

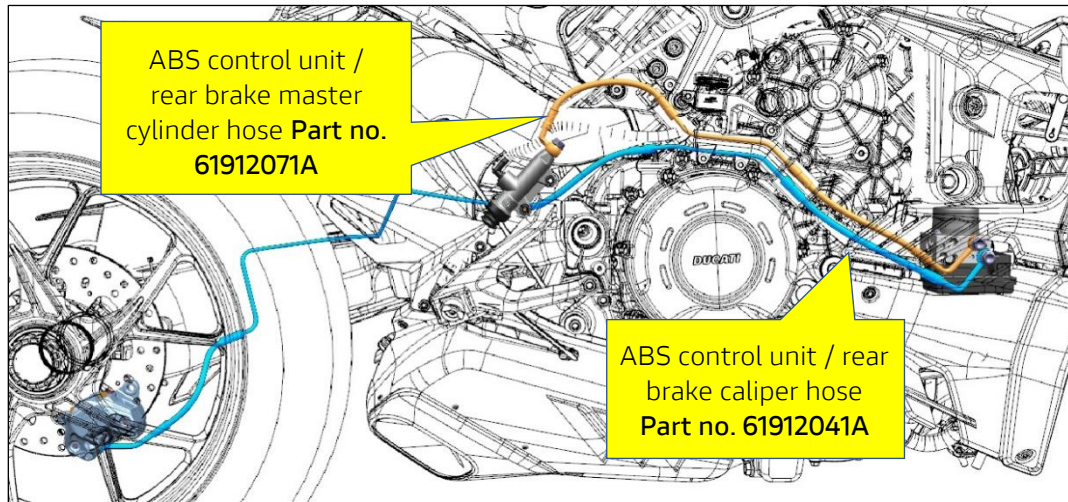


CR257 – Rear Brake Hoses Replacement Streetfighter V4 Model Year 2020-2022 (all model versions) Technical Service Bulletin SRV-TSB-23-010

Date: October 17, 2023
To: Dealer Principal, General Manager, Service Manager, North American Dealer
Network
From: Richard Kenton, Technical Director
Dan Schwartz, Service Area Manager

Dear Dealers,

This bulletin is to inform you that, following reports of a slight elongation of the rear brake lever stroke over time and as a consequence of use, new rear brake hoses (ABS control unit to rear brake master cylinder – orange, and ABS control unit to rear brake caliper - blue) are now available for the model concerned in order to prevent this condition.



We remind you that the rear brake lines must be installed on vehicles if Clients complain about a slight elongation of the rear brake pedal travel over time and with use.

Always remind Clients that correct brake operation must always be checked before each use of the motorcycle, as indicated in the Use and Maintenance 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.

Moreover, we inform you that this upgrade is NOT mandatory, but optional since it has to be performed only if the Client reports such condition.



CR257 – Rear Brake Hoses Replacement

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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 Client reports such symptom/condition.

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

Client Impact

Clients 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.



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Spare parts

The spare parts required for this update are:

- ABS control unit - rear brake master cylinder hose Part no. 61912071A
- ABS control unit / rear brake caliper hose Part no. 61912041A
- Heat guard Part no. 4601F481A
- Copper washers part no. 85250241A (10pcs)
- Small and Big self-locking ties.

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

Parts Distribution

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

The ties and DOT4 fluid to be used are easy to find consumables, it is not necessary to fill in any special spare part orders.

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 **CR257**.

The Dealer shall be reimbursed for the parts listed for the operation; copper washers (10) part no. 85250241A, ABS control unit/rear brake master cylinder hose no. 61912071A, ABS control unit/rear brake caliper hose Part no. 61912041A, Heat guard Part no. 4601F481A, 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
- Installation of new rear brake hose and heat guard
- 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: **CR257 – SRV-TSB-23-010 REAR BRAKE HOSE REPLACEMENT**

Service Solution



WARNING

The replacement procedure of the rear brake hoses described in the document is not particularly difficult, however, for the operation to be completed successfully and to comply with the set time, it is necessary to thoroughly follow the sequence of the indicated operations.

We recommend taking your time to fully understand the procedure before attempting its implementation on the motorcycle (you may print the document in color for a better understanding).

We also remind you that the work environment where you carry out the procedure and the tools and equipment used (wrenches and gloves) must be clean.



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).



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Part 1: Vehicle Preparation

1. Position the motorcycle on the rear paddock stand.
2. Remove the rear wheel (see Sec. 07: "Chassis - Rear wheel").
3. Drain all the brake fluid contained inside the rear brake system (see Sect. 04 - Maintenance operation - Changing the rear brake circuit fluid).

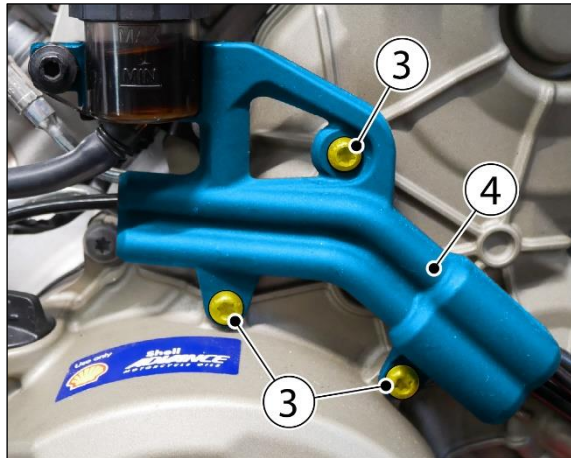


WARNING

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.

4. Remove the RH side body panel and the lower lug (see Sect.05: "Fairing").
5. Loosen the screw M6x14 (1) and move the rear brake fluid reservoir (2) aside.

