Sojadis PLUG & DRIVE

CRÉATEUR d'aides à la conduite

# STOPDIS II

## Installation instructions

18/06/2021

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SIRET 49365878500016 - Code APE 4520A - N° de TVA Intracommunautaire FR 58493658785

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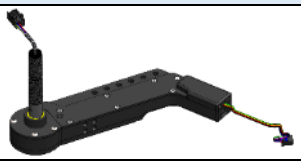
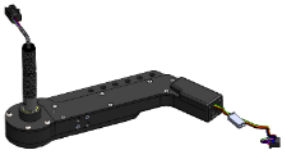
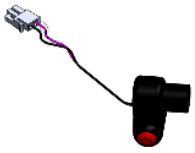
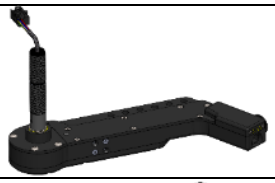
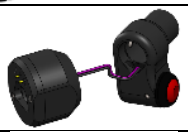
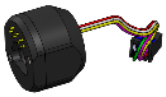
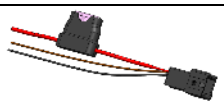
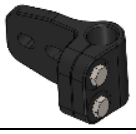
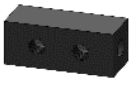
# STOPDIS II installation.

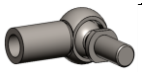
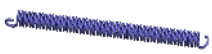
| Parts list | | | | |
|---|---|---|---|---|
| **Product involved** | **Picture** | **Reference** | **Designation** | **Qty** |
| STOPDIS II without locking (with Accel Bike) |  | FUX | Manual brake without locking (with ACCEL BIKE/ACCEL QUAD) | 1 |
| STOPDIS II with locking (with or without Accel Bike II) |  | FUA | Manual brake with locking(with or without ACCEL BIKE/ACCEL QUAD ) | 1 |
| STOPDIS II with locking (without Accel Bike) |  | FUU-A | Locking system button | 1 |
| STOPDIS II with plug and play interface |  | FUQ | Manual brake with plug and play interface. | 1 |
| STOPDIS II with plug and play interface |  | FUY | Brake button adaptator | 1 |
| STOPDIS II with plug and play interface |  | FUZ | Adaptator ACCEL BIKE/ACCEL QUAD | 1 |
| Part for all versions |  | FUV-G | Leather brake grip | 1 |
| STOPDIS II with locking (without ACCEL BIKE/ACCEL QUAD ) |  | F12-SAB | STOPDIS harness vehicle side* | 1 |
| Part for all versions** |  | FUH | End of brake lever | 1 |
| Part for all versions |  | FUO + V_V_H-M6-L20 | x1 Adjustable sleeve + x2 screws M6x20 class 8.8 | 1 |
| Part for all versions |  | FUP | Universal strut | 3 |
| Part for all versions |  | FUN | universal flat | 3 |
| Part for all versions |  | FRG | Secondary rod | 1 |

* The references of the harnesses vehicle side for ACCEL BIKE/ACCEL QUAD mountings are indicated in the ACCEL BIKE/ACCEL QUAD installation instructions.
** For the STOPDIS II with plug and play interface, the number of "FUH" depends on the number of interfaces to plug.

# 1 Parts list, screws and set of tools

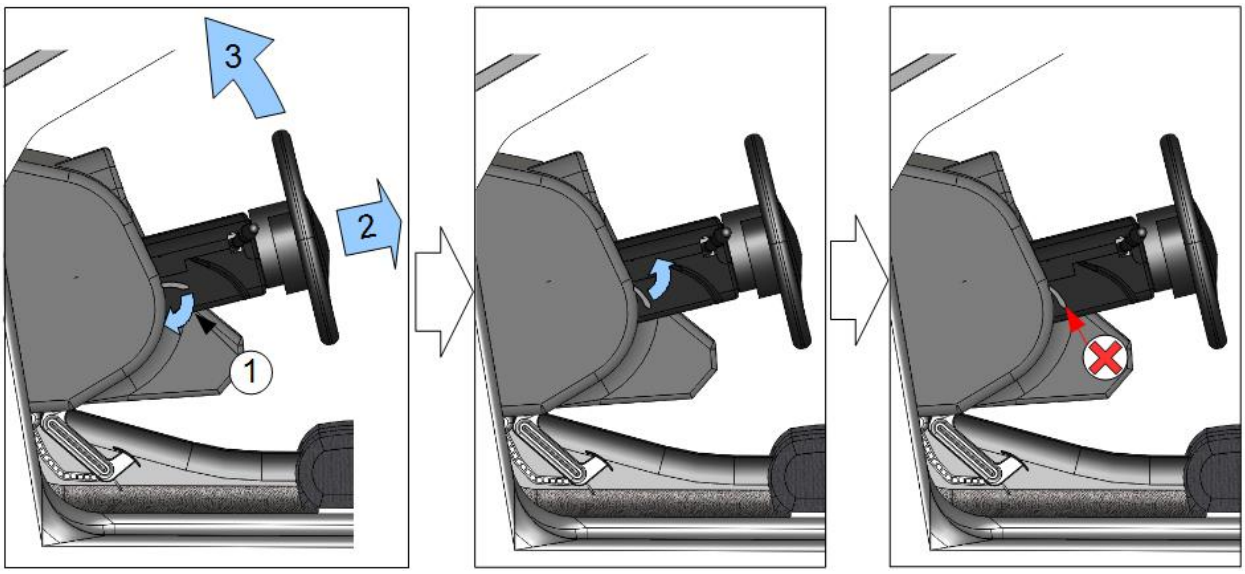
| TOOLS* |
|---|
| Torque wrench for the following tightening torques (2, 10 et 15 N.m) |
| Extension and universal joint for torque wrench |
| Socket 13 for torque wrench |
| Allen connector of 2.5mm |
| Allen connector adaptor to torque wrench |
| Allen key 2.5mm |
| Allen key 4mm |
| Flat key 11mm |
| Flat key 13mm |
| Flat key 14mm |
| Punch |
| Hammer |
| Drill-driver |
| Drill bit of 4.2mm |
| Drill bit of 6.8mm |
| Drill bit of 16mm |
| Tap M5/80 |
| Tap M8/125 |
| Square tube of 25mm |
| Welding torch |
| Heat gun |
| Cutter / Stanley knife |
| Cable tie |

