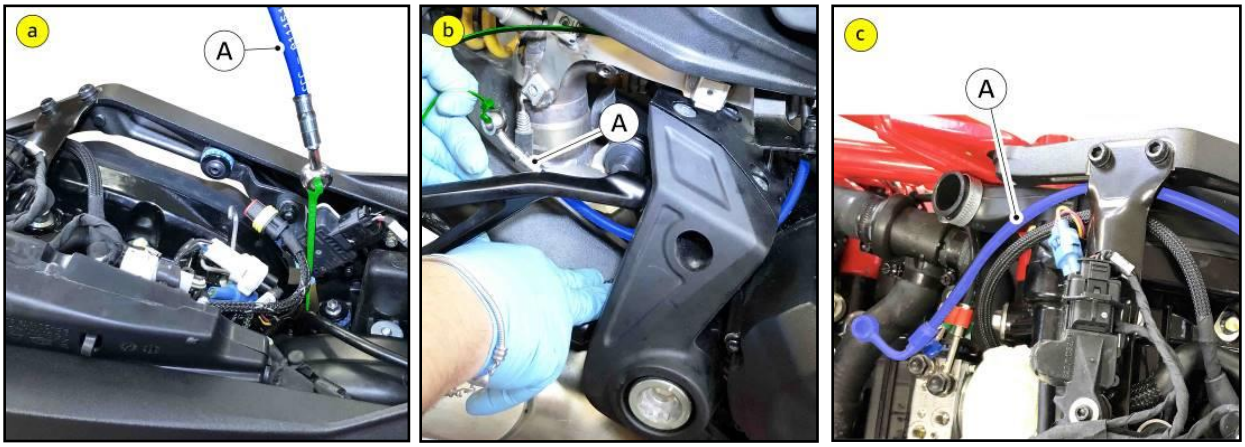
NOTE
The new brake hose can be recognized by the different chamfering that characterizes the end part of the fittings.



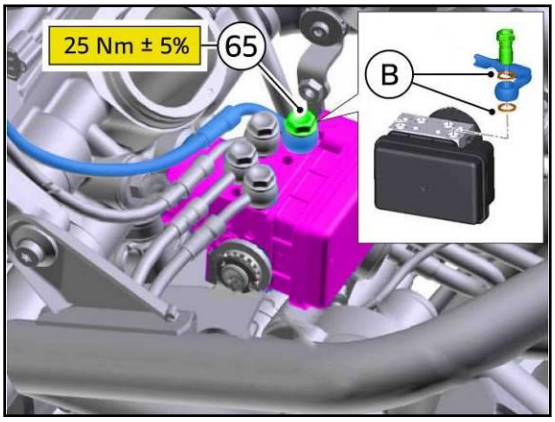
NOTE
To facilitate the fitting of the new **brake hose (A)** connecting the ABS control unit to the rear brake caliper use one or more self-locking ties and tie them together at the rear brake caliper fitting, as shown in the figure.



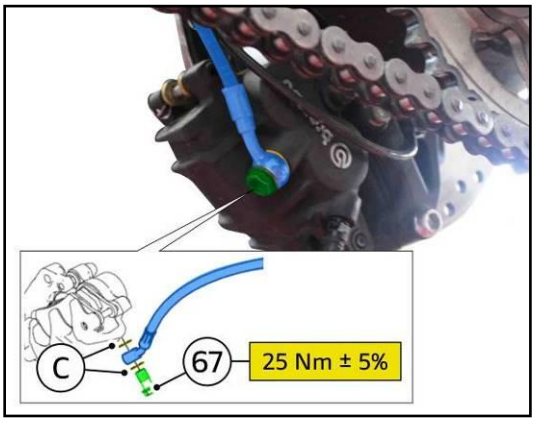
2. Using the self-locking ties previously installed on the rear brake caliper fitting:
   a. insert the rear brake caliper fitting between the rear subframe and the vertical head exhaust manifold routing the **brake hose (A)** inside the compartment under the seat
   b. route the **brake hose (A)** between the foot peg holder plate and the swing arm as shown in the figure, until positioning the brake caliper fitting on the caliper itself
   c. route the ABS control unit fitting below the rear subframe jointing plate



3. Remove the self-locking ties and fasten the ABS control unit fitting to the control unit itself installing **2 new copper washers (B)** and tighten the **special screw (65)** to a torque of **25 Nm ± 5% with certification**



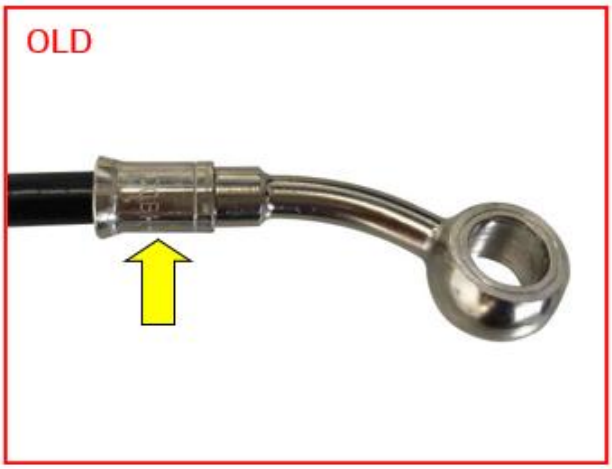
4. Fasten the rear brake caliper fitting using **2 new copper washers (C)** and tighten the **special screw (67)** to a torque of **25 Nm ± 5% with certification**

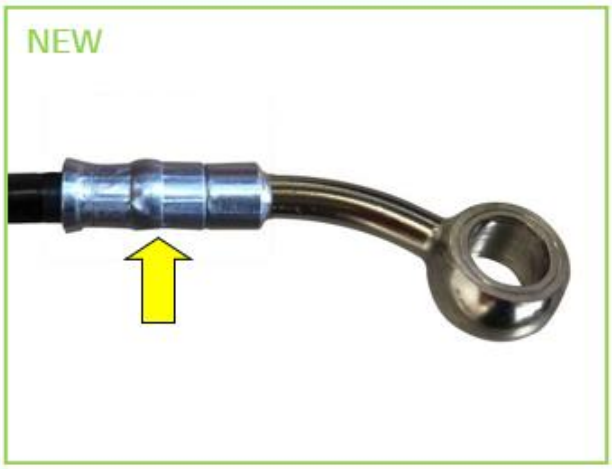


Part 4: New Rear Brake Hose Installation - Brake hose connecting the ABS control unit to the rear brake master cylinder

1. Take the new **brake hose (D)** connecting the ABS control unit to the rear brake master cylinder

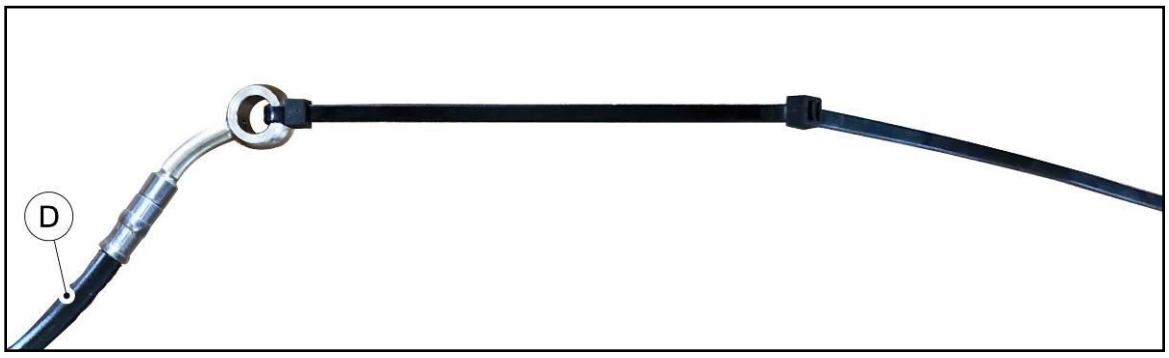
NOTE
The new brake hose can be recognized by the different chamfering that characterizes the end part of the fittings.