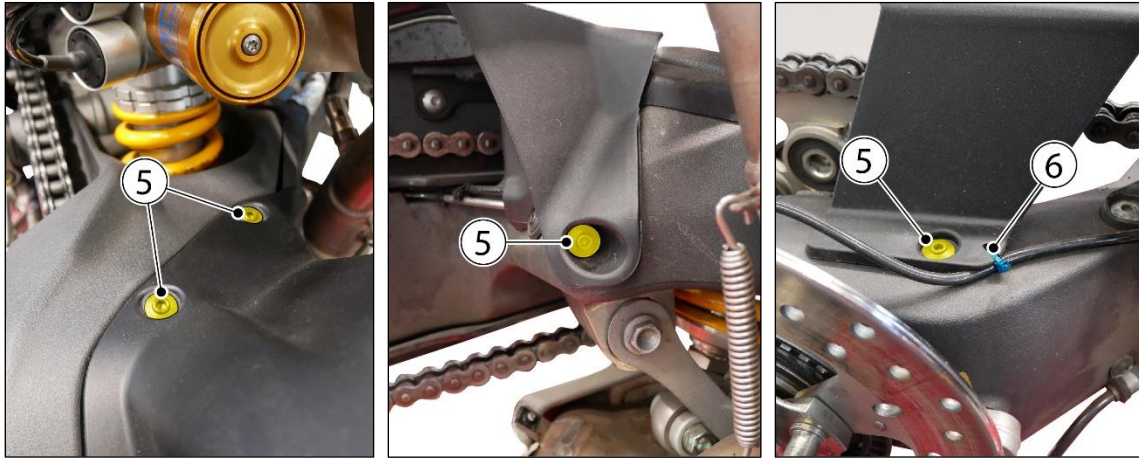
Loosen the 3 screws M6x12 (3) and remove the hose guide bracket (4) from the clutch cover.



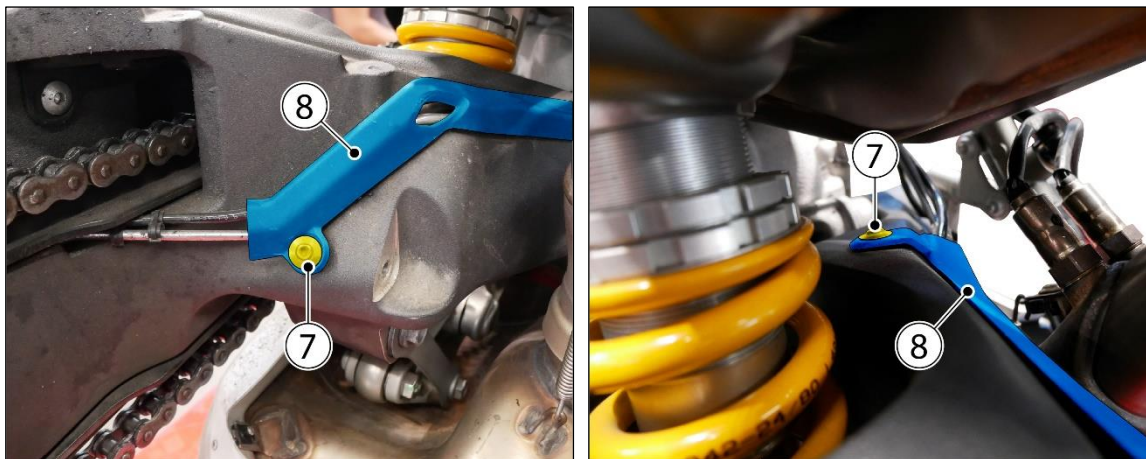


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- Loosen the 4 screws M5x9 (5) and cut the self-locking tie (6).
Remove the rear mudguard from the motorcycle.



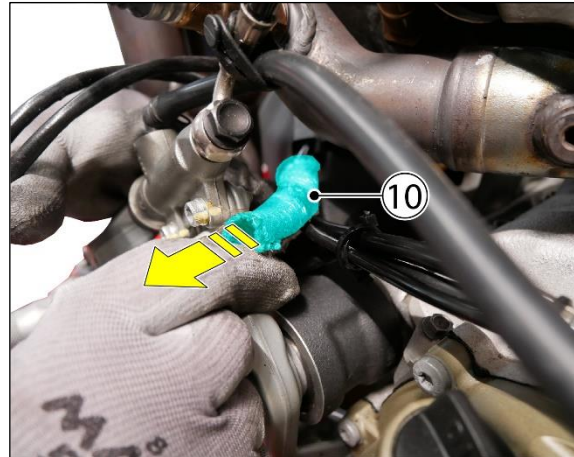
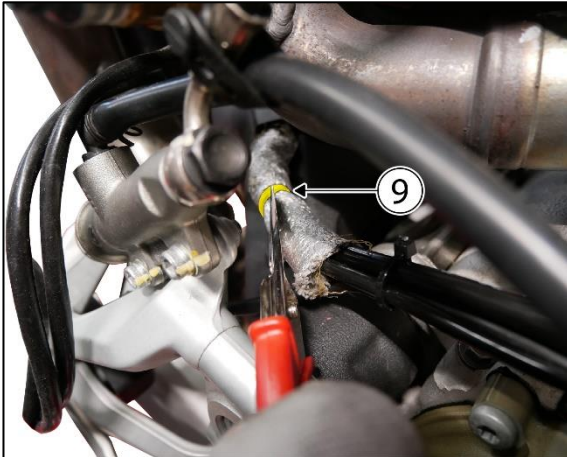
- Loosen the 2 screws M5X9 (7) and remove the hose grommet (8) from the swing arm.



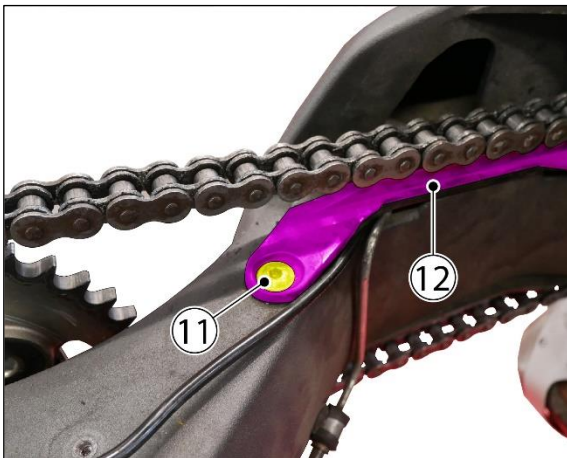


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8. Cut the self-locking tie (9) and remove the heat guard (10).