** Tools not provided by SOJADIS (Non-exhaustive list).*

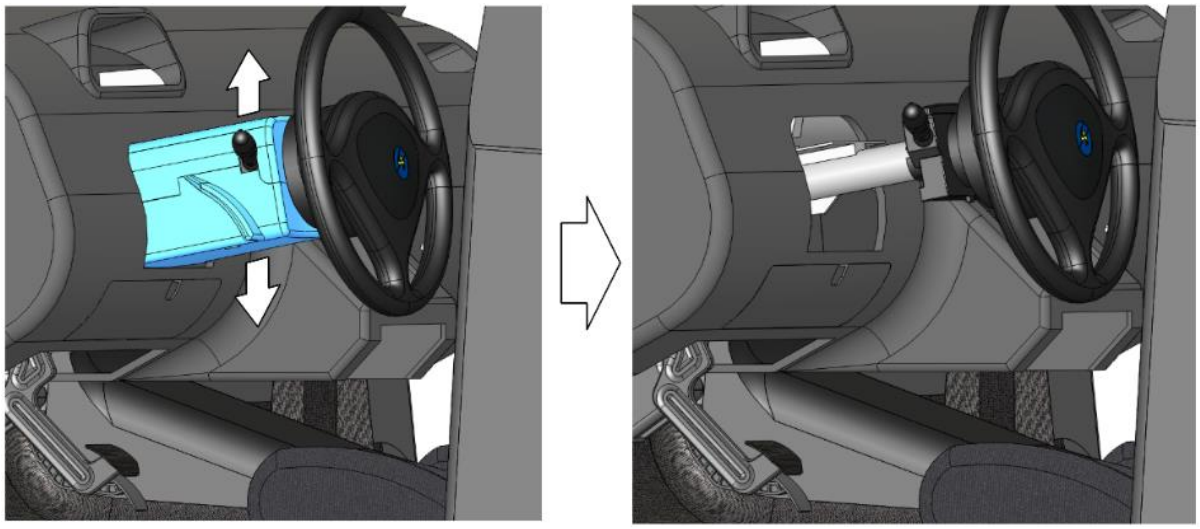
| Screws list | | | |
|---|---|---|---|
| **Picture** | **Reference** | **Designation** | **quantity** |
|  | FRD-01 | Threaded socket M8 | 1 |
|  | FSB | Fixing spring bracket | 2 |
|  | ROTULE-PHS8 | Ball joint PHS8 | 1 |
|  | ROTULE-EMBOUT-M8 | Ball joint end DIN 71802 | 1 |
|  | V_V_H-M8-L30 | hex-headed screws M8x30 10.9 ZB | 4 |
|  | V_V_H-M8-L14 | hex-headed screws M8X14 8.8 ZB | 2 |
|  | V_V_H-M8-L70 | hex-headed screws M8x70 8.8 ZB | 3 |
|  | V_V_BHC-M8X25 | Screw BHC M8x25 10.9 ZB | 1 |
|  | V_V_BHCE-M8X30 | Shouldered screw BHCE M8x30 10.9 ZB | 2 |
|  | V_V_FHC-M8X30 | Screw FHC M8x30 10.9 ZB | 2 |
|  | V_V_STHC-D8-L10-ZB | Threaded pins M8x10 ZB | 4 |
|  | V_V_STHC-D5-L5-ZB | Threaded pins M5x5 ZB | 1 |
|  | V_V_STHC-D5-L8-ZB | Threaded pins M5x8 ZB | 1 |
|  | V_R_P-D8 | Washer D8 serie M ZB | 4 |
|  | V_R_C-8X14X1 | Lock washer 8x14x1 | 1 |
|  | V_E_HF-D8 | Nylstop nuts M8 ZB | 3 |
|  | V_E_M8 | Nuts M8 ZB | 2 |
|  | V_E_HP-M8 | Sheet-metal nut type PAL M8 ZB | 1 |
|  | ENTRETOISE-M8X30 | Female threated cylindrical Strut M8x30 ZB | 3 |
|  | RESSORT-D10-FR01 | Tension spring L110 | 1 |
|  | GTHR19,0MM | thermoplastic material D19x260 | 1 |
|  | 999MAIEM000N | Nut cover M6 | 2 |
|  | 999MAIEM001N | Nut cover M8 | 2 |

## 2 Steering wheel adjustment and flywheel housing removal

**2.1 Adjust the steering-wheel in "pulled position – high position". Then, lock the steering wheel adjustment handle.**

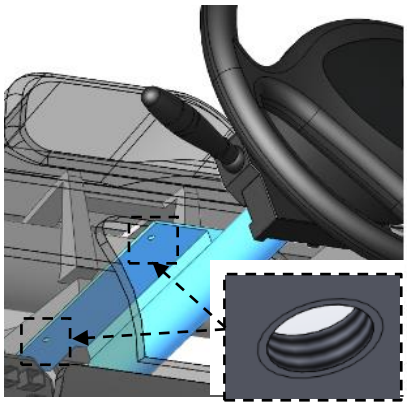
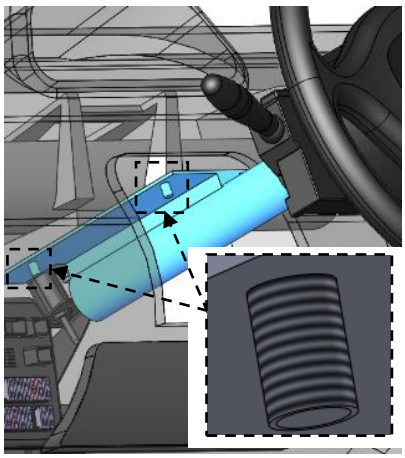
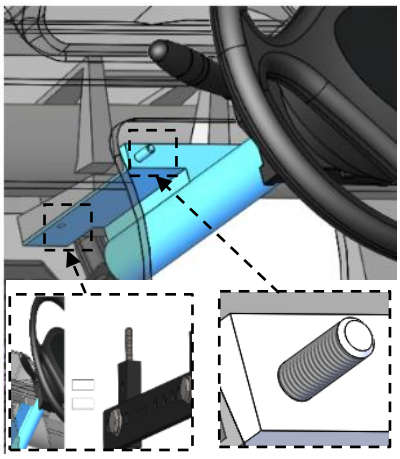