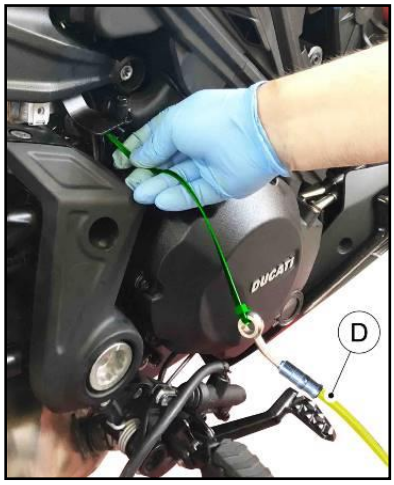


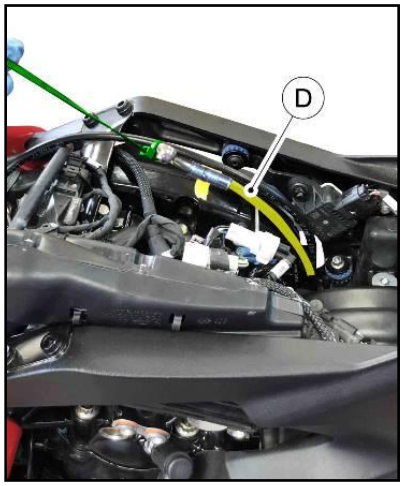
NOTE

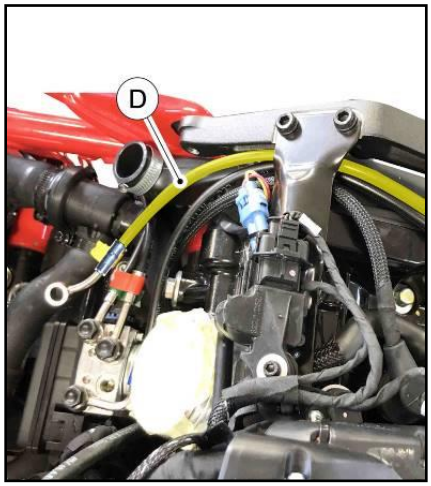
To facilitate the fitting of the new **brake hose (D)** connecting the ABS control unit to the rear brake master cylinder use one or more self-locking ties and tie them together at the rear brake master cylinder fitting, as shown in the figure.



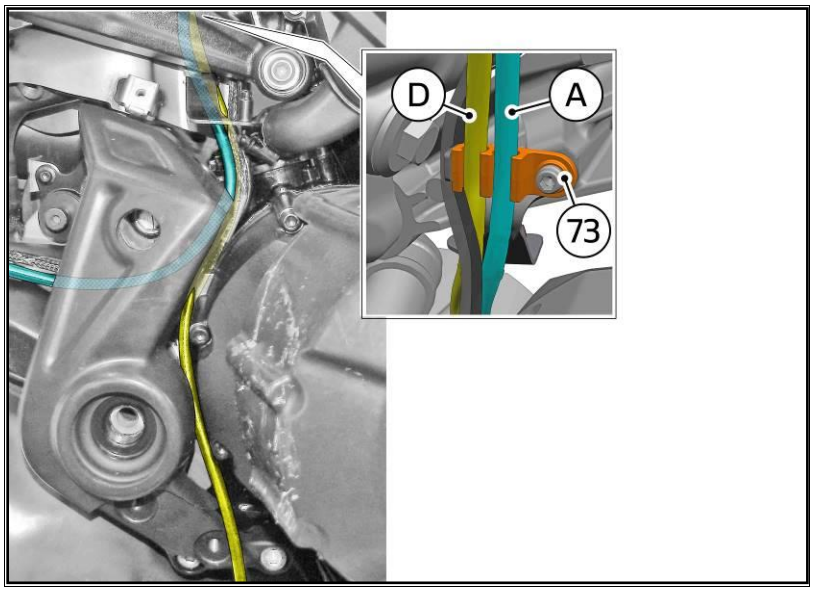
2. Using the self-locking ties previously installed on the ABS control unit fitting:
   - insert the ABS control unit fitting between the rear subframe and the vertical head exhaust manifold routing the **brake hose (D)** inside the compartment under the seat.
   - route the **brake hose (D)** below the rear subframe jointing plate.



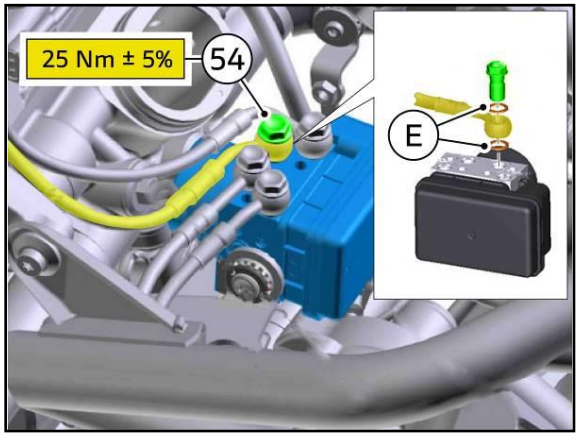




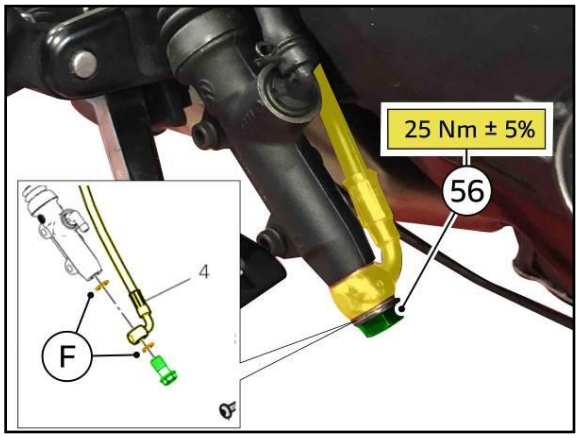
WARNING
Position **brake hoses (A)** and **(D)** inside the **hose grommet (73)**, as shown in the figure.



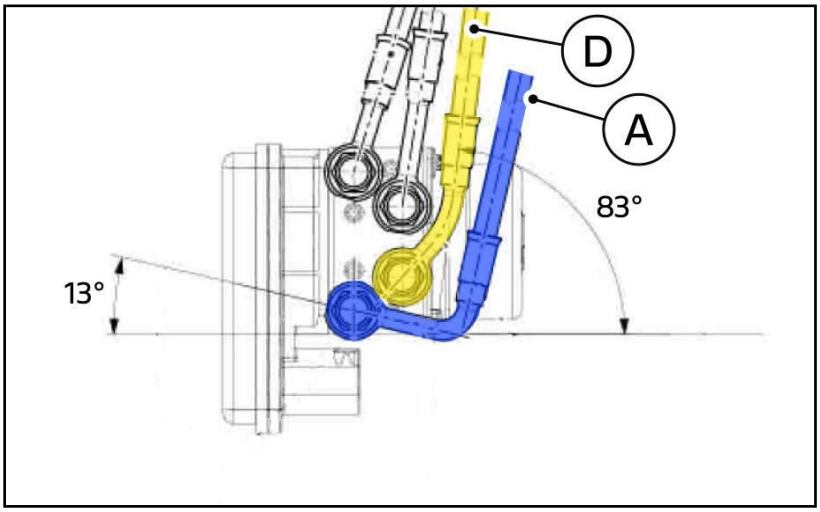
3. Remove the self-locking ties used to pull the line into place and fasten the fitting to the ABS control unit installing **2 new copper washers (E)** and tighten the **special screw (54)** to a torque of **25 Nm ± 5% with certification**.



4. Fasten the rear brake master cylinder fitting using **2 new copper washers (F)** and tighten the **special screw (56)** to a torque of **25 Nm ± 5% with certification**.



WARNING
Make sure that **brake hose (A)** and **brake hose (D)** fittings are aimed on the ABS control unit as shown in the figure and check also that there are no interferences.