9. Loosen the screw M6x15 (11) of upper chain sliding shoe (12), then carefully raise the sliding shoe and release the brake hose (13) from the swing arm.





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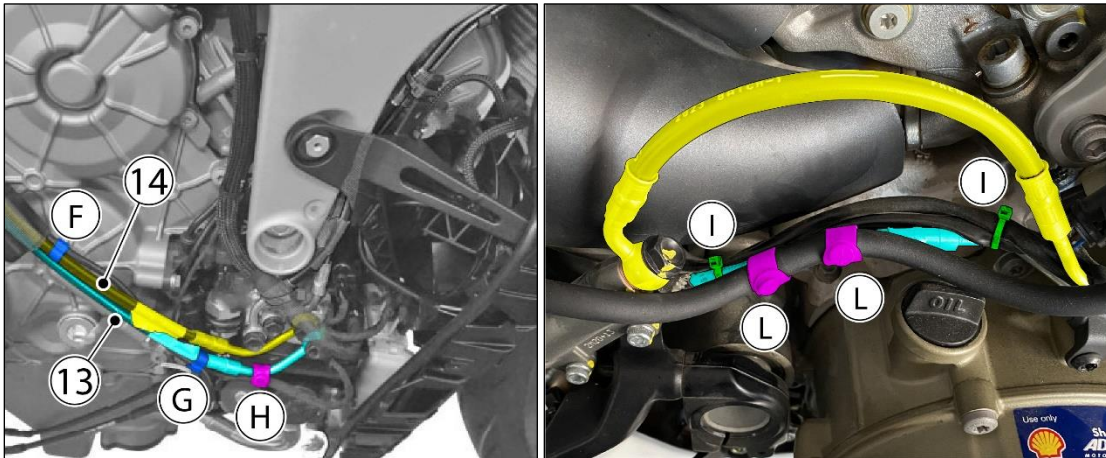
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Part 2: Rear Brake Hose Removal

Brake hose connecting the ABS control unit to the rear brake caliper

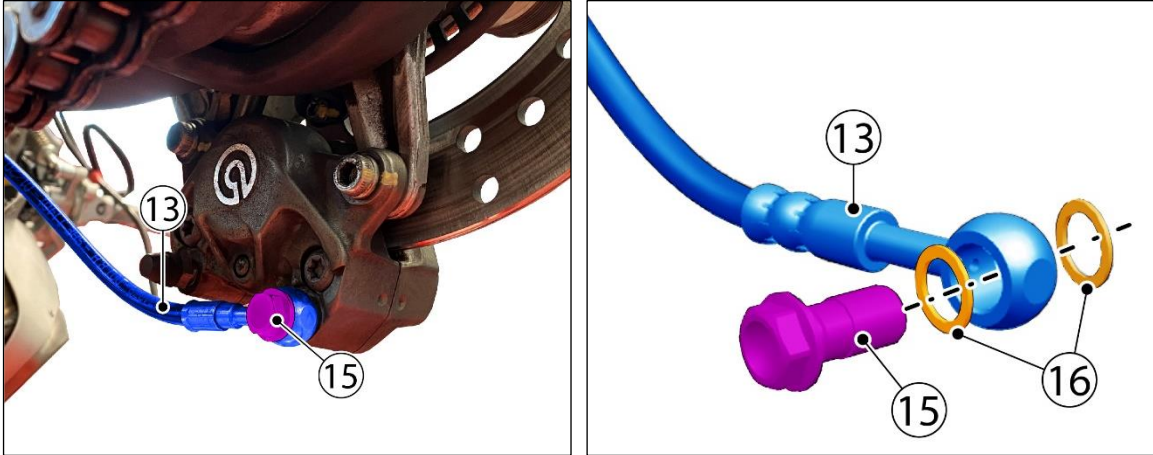
1. Remove the 2 fast points (F) and (G) and the L.39 button tie (H) that tie, respectively:
 - F: Rear brake master cylinder/ABS control unit hose (14) - Rear speed sensor cable
 - G: Rear brake caliper/ABS control unit hose (13) - Rear speed sensor cable
 - H: Rear brake caliper/ABS control unit hose (13) - Front speed sensor wiring branch.
2. Remove the 2 ties (L) and the 2 small self-locking ties (I), that tie, respectively:
 - I: Rear brake caliper/ABS control unit hose - Rear stop sensor cable - Rear speed sensor cable
 - L: Rear brake caliper/ABS control unit hose - Hose from rear brake master cylinder to fluid reservoir



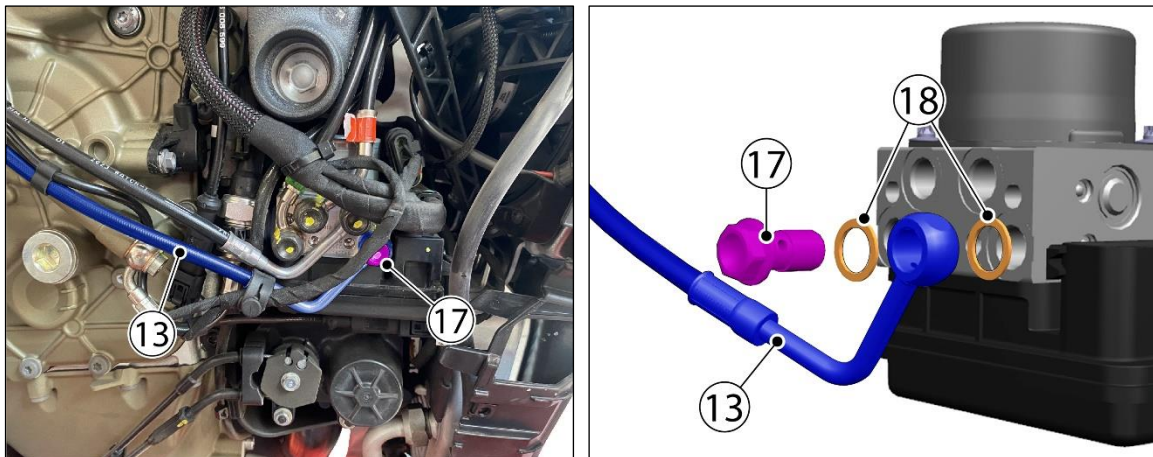


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3. Loosen the special screw M10x1 (15) and remove the 2 copper washers (16).