**2.2 Remove the flywheel housing – under part; over part if possible (see examples below).**



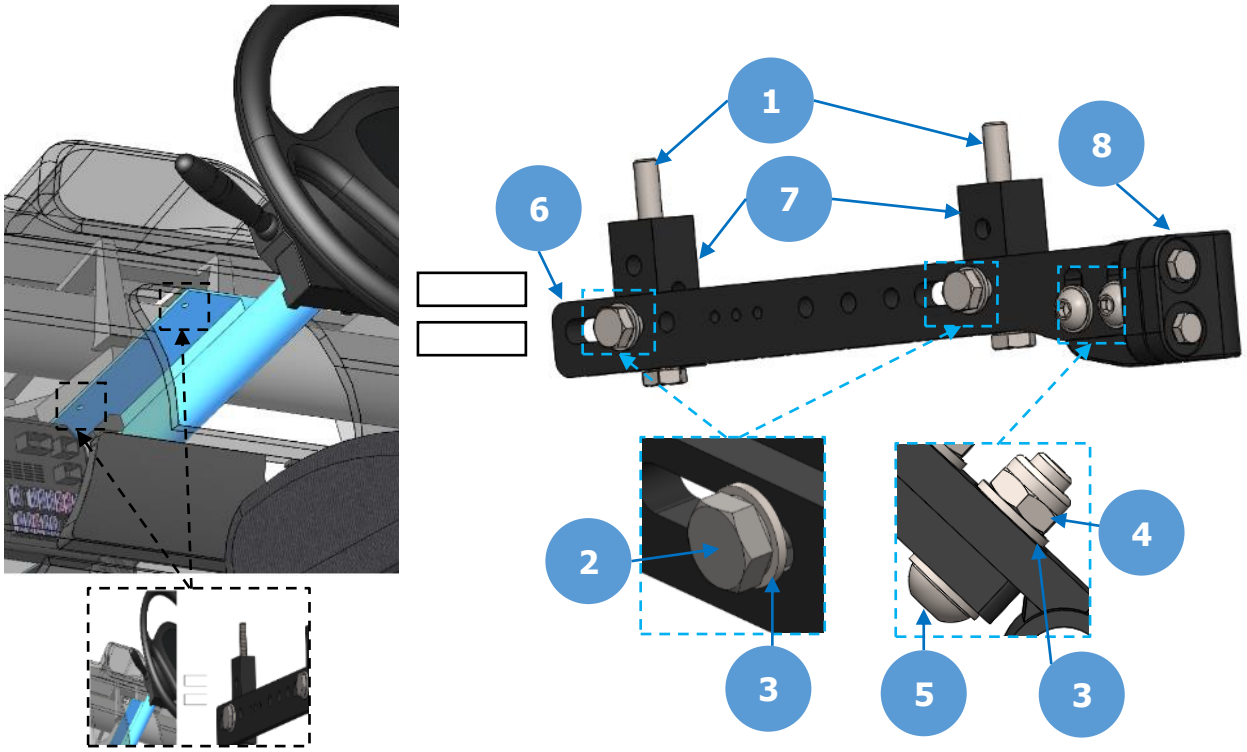
## 3 Assembly and installation of the bracket located under the steering column

**The following installations are only as examples. There are other options depending on your vehicle. In some cases it is possible that you may need to weld and use some parts from the universal plates not used to create reinforcements.**

| Designation | Picture | Relevant pages |
|---|---|---|
| Steering column PSA type (installation example) |  | Pages 9 to 11 |
| Steering column Renault type (installation example) |  | Pages 12 to 16 |
| Other possible installations (installation example) |  | Pages 17 to 21 |