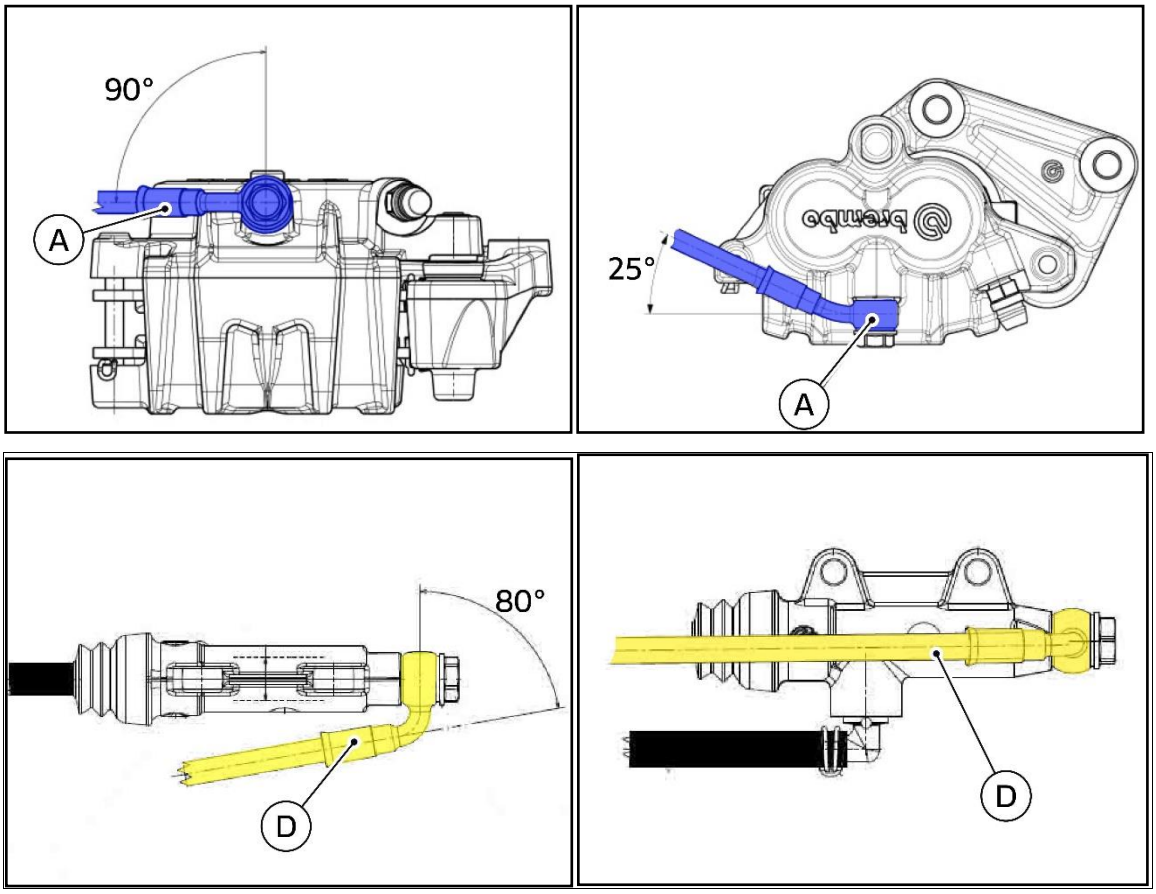


CR233 – Rear Brake Hoses Replacement if Required

Diavel 1260 STD/S (all country versions)
Technical Service Bulletin SRV-TSB-22-008

WARNING

Make sure that **brake hose (A)** and **brake hose (D)** fittings are respectively aimed on the brake caliper and brake master cylinder as shown in the figure.



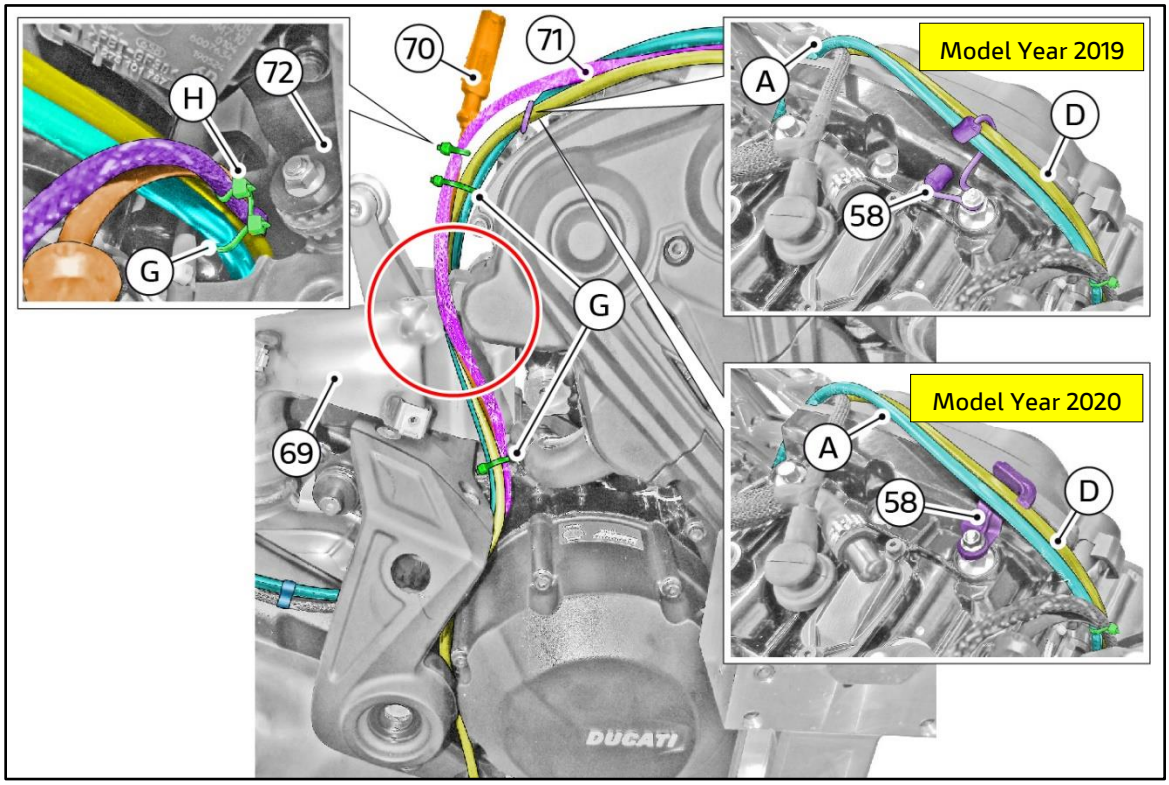
5. Fasten the new **brake hose (A)** connecting the ABS control unit to the rear brake caliper and the new **brake hose (D)** connecting the ABS control unit to the rear brake master cylinder, as shown below:

   5.1 route **brake hose (A)** and **brake hose (D)** inside **hose grommet (58)**

   5.2 install **2 small self-locking ties (G)** joining the **brake hoses (A)** and **(D)**, along with rear speed sensor cable and turn indicator cable

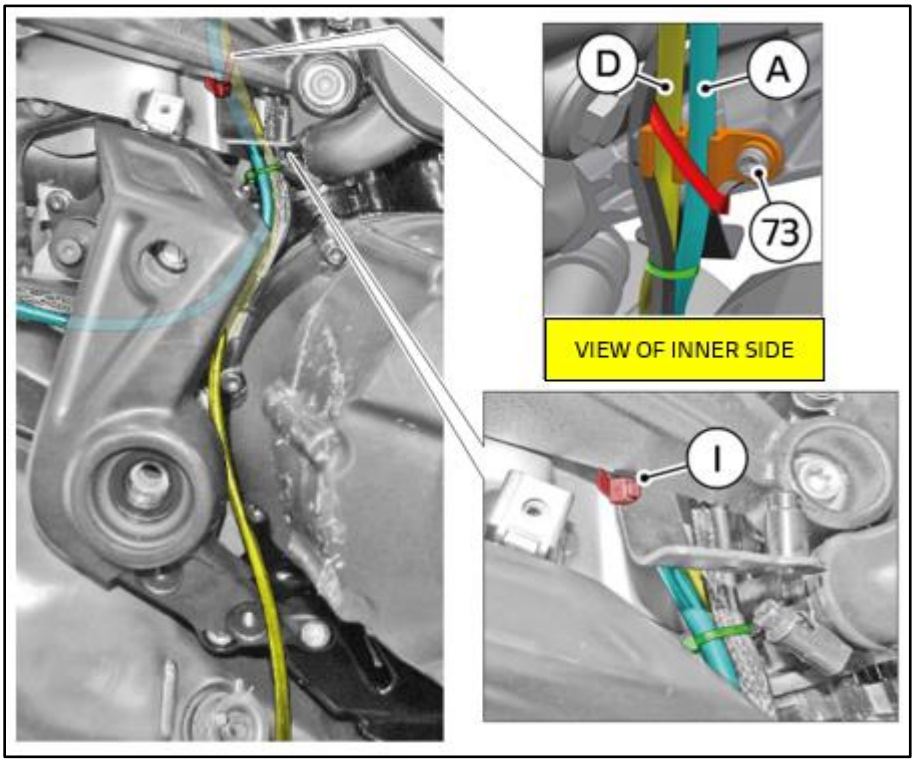
   5.3 install the small self-locking **tie (H)** joining **rear speed sensor cable (70)** with **turn indicator cable (71)**. The tie must be positioned at the **bracket (72)** securing the IMU control unit

WARNING
Position **brake hoses (A)** and **(D)** between **heat guard (69)** and rear speed sensor/turn indicator cables (red circle).