4. Loosen the special screw M10x1 (17) and remove the 2 copper washers (18).



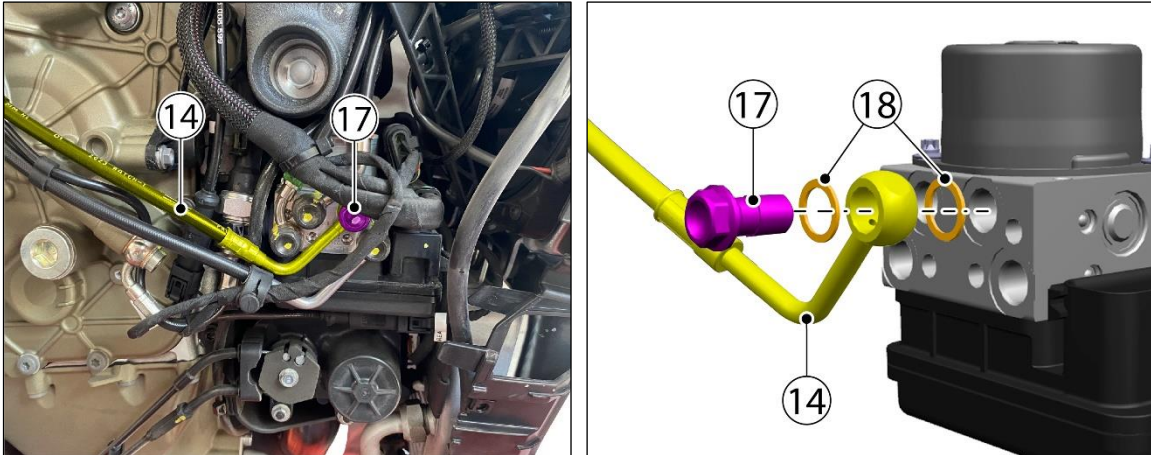
5. Slide out the brake hose connecting the ABS control unit to the rear brake caliper (13).



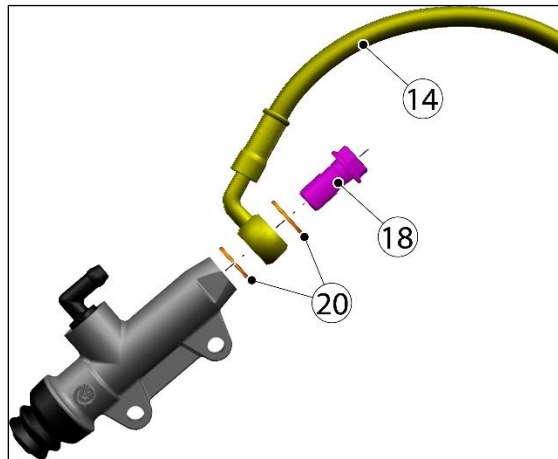
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Brake hose connecting the ABS control unit to the rear brake master cylinder

1. Loosen the special screw M10x1 (17) and remove the 2 copper washers (18).



2. Loosen the special screw M10x1 (18) and remove the 2 copper washers (20).



3. Slide out the brake hose connecting the ABS control unit to the rear brake master cylinder (14).

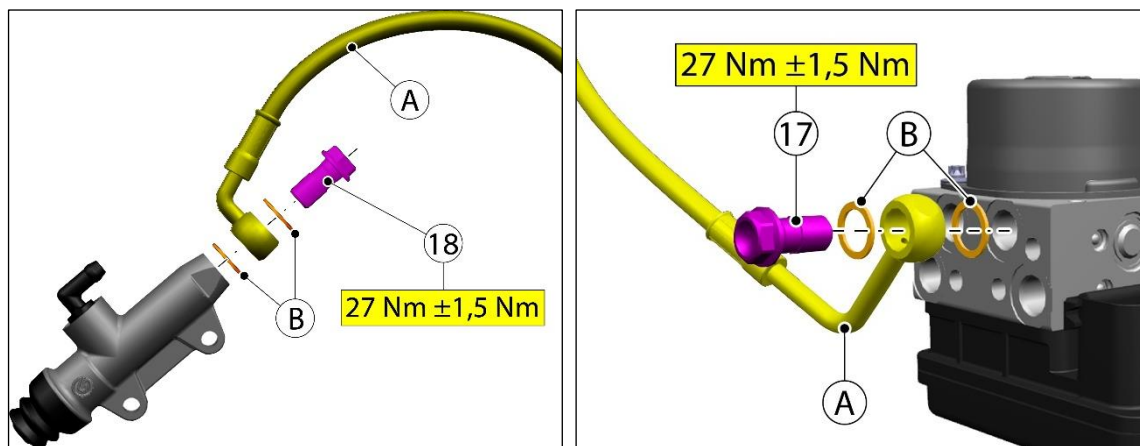


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Part 3: New Rear Brake Hose Installation

Brake hose connecting the ABS control unit to the rear brake master cylinder

1. Position the new brake **hose (A)** connecting the ABS control unit to the rear brake master cylinder.
2. Fasten the union to the ABS control unit while installing **2 new copper washers (B)** and tighten the **special screw M10x1 (17)** to a tightening torque of **27 Nm ± 1.5 Nm**.
3. Fasten the rear brake master cylinder union using **2 new copper washers (B)** and tighten the **special screw M10x1 (18)** to a tightening torque of **27 Nm ± 1.5 Nm**.