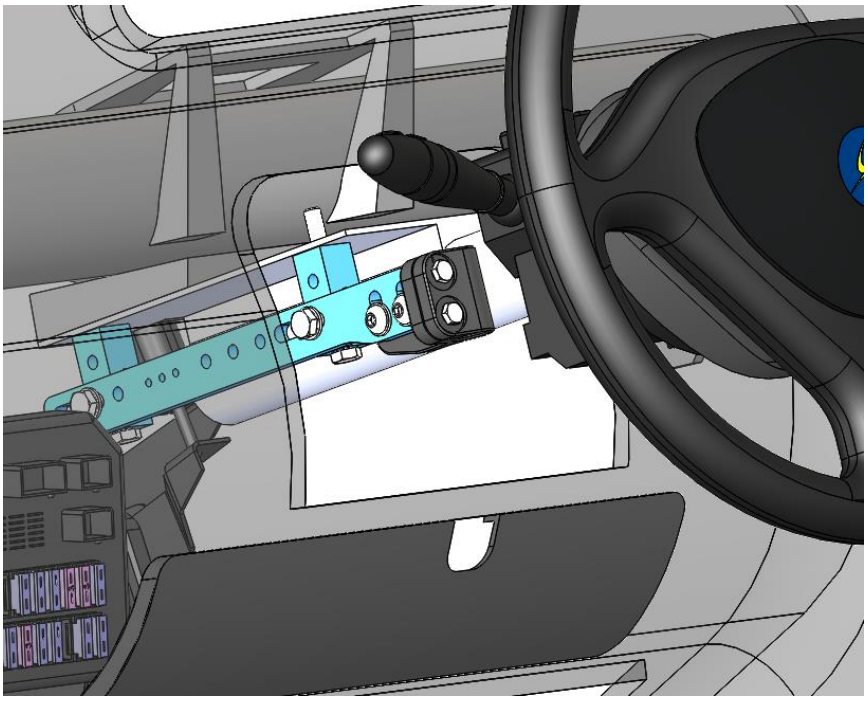
## 3.1 Steering column PSA type

### 3.1.1 Assembly the bracket without tighten the screws

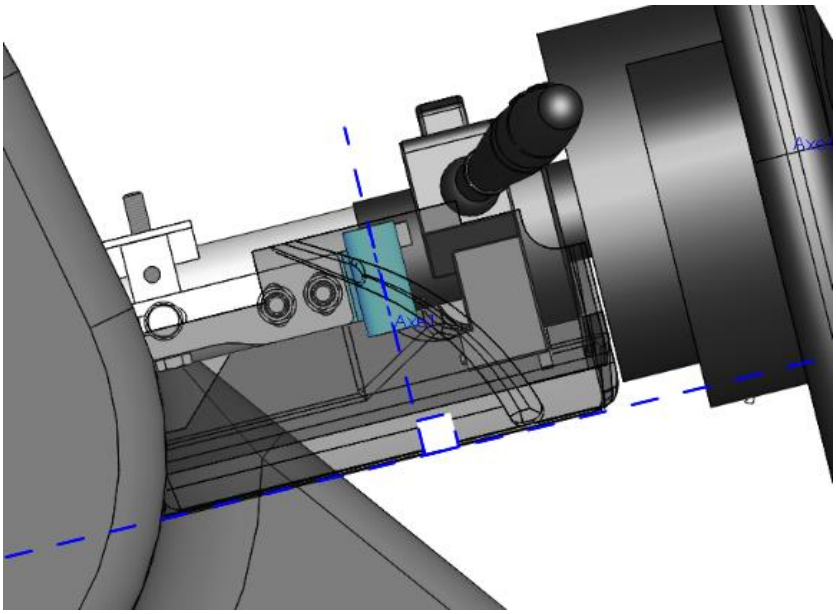



| Indication | Designation | Quantity |
|---|---|---|
| 1 | hex-headed screws M8x70 8.8 ZB | 2 |
| 2 | hex-headed screws M8X14 8.8 ZB | 2 |
| 3 | Washer D8 serie M ZB | 4 |
| 4 | Nylstop nuts M8 ZB | 2 |
| 5 | Screws M8x30 10.9 ZB ***OR*** hex-headed screws M8x30 10.9 ZB | 2 |
| 6 | Universal flat | 1 |
| 7 | Universal strut | 2 |
| 8 | x1 Adjustable sleeve + x2 screws M6x20 class 8.8 | 1 |

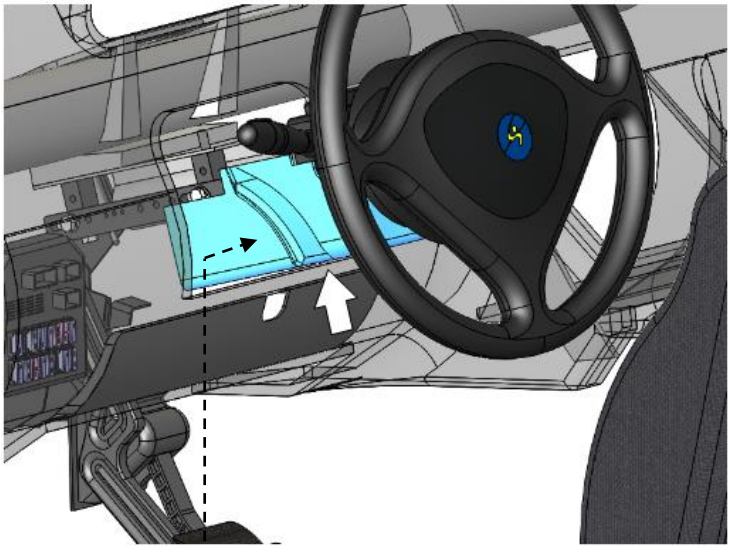
3.1.2 Adjust and place the bracket under the steering column. **Tighten the screws using the specified tightening torque** (see Annex tightening torque). Do not tighten the adjustable sleeve before the next step.



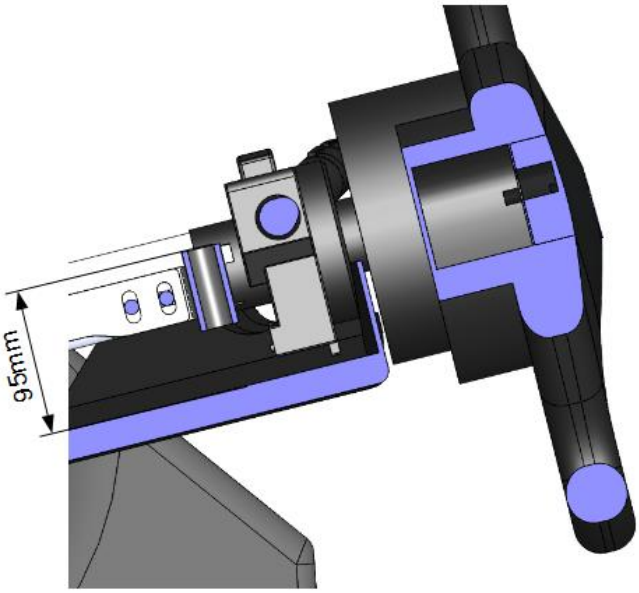
3.1.3 Adjust the adjustable sleeve so as the socket axis is closed to an angle of 90° to the casing under steering wheel when it is installed (screw the casing under steering-wheel if necessary).



3.1.4 Retighten the casing under steering wheel. The distance between the cylindrical body of the socket and the casing under steering wheel must be less than 95 mm. If it is more, adjust again the bracket and then **retighten the screws at the required tightening torque**. (See annex tightening torque).