5.4 route **brake hoses (A)** and **(D)** inside the **hose grommet (73)**, aiming them as shown in the figure

5.5 fasten **brake hoses (A)** and **(D)** to the support bracket of the rear brake fluid reservoir using the big self-locking **tie (I)**



5.6 fasten **brake hose (A)** to the swinging arm using **2 large hose grommets (60)** and tighten the relevant retaining screws to a torque of **8 Nm ± 10%**

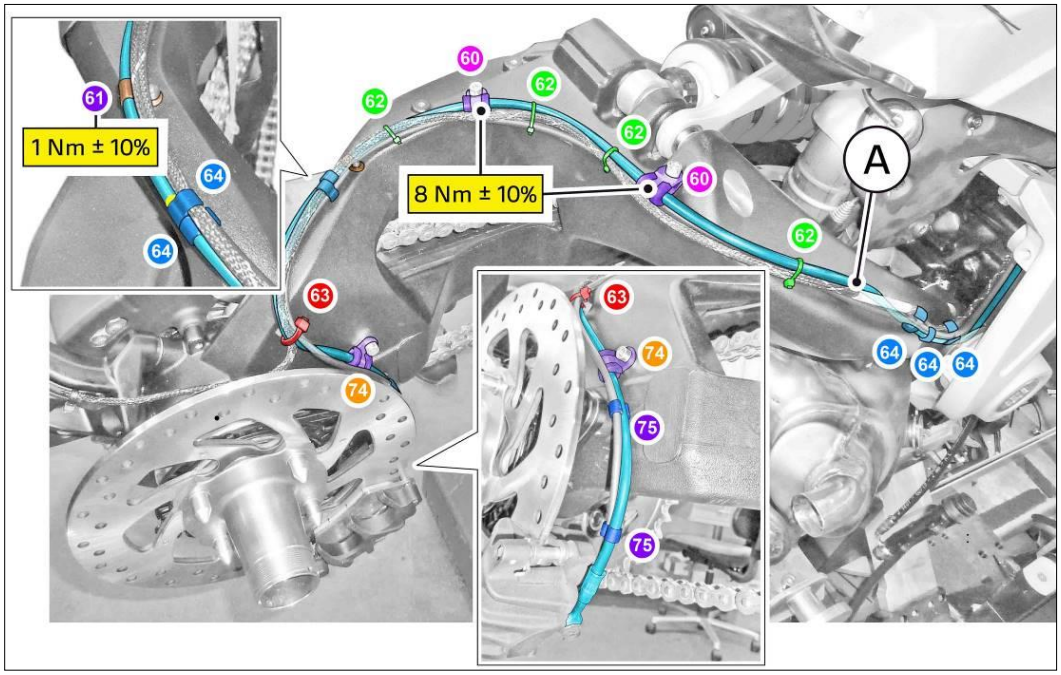
5.7 fasten **brake hose (A) to the swinging arm** using **1 small hose grommet (61)** and tighten the relevant retaining screw to a torque of **1 Nm ± 10%**

5.8 join the rear speed sensor cable and the turn indicator cable to the **brake hose (A)** using the **4 small self-locking ties (62)**

5.9 using the **big self-locking tie (63)** join the **brake hose (A)**, the rear speed sensor cable (in correspondence of the marking) and the turn indicator cable (in correspondence of the marking) to the clip installed on the swinging arm

5.10 install **5 fast points (64)** in the positions shown in the figure

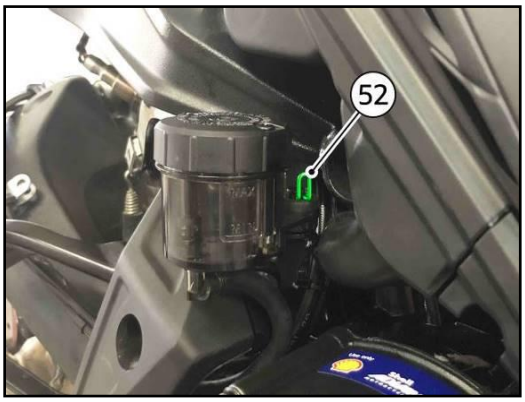
NOTE
Fasten **hose grommet (74)** and **2 fast points (75)** ONLY AFTER filling and bleeding the rear brake system to allow handling the rear brake caliper.



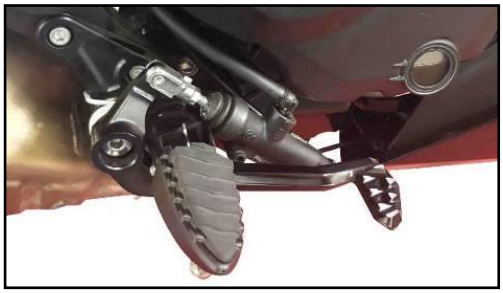
Part 5: Rear Brake System Filling and Bleeding

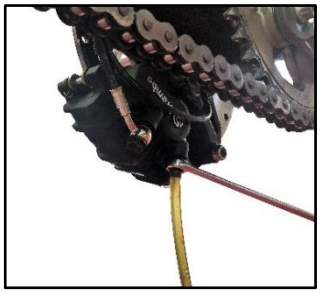
1. Position the fluid reservoir / rear brake master cylinder connection hose, as shown in the figure

2. Install the rear brake fluid reservoir in the relevant support pin and fasten it with **clip (52)**



3. Proceed with the DOT4 fluid filling inside the rear brake system and bleed the system following the procedure indicated in the bulletin SRV-TTB-17-001 valid for the XDiavel model (this procedure can also be applied to the Diavel 1260 model). The video of this operation can be reviewed at the following link: https://youtu.be/hQo1FHPA6-U

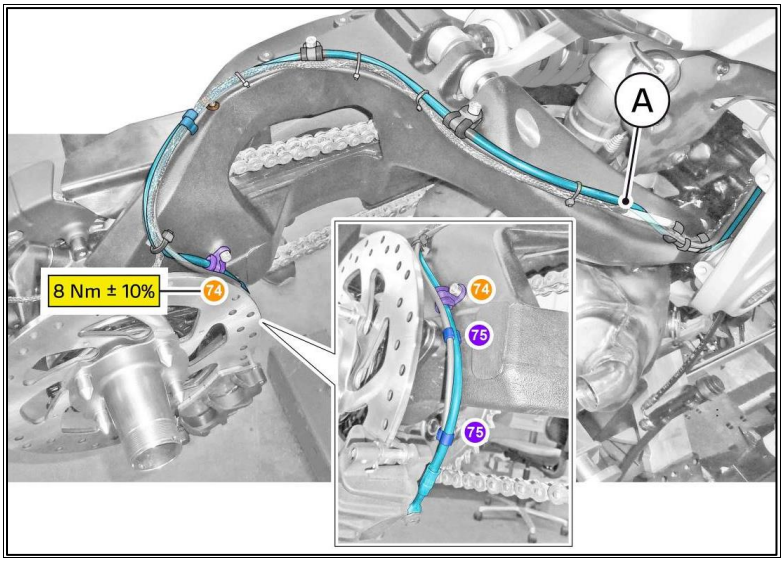




WARNING
Remember that the brake fluid can damage the paint or parts of the motorcycle. Wash the affected area with plenty of water in case of accidental contact.