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Brake hose connecting the ABS control unit to the rear brake caliper

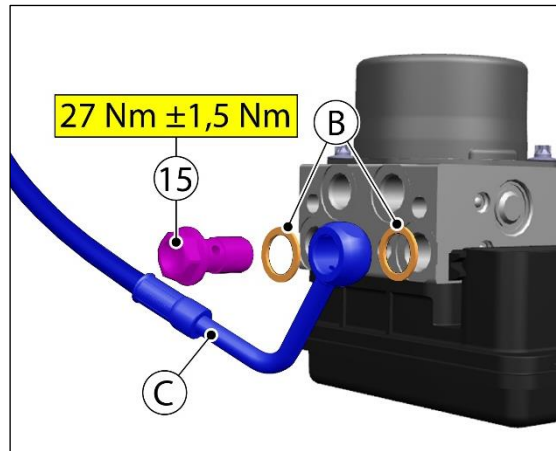
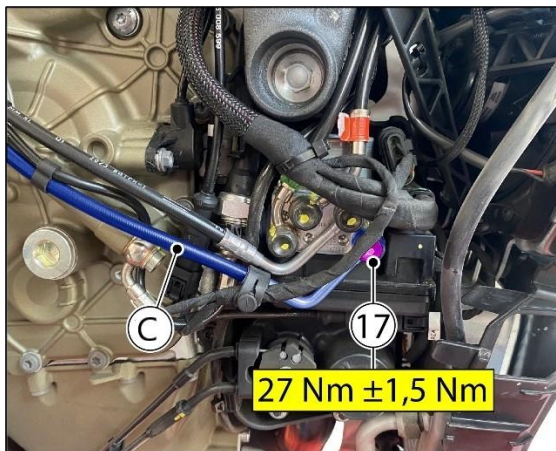


NOTE

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



1. Position the brake **hose (C)** connecting the ABS control unit to the rear brake caliper.
2. Fasten the ABS control unit union to the ABS control unit while installing **2 new copper washers (B)** and tighten the **special screw M10x1 (17)** to a tightening torque of **27 Nm ± 1.5 Nm**.



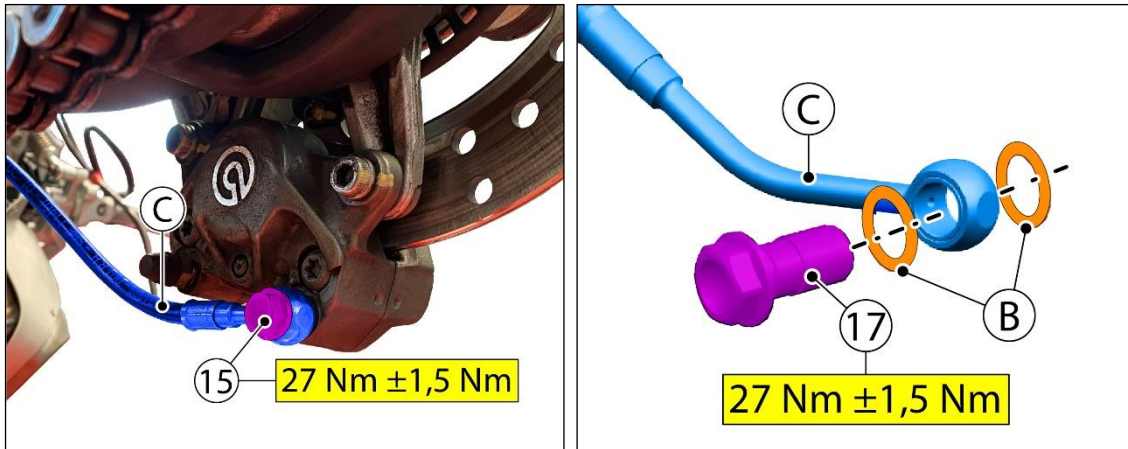


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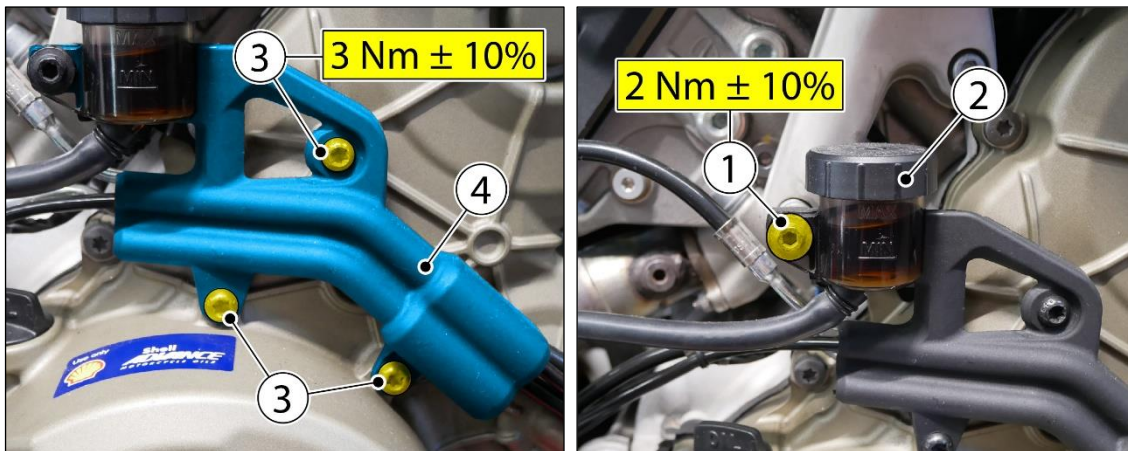
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3. Fasten the rear brake caliper union using **2 new copper washers (B)** and tighten the **special screw M10x1 (15)** to a tightening torque of **27 Nm ± 1.5 Nm**.



4. Position the **hose bracket (4)** on the clutch cover and tighten the **3 screws M6x12 (3)** to a tightening torque of **3Nm ± 10%**.
5. Position the rear brake fluid reservoir and tighten the **screw M6x12 (1)** to a tightening torque of **2Nm ± 10%**.