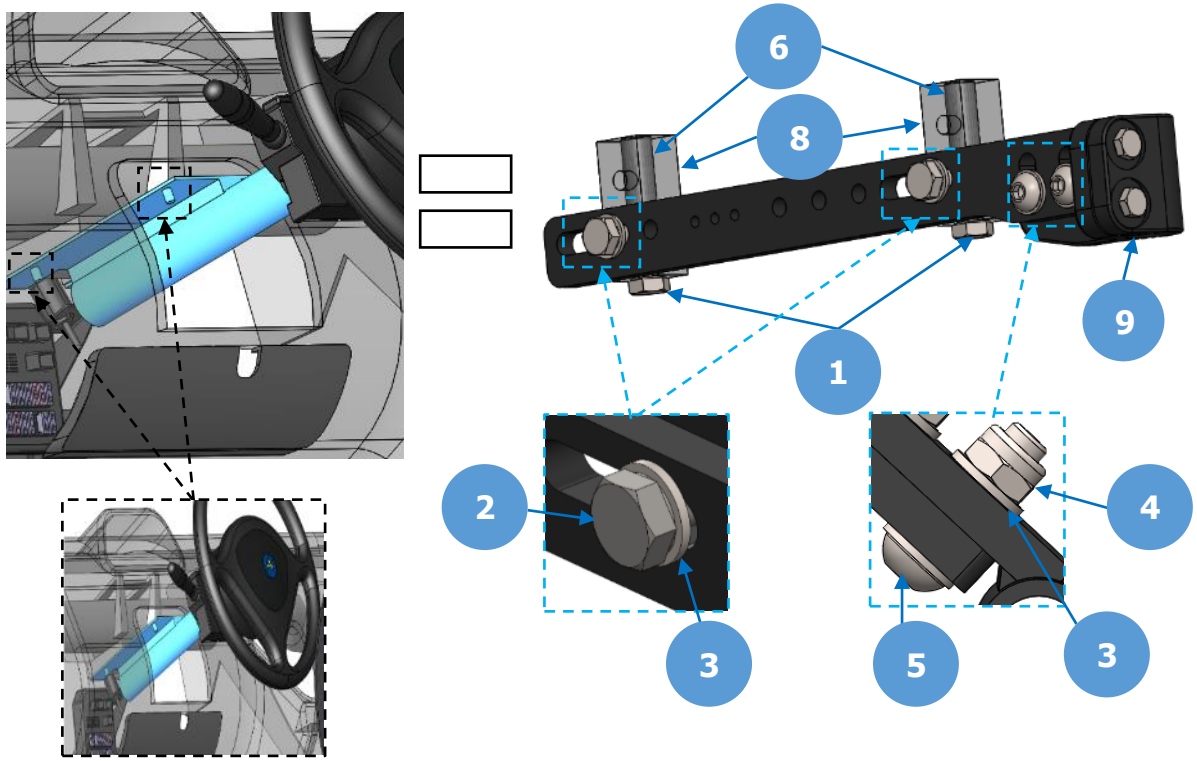


**Sectional view**



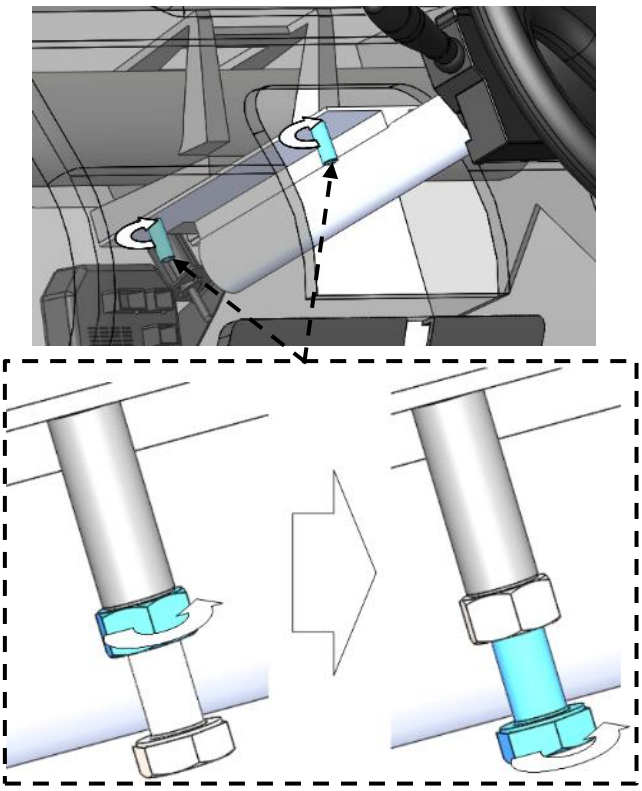

*Link to the next section*

## 3.2 Steering column RENAULT type

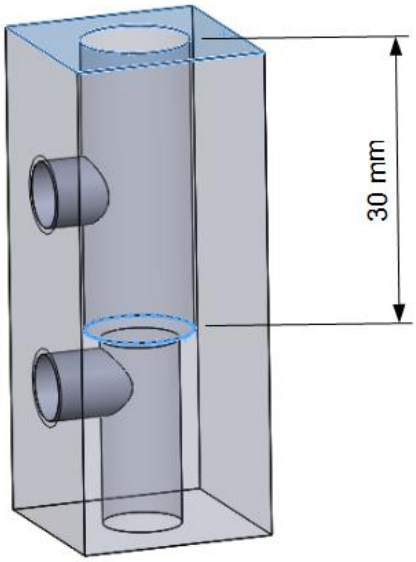



| Indication | Designation | Quantity |
|---|---|---|
| 1 | hex-headed screws M8x30 10.9 ZB | 2 |
| 2 | hex-headed screws M8X14 8.8 ZB | 2 |
| 3 | Washers D8 serie M ZB | 4 |
| 4 | Nylstop nuts M8 ZB | 2 |
| 5 | Screws BHCE M8x30 10.9 ZB ***ODER*** hex-headed screws M8x30 10.9 ZB | 2 |
| 6 | Female threated cylindrical Strut M8x30 ZB | 2 |
| 7 | Universal flat | 1 |
| 8 | Universal strut | 2 |
| 9 | x1 Adjustable sleeve + x2 screws M6x20 class 8.8 | 1 |