NOTE
Tighten the 2 rear brake caliper retaining screws to a torque of **44 Nm ± 5%** with SHELL GADUS S2 V220 AD 2 grease applied to the threads.

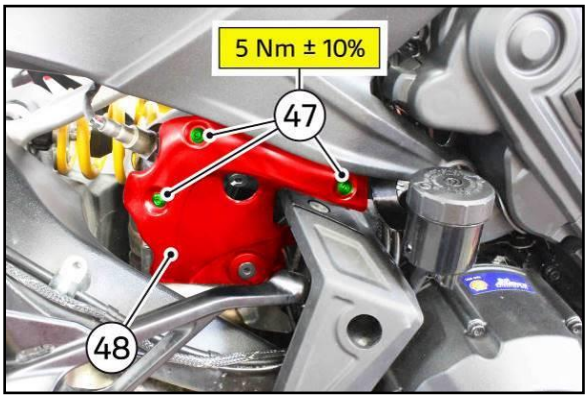
4. Route the **brake hose (A)** in the **hose grommet (74)** tightening the retaining screw to a torque of **8 Nm ± 10%** and join the hose with the speed sensor cable using **2 fast points (75)**.



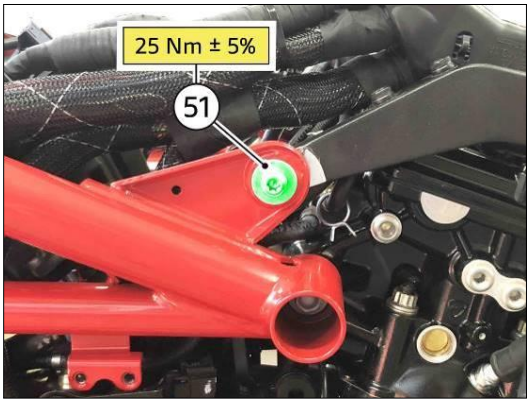
WARNING
Pay close attention to the hose and cable routing to ensure it is correct and will not come into contact with the rear wheel and/or tire.

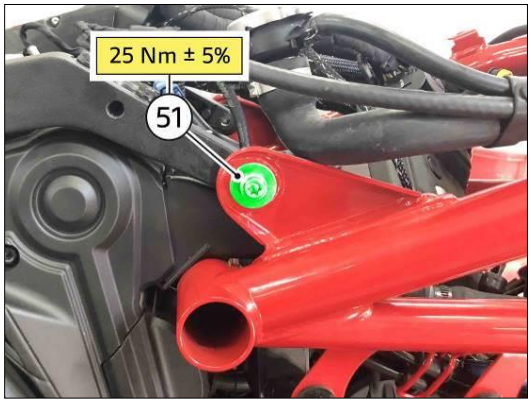
Part 6: Vehicle Refitting

1. Install **heat guard (48)** of vertical head manifold tightening the **3 M5x10 screws (47)** to a torque of **5 Nm ± 10%**.



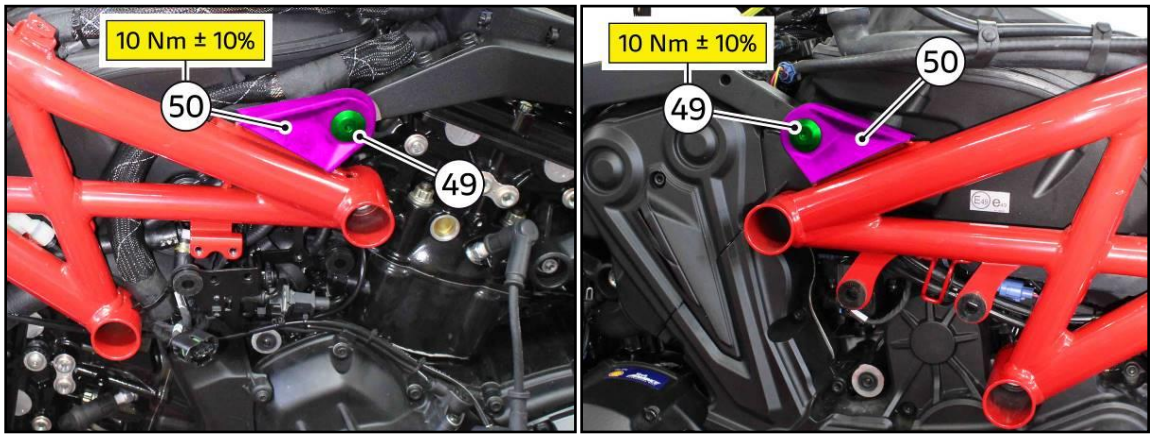
2. Fit the rear mudguard (See Sec.5: “Fairing installation - Front and rear mudguard”).
3. Refit the rear wheel (See Sec. 7: "Chassis – Rear wheel" of the Workshop Manual).
4. Fasten the rear subframe to the frame, then tighten the **2 special screws (51)**, on the right and left sides of the vehicle, to a torque of **25 Nm ± 5%** smearing SHELL GADUS S2 V220 AD 2 grease on the bolt threads.



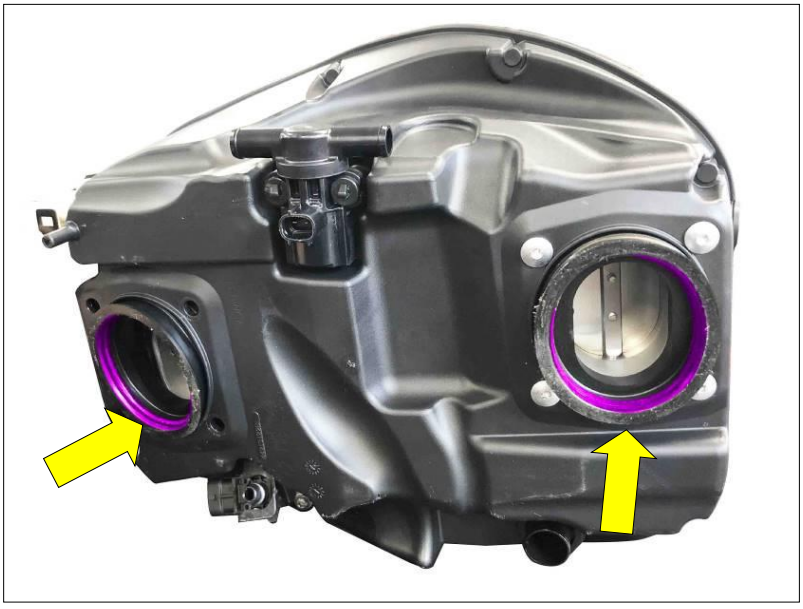


NOTE
Check the tightening to **50 Nm ± 5%** of the 2 special screws retaining the rear subframe to the engine, without removing them.

5. Install the **2 covers (50)**, on the right and left sides of the vehicle, tightening the **2 special screws (49)** to a torque of **10 Nm ± 10%**

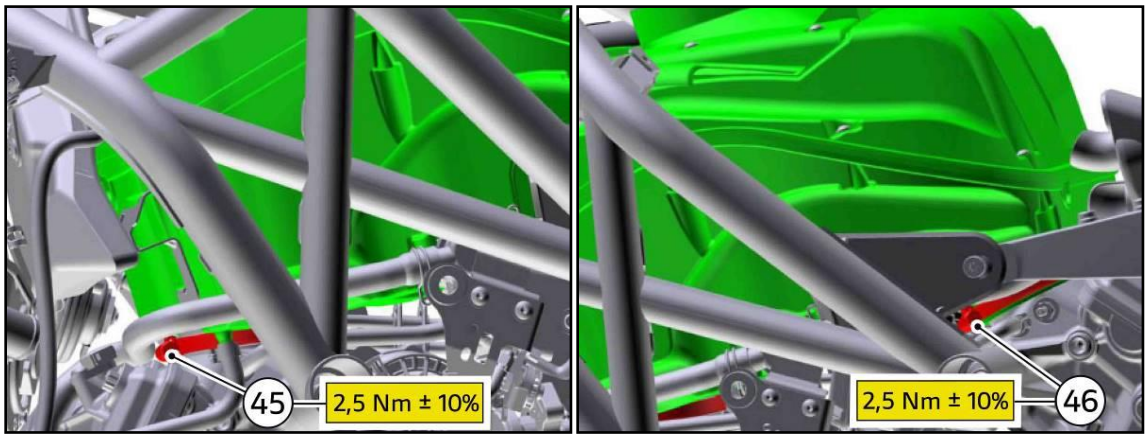


6. Remove the adhesive tape from the intake manifolds and apply soapy water on the rubber profile for intake manifold connection at the bottom of the Airbox