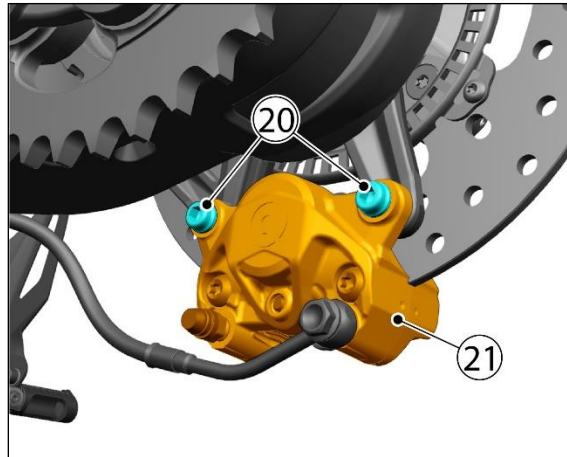
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Part 4: Rear Brake System Filling and Bleeding

1. Loosen the 2 screws M8x20 (20) and remove the rear brake caliper (21).



2. Proceed with the DOT4 fluid filling inside the rear brake system and bleed the system following the procedure indicated in the bulletin SRV-TTB-17-002.



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.

3. Secure the rear brake caliper (21) on its support plate and tighten the 2 screws M8x20 (20) to a tightening torque of **25Nm ± 5%** (with certification) using GADUSS S2 V220 AD 2 grease.





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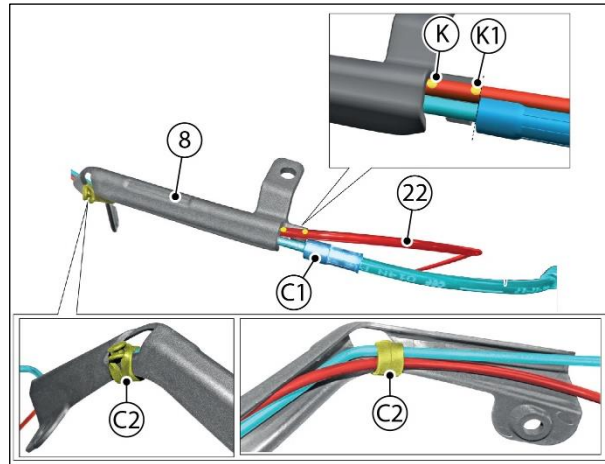
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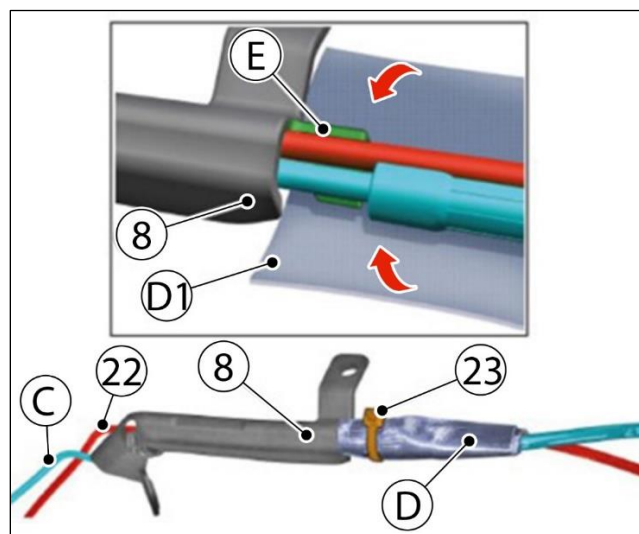
Part 5: Vehicle Refitting and Heat Guard Installation

1. Place the rear speed sensor cable (22) and the rear brake caliper/ABS control unit hose (C) inside the hose guide (8), according to the following instructions:

- Marking (K) must be at the exit of cable (22) of hose guide (8)
- The rear brake caliper/ABS control unit hose (C) must be placed so that the indicated end of the union (C1) is aligned with the marking (K1).



2. Hold the cable (22) and the hose (C) and fix them to the hose guide (8) in the indicated area, using 1 L.39 button tie (C2), as shown in the images.
3. Remove protective film (D1) from heat reflective material sheath (D).
4. Use the heat reflective material sheath (D) to wrap the rear brake caliper / ABS control unit hose (C) and the rear speed sensor cable (22) in the position shown in the images. Use care to also include tooth (E) of the hose guide (8).
5. Tie sheath (D) using a big self-locking tie (23), in the indicated position.





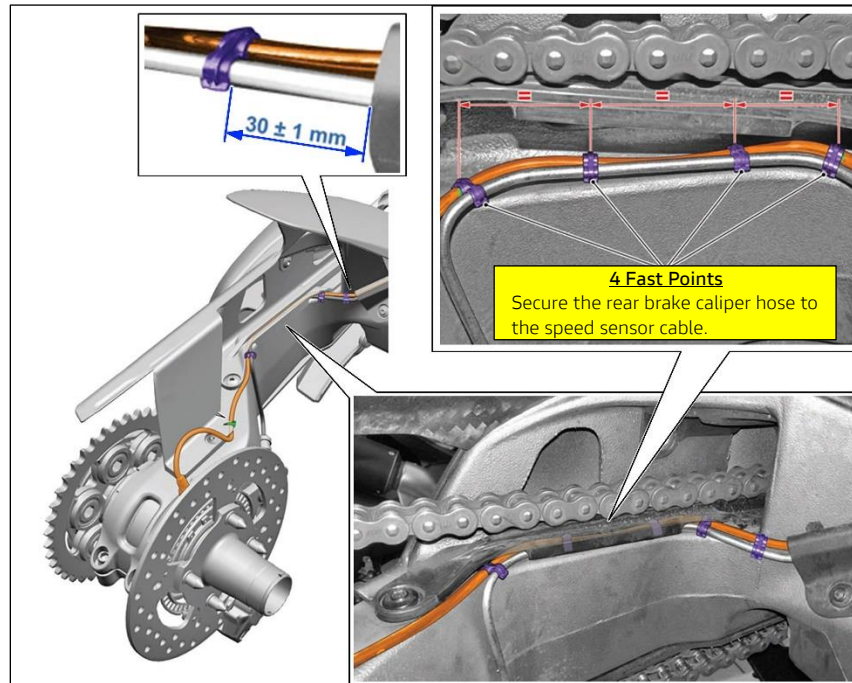
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WARNING