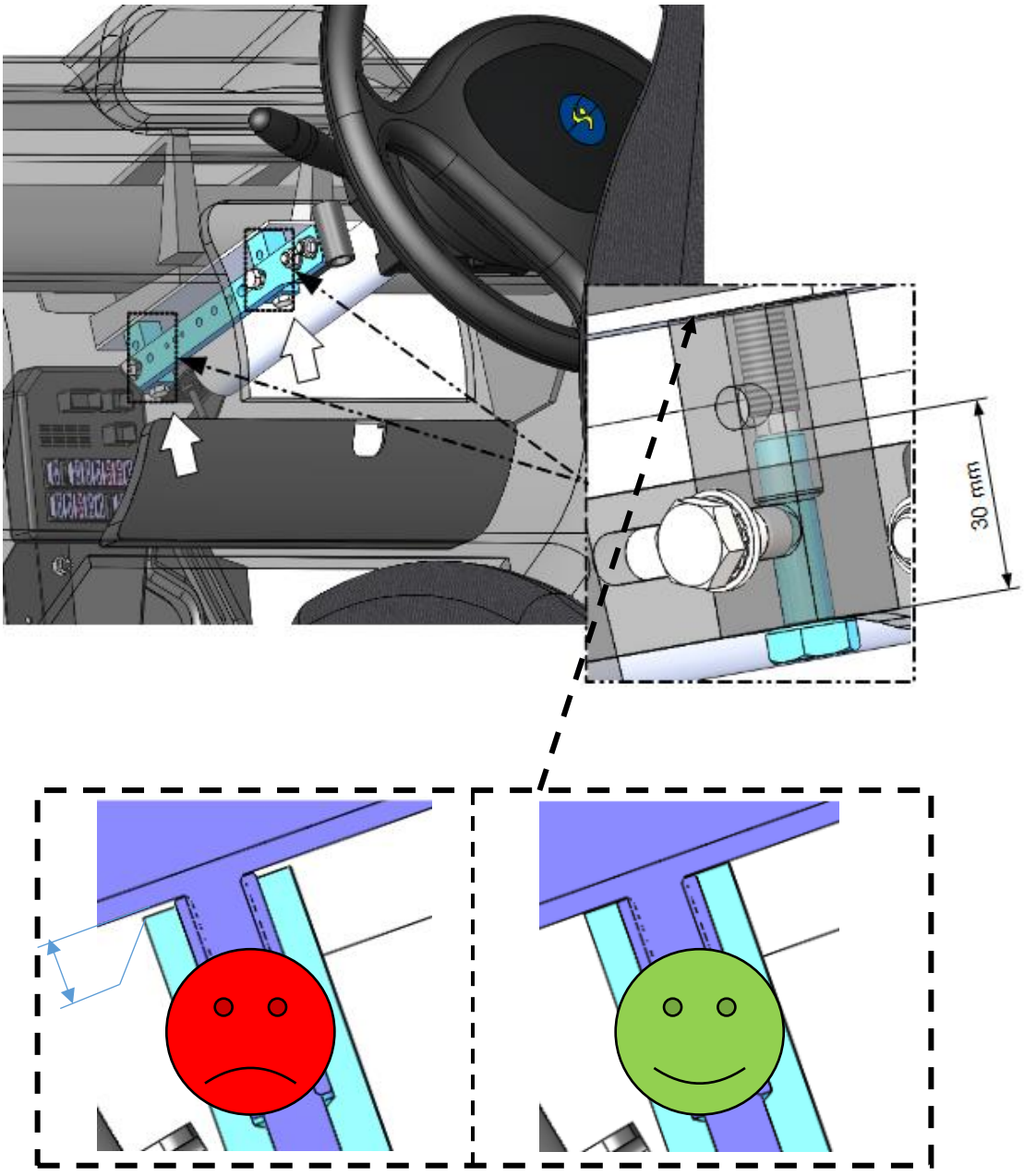
3.2.1 Screw both threated cylindrical struts in the dowel pins located under the steering column (use a screw M8/125 and a nut M8/125 for tightening).



3.2.2 Drill the strut with a drill of 11 mm diameter and a depth of 30 mm.

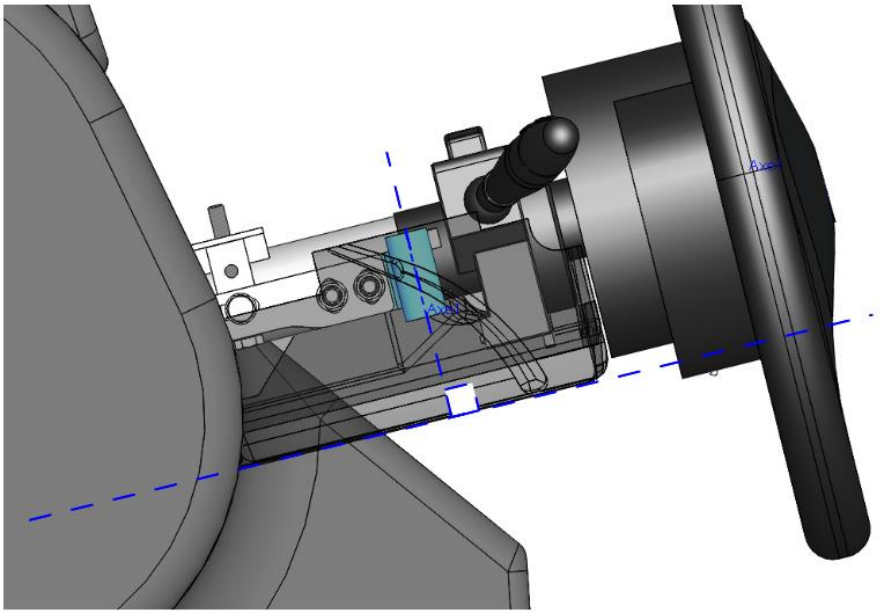


3.2.3 Assembly and adjust the bracket so as you can place it under the steering column. Cut the screws M8x70 at the desired length and place the bracket under the steering column (you can also use specific screws). **Tighten the screws using the specified tightening torque** (see Annex tightening torque). Do not tighten the adjustable sleeve before the next step