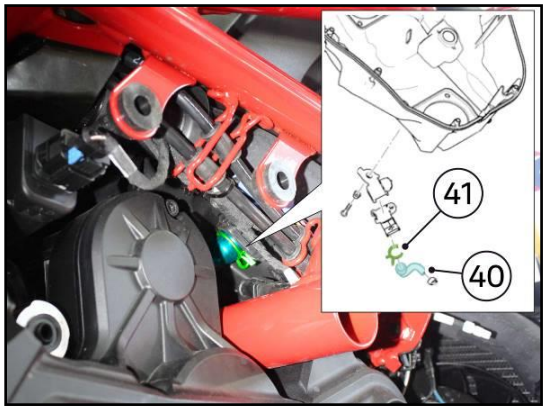
7. Install the Airbox on the vehicle making sure that the two intake manifolds are perfectly fitted inside it

8. Working on vehicle LH side, fasten the Airbox using **clamp (45)** positioned on the horizontal cylinder head and **clamp (46)** positioned on the vertical cylinder head and tighten them to a torque of <u>2.5 Nm ± 10%</u>.

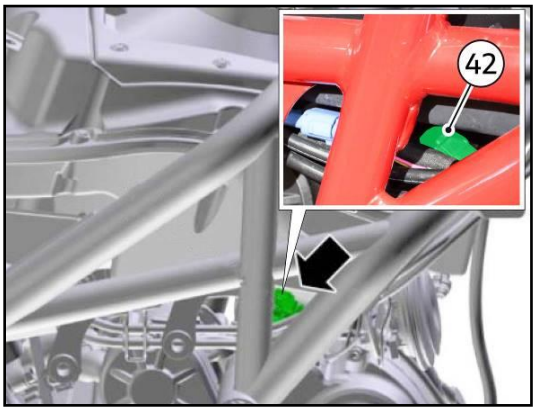


9. <u>Working on vehicle RH side</u>:

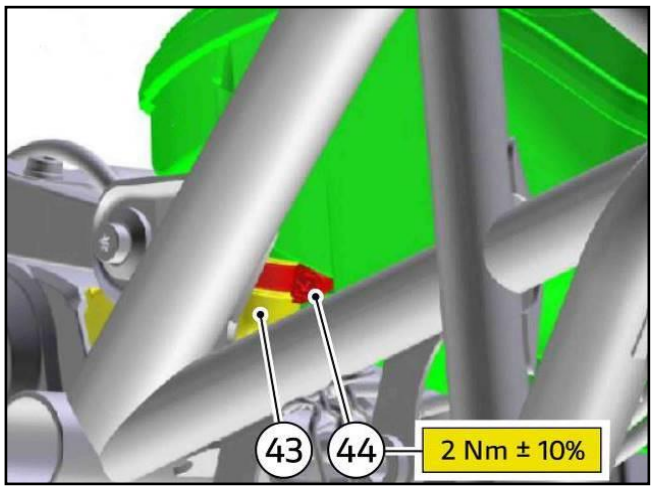
9.1 install horizontal cylinder head pressure sensor **pipe (40)** and secure it with **clamp (41)**



9.2 connect horizontal cylinder head pressure sensor **connector (42)**



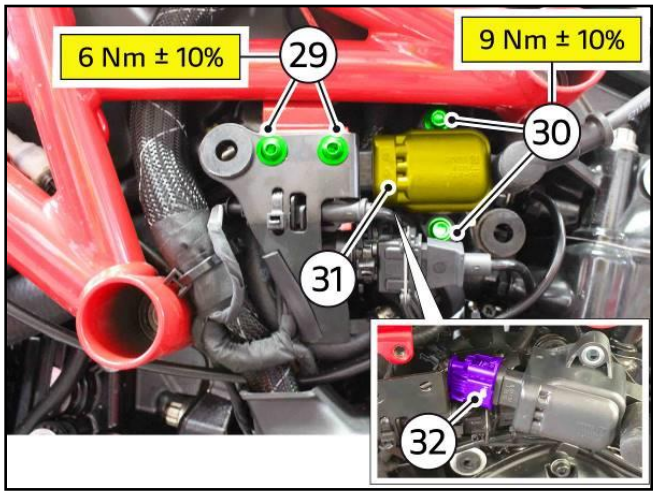
10. Fit the blow-by **hose (43)** on the Airbox and tighten **clamp (44)** to a torque of **2 Nm ± 10%**



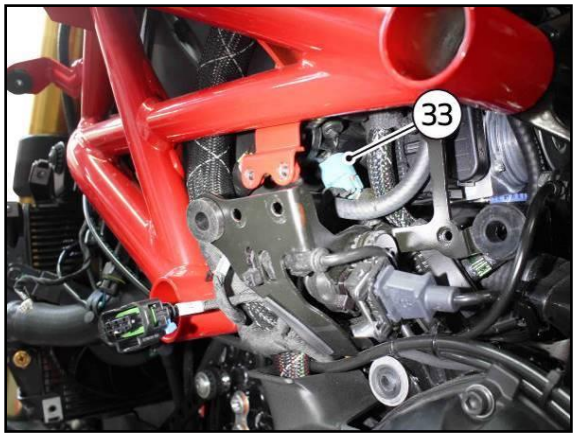
11. Working on vehicle LH side:

    11.1 install the connector support tightening **2 M6x10 screws (29)** to a torque of **6 Nm ± 10%** with LOCTITE 243 applied along the threads

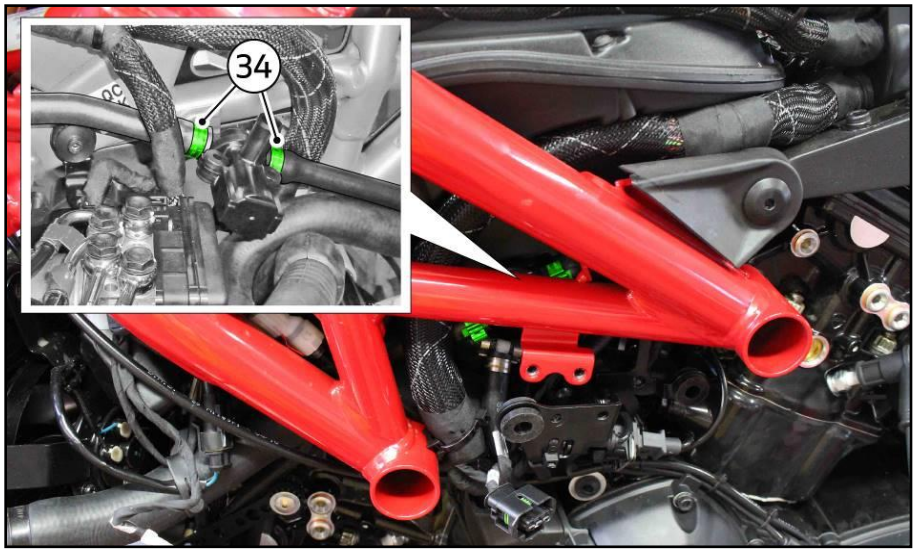
    11.2 connect the **connector (32)** and fasten the **ignition coil (31)** by tightening the **2 screws M6x25 (30)** to a torque of **9 Nm ±10%**.



11.3 connect secondary air (AIS) **connector (33)**.