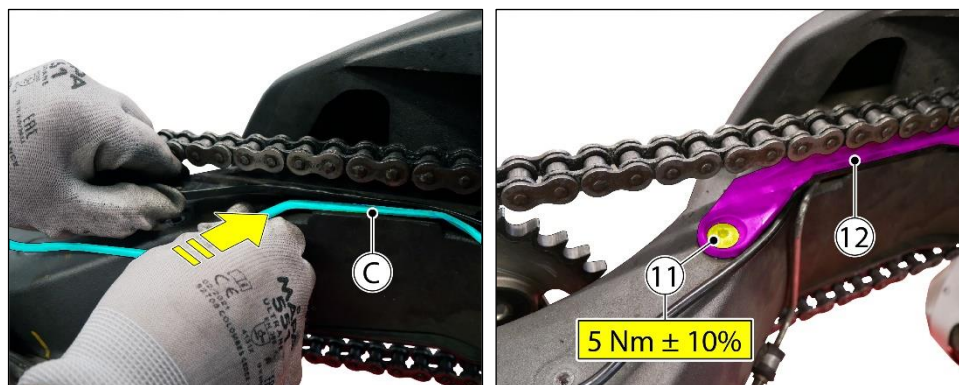
When repositioning the rear brake hose, pay special attention to the fastenings for the rear speed sensor wiring along the swing arm.

- Secure the rear brake caliper / ABS control unit hose to the rear speed sensor cable with **4 fast points**, as shown in the figure with 30 mm spacing.



- Place the rear speed sensor cable and the rear brake caliper hose (C) in their seat on the swing arm.

Position the **upper chain sliding shoe (12)** on the swing arm and tighten the screw **M6x15 (11)** to a tightening torque of **5 Nm ± 10%**.





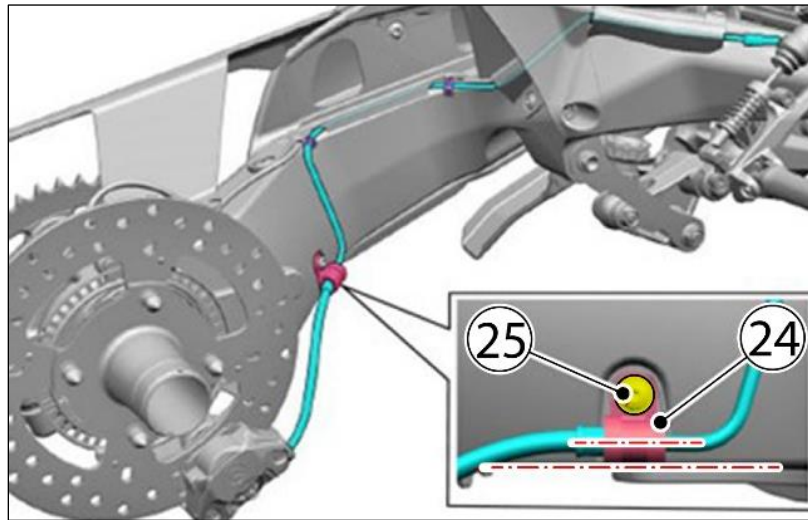
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- Position the brake hose using the **hose guide (24)** and tighten the **screw (25)** to a torque of **$8 \text{ Nm} \pm 10\%$** .

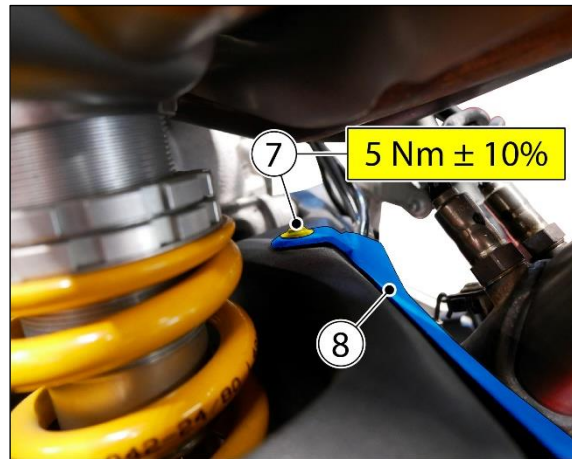
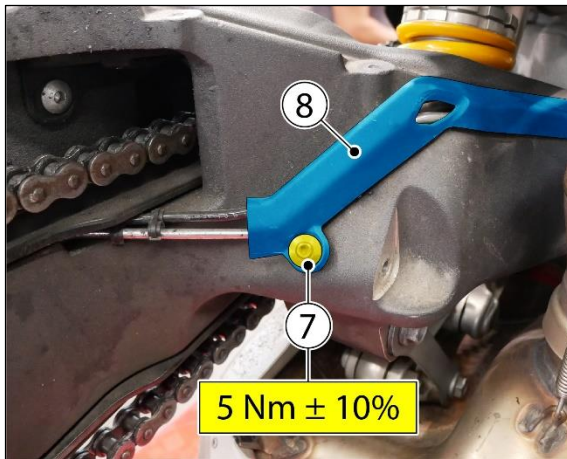


NOTE

Route ABS control unit / rear brake caliper hose inside hose grommet. Secure the hose guide in place so that it is as much aligned as possible to swing arm lower surface.



- Position the **hose guide (8)** on the swing arm and tighten the 2 screws **M5X9 (7)** to a torque of **$5 \text{ Nm} \pm 10\%$** .