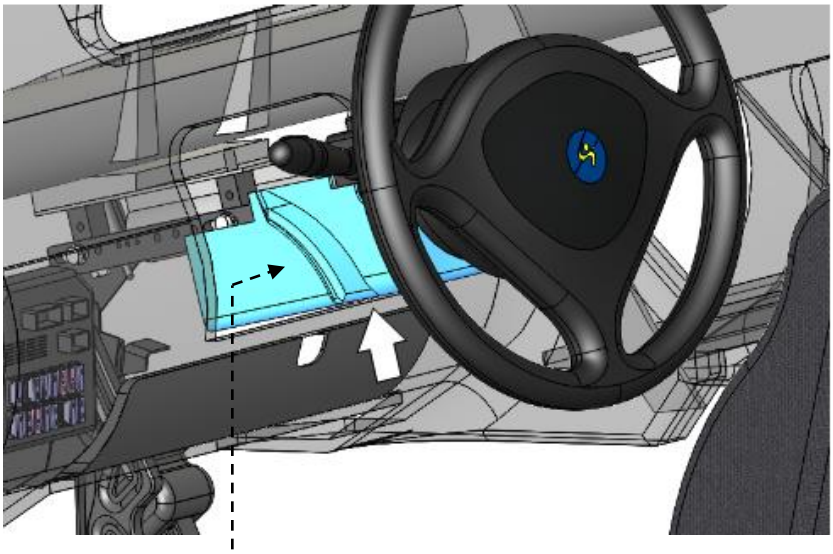



**The universal strutes MUST be in contact with the steering comumn.**

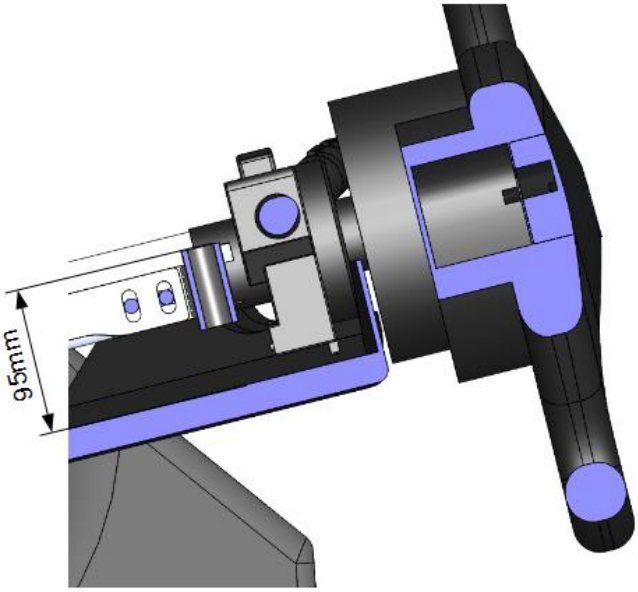
3.2.4 Adjust the adjustable sleeve so as the socket axis is closed to an angle of 90° to the casing under steering wheel when it is installed (screw the casing under steering-wheel if necessary).



3.2.5 Retighten the casing under steering wheel. The distance between the cylindrical body of the socket and the casing under steering wheel must be less than 95 mm. If it is more, adjust again the bracket and then **retighten at the required tightening torque**. (See annex tightening torque).