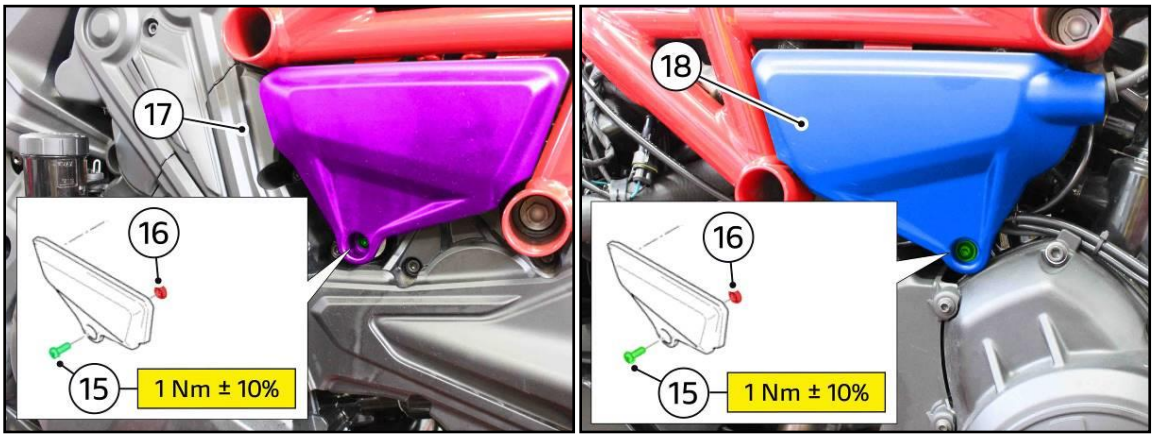
11.4 install the 2 pipes connecting the horizontal and vertical heads to the secondary air actuator and fasten them with the **2 clamps (34)**



11.5 connect **vertical cylinder ETV (35)**, **injection (36)** and **horizontal cylinder ETV (37) connectors**

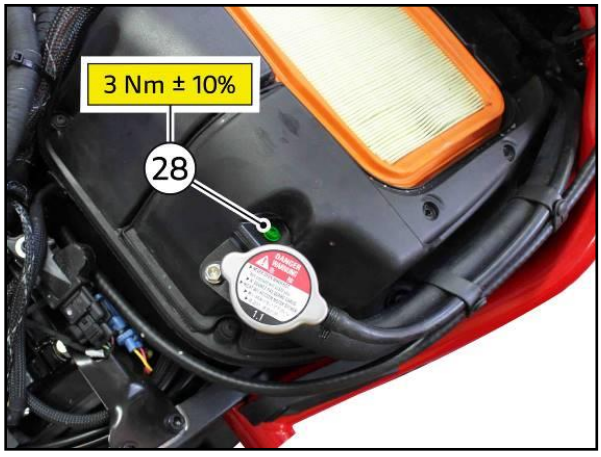
11.6 install Airbox drain **hose (39)** and secure it with **clamp (38)**

12. Install **RH cover (17)** and **LH cover (18)** with relevant **spacers (16)** tightening the **2 M6x22 screws (15)** to a torque of **1 Nm ± 10%**

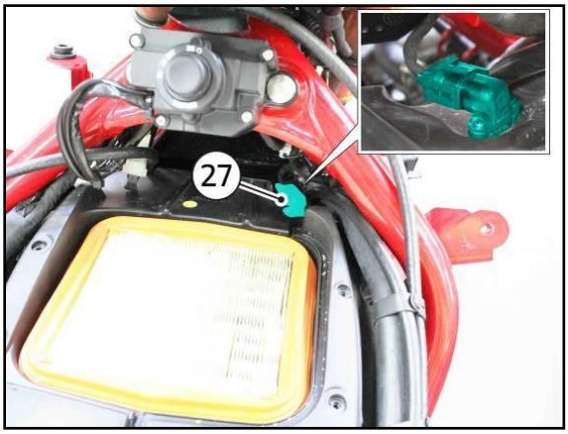


13. Fasten the coolant filling plug support to the Airbox cover as shown in the figure and tighten the retaining **self-tapping screw (28)** to a torque of **3 Nm ± 10%**

NOTE
Before carrying on with the tightening, start the **self-tapping screw (28)** taking care to start it in the original thread already present.

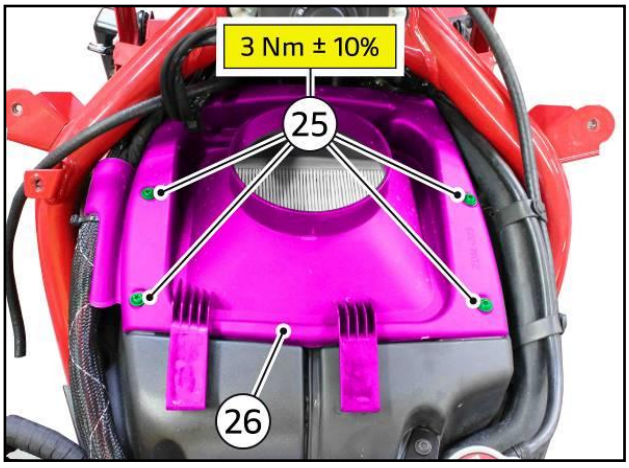


14. Connect air temperature sensor **connector (27)**

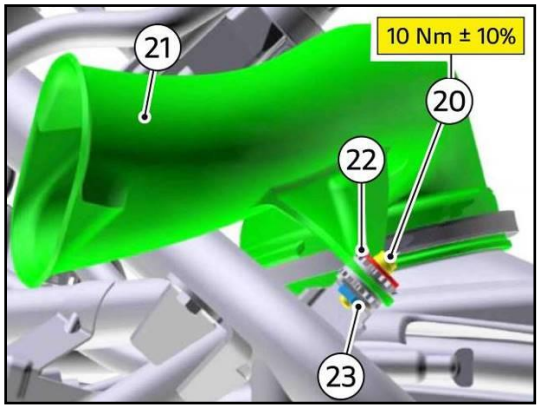


15. Fit the filter **cover (26)** and tighten the **4 self-tapping screws (25)** to a torque of **3 Nm ± 10%.**

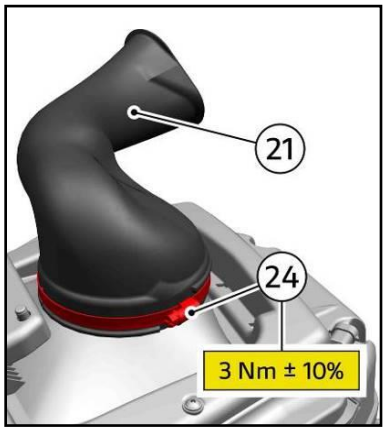
NOTE
Before carrying out with the tightening, start the **4 self-tapping screws (25)** taking care to start them in the original threads already present.



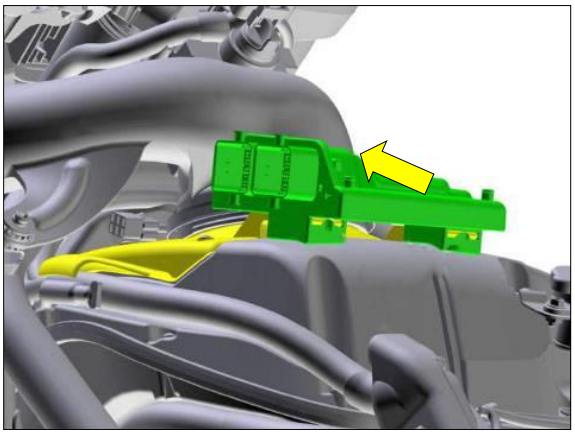
16. Install the **air conveyor (21)** on the filter cover as shown in the figure.
17. Secure **air conveyor (21)** to frame by placing **bushing (22)** in-between and tighten the **M6x22 screw (20)** while holding **nut (23)** to a torque of **10 Nm ± 10%**