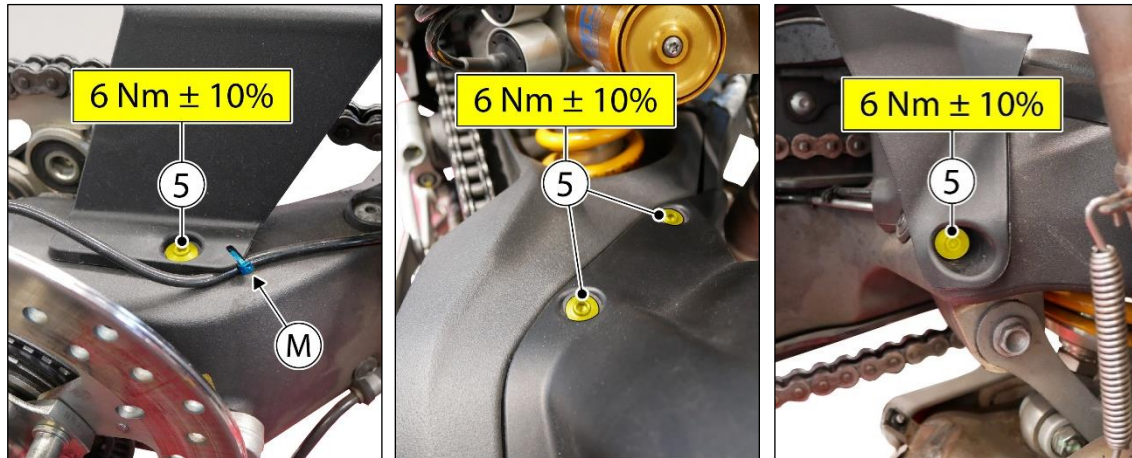


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10. Position the rear mudguard on the motorcycle.

Route the rear speed sensor cable in the proper recess of the mudguard and secure it with a small self-locking tie (M).

Tighten the 4 screws M5x9 (5) to a tightening torque of $6 \text{ Nm} \pm 10\%$.

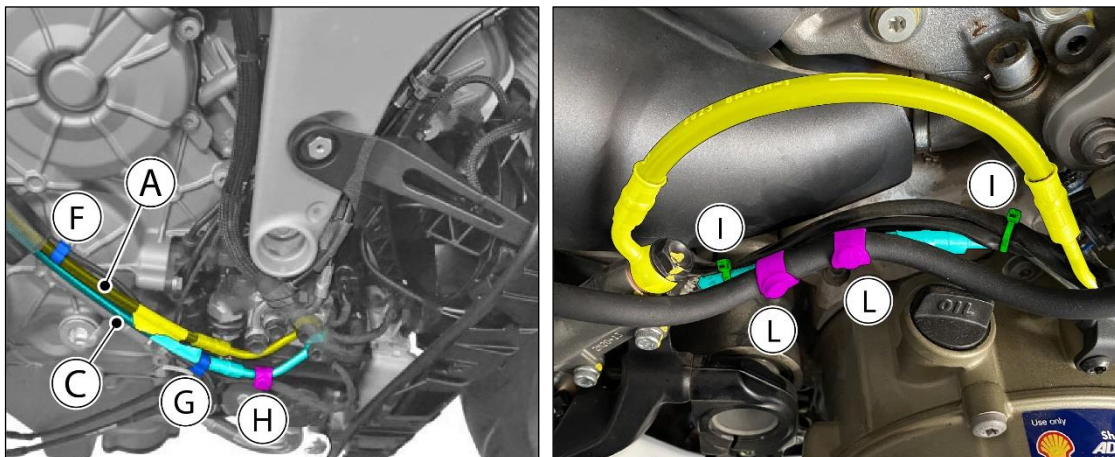


11. Position the two fast points (F) and (G) and the L.39 button tie (H) to secure, respectively:

- F: Rear brake master cylinder/ABS control unit hose - Rear speed sensor cable
- G: Rear brake caliper/ABS control unit hose - Rear speed sensor cable
- H: Rear brake caliper/ABS control unit hose - Front speed sensor wiring branch.

12. Position the two ties (L) and the 2 small self-locking ties (I), to secure, respectively:

- I: Rear brake caliper/ABS control unit hose - Rear stop sensor cable - Rear speed sensor cable
- L: Rear brake caliper/ABS control unit hose - Hose from rear brake master cylinder to fluid reservoir





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13. Install the RH side body panel and the lower lug (see Sect.05: "Fairing").
14. Refit the rear wheel (See Sec.07: "Chassis - Rear wheel").

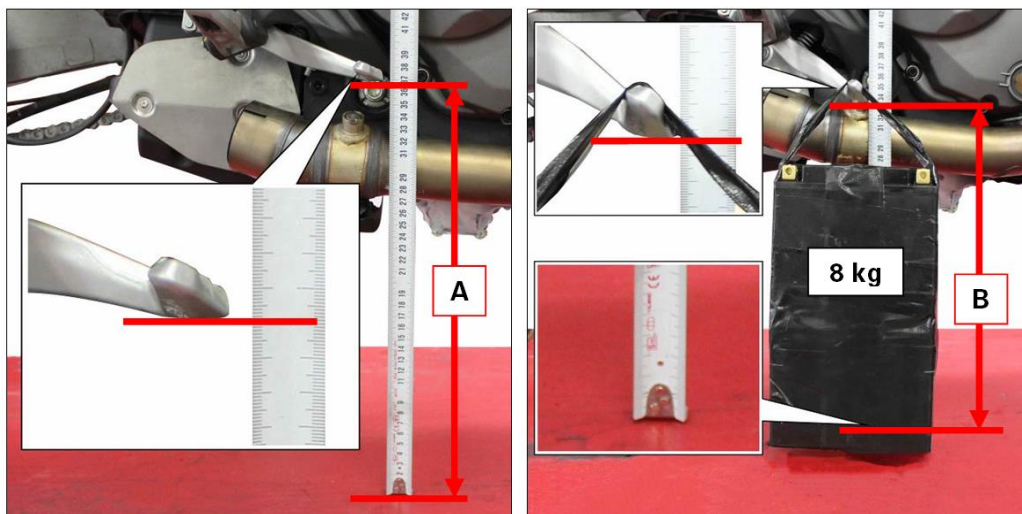
Part 6: Rear Brake Pedal Travel Check



NOTE

The figures shown for the following procedure are for illustration purposes only.

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



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

$$\text{Rear brake lever stroke 1} = (A1) - (B1)$$

4. 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.
5. Measure again the rear brake lever stroke as referred to under section (1) and (2).



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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.

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

$$\text{Rear brake lever stroke 2} = (A2) - (B2)$$

7. 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.
8. Remove the motorcycle from the rear paddock stand.
9. Perform a soft cleaning of the motorcycle before delivering it to the Client.

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