18. Tighten **clamp (24)** to a torque of **3 Nm ± 10%**

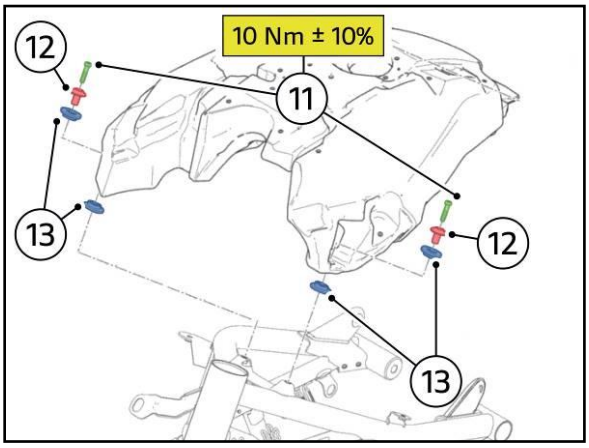


19. Insert the engine **ECU (19)** with the rubber protection into the support pins

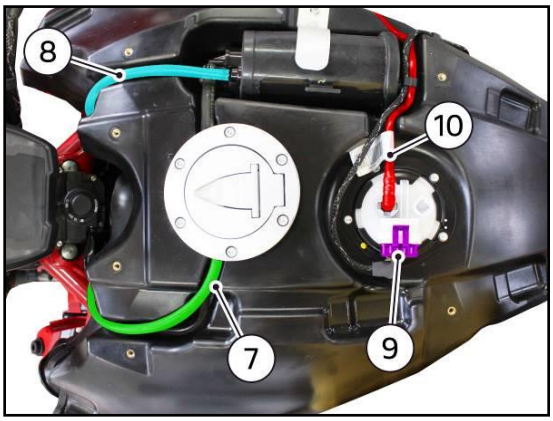


20. Refit the fuel tank by inserting the tank on the **buffer (76)** on the rear subframe and connect the fuel level sensor **connector (14)**

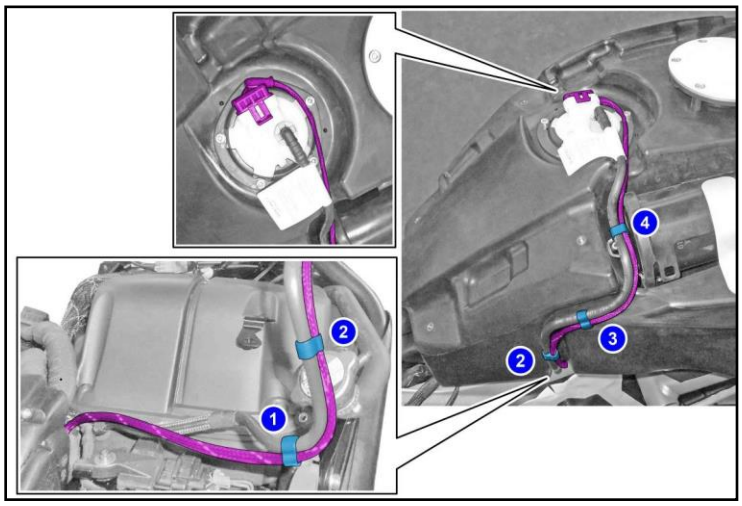
21. Working on the RH and LH side, secure the fuel tank to the frame by placing **spacers (12)** with **buffers (13)** in-between and tighten the **2 M6x30 screws (11)** to a torque of **10 Nm ± 10%**



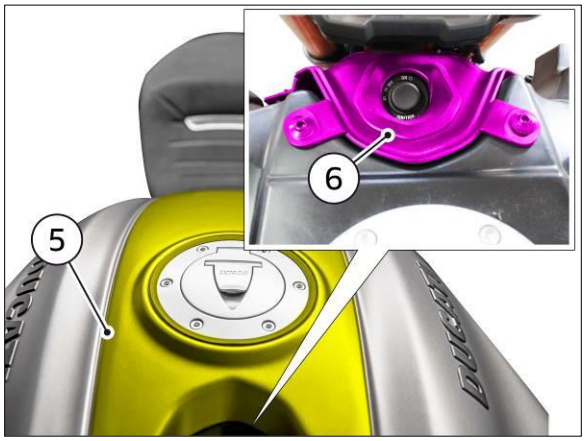
22. Working on the fuel tank, connect: the breather **hose (7)** to tank filler plug, the **hose (8)** to canister filter, the fuel pump **connector (9)**, the fuel supply **hose (10)** and position them as shown in the figure



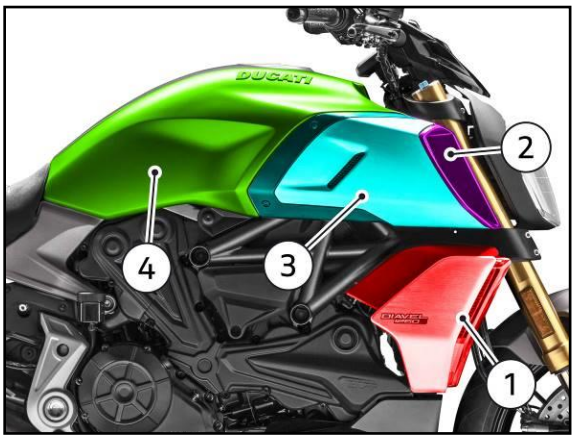
23. Join the fuel pump wiring to the fuel supply hose using the 4 fast points, as shown in the figure



24. Fit the **Hands Free cover (6)** and the **tank central cover (5)** (See Sec.5: "Fairing installation - Fairing" of the Workshop Manual)



25. Working on the right side of the motorcycle, install in sequence (See Sec.5: "Fairing installation - Fairing" of the Workshop Manual); the **tank side covers (4)**, the **air conveyor external covers (3)**, the **air conveyor internal covers (2)**, and the **turn indicators/cover assembly (1)**

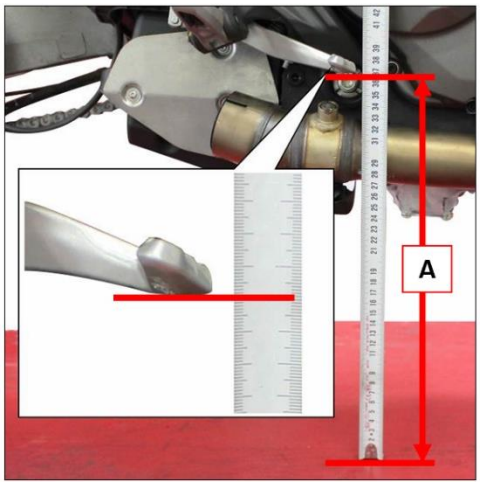


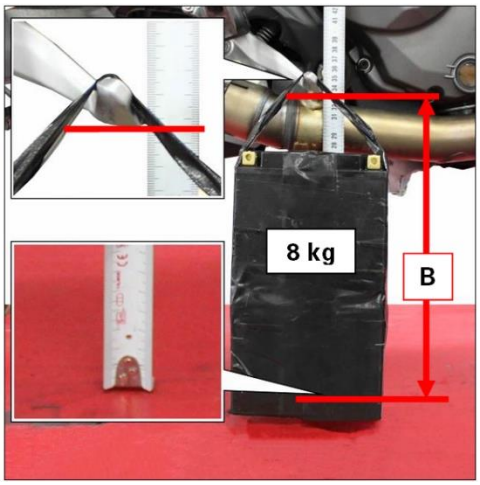
26. Start the engine and keep it at idle until reaching the fan activation condition

27. Connect the DDS 3.0 diagnosis instrument and run a Global Scan

28. Mount the seat

29. Measure height **(A1)** between rear brake lever lower end and load-bearing surface; brake lever must be in rest position (upper limit stop).
30. Slowly position the 8 kg weight onto rear brake lever; then measure height **(B1)** between rear brake lever lower end and load-bearing surface.





31. Note the difference between the measured heights **(A1)** and **(B1)**.

Rear brake lever stroke 1 = (A1) – (B1)

32. Test ride the vehicle on the road at a speed of about **30 MPH** (50 Km/h) and, by operating only the rear brake, brake until the **ABS is engaged at least 10 times**.
33. Measure again the rear brake lever stroke as referred to under section (29) and (30).

WARNING
The measurement of the rear brake lever stroke required must be taken with the same temperature conditions as the previous measurement. Therefore, if the measurement was taken with cold engine, it will be necessary to wait for 2 hours before proceeding.

34. Note the difference between the measured heights **(A2)** and **(B2)**.

Rear brake lever stroke 2 = (A2) – (B2)

35. Compare the 2 stroke values of the rear brake lever.

- If a stroke increase of the rear brake lever is detected, repeat the whole bleed procedure.
- Once the new bleeding procedure is completed, check that the stroke of the rear brake lever has not increased.

36. Remove the motorcycle from the rear paddock stand.

37. Perform a soft cleaning of the motorcycle before delivering it to the Customer.

For questions on this Workshop Campaign,
please contact your Service Area Manager.