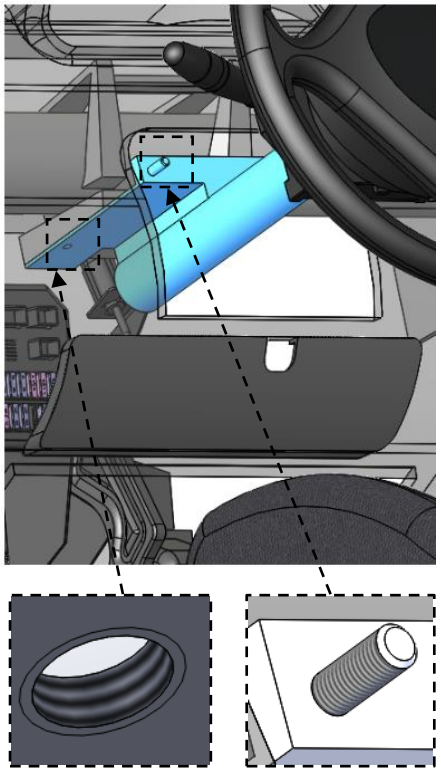


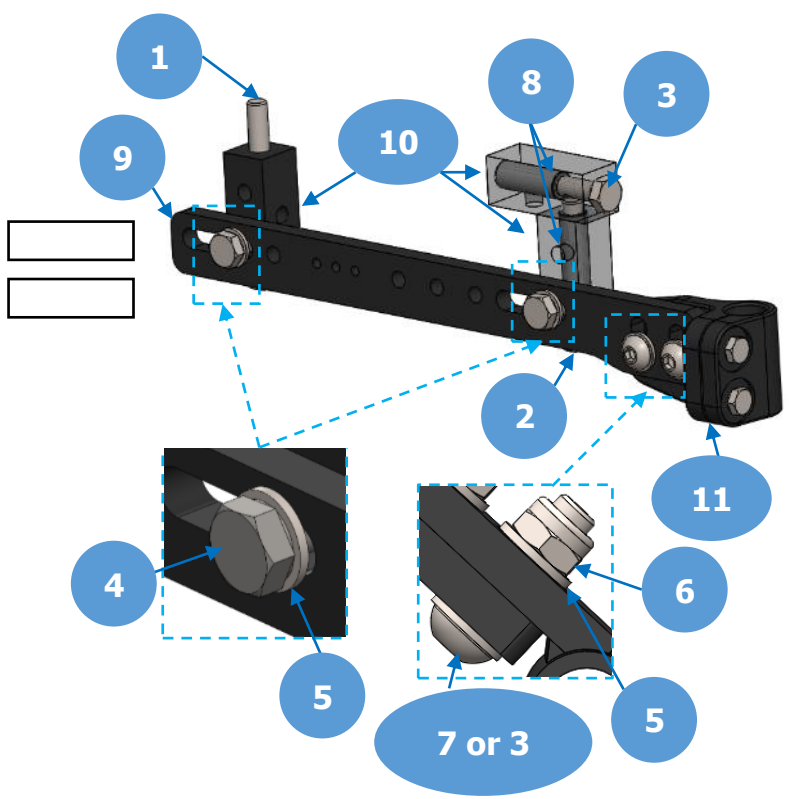
**Sectional view**




*Link to the next section*

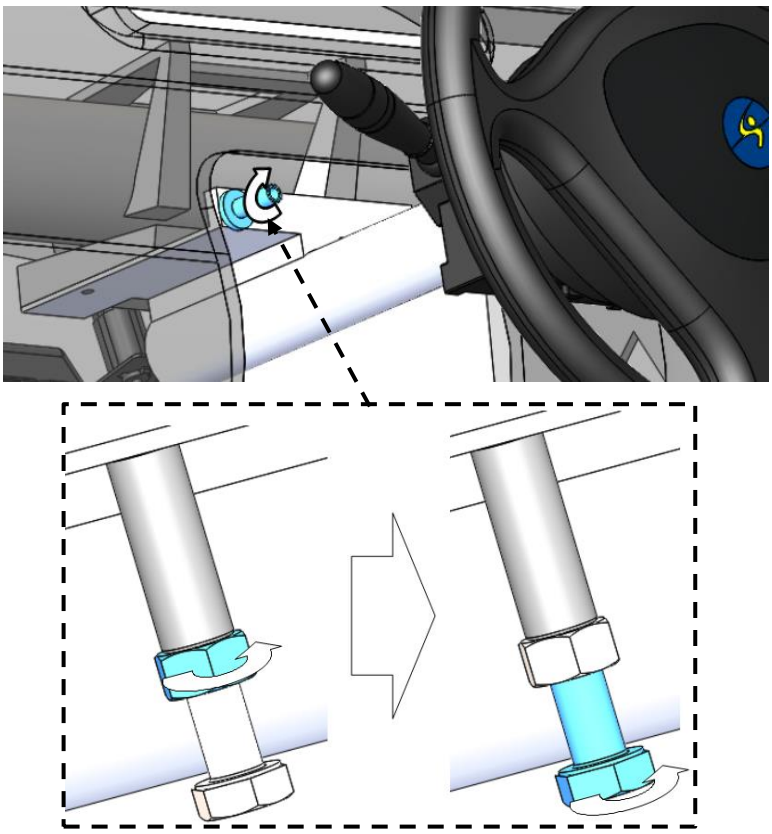
## 3.3 Other possible installations



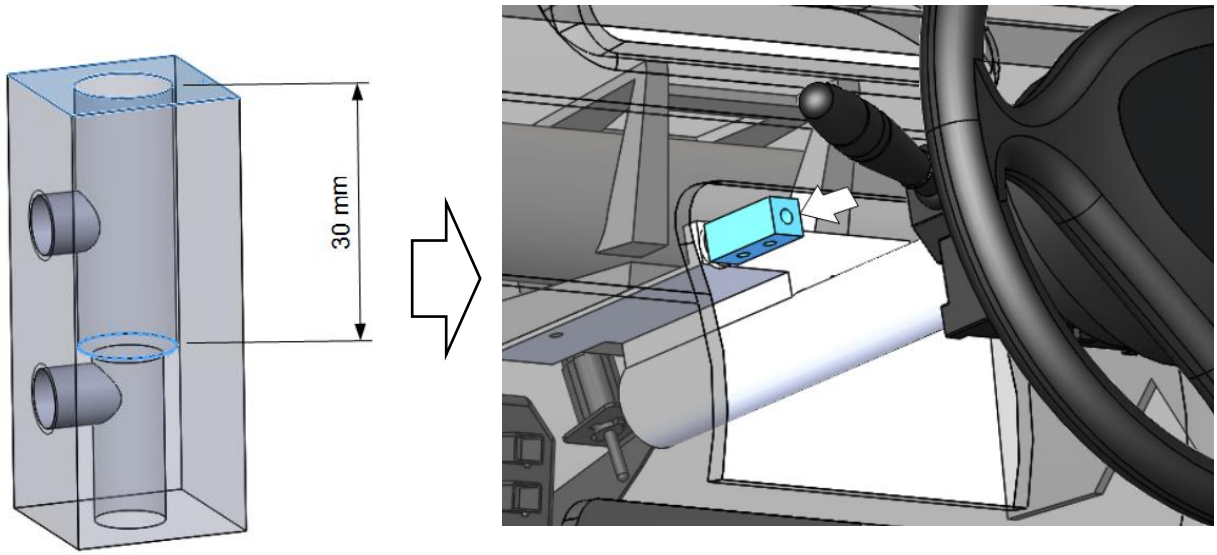



| Indication | Designation | Quantity |
|---|---|---|
| 1 | hex-headed screws M8x70 8.8 ZB | 1 |
| 2 | hex-headed screws M8x55 8.8 ZB | 1 |
| 3 | hex-headed screws M8x30 8.8 ZB | 1 |
| 4 | hex-headed screws M8X14 8.8 ZB | 2 |
| 5 | Washers D8 serie M ZB | 4 |
| 6 | Nylstop nuts M8 ZB | 2 |
| 7 | Screws BHCE M8x30 10.9 ZB | 2 |
| 8 | Female threated cylindrical Strut M8x30 ZB | 1 |
| 9 | Universal flat | 1 |
| 10 | Universal strut | 3 |
| 11 | x1 Adjustable sleeve + x2 screws M6x20 class 8.8 | 1 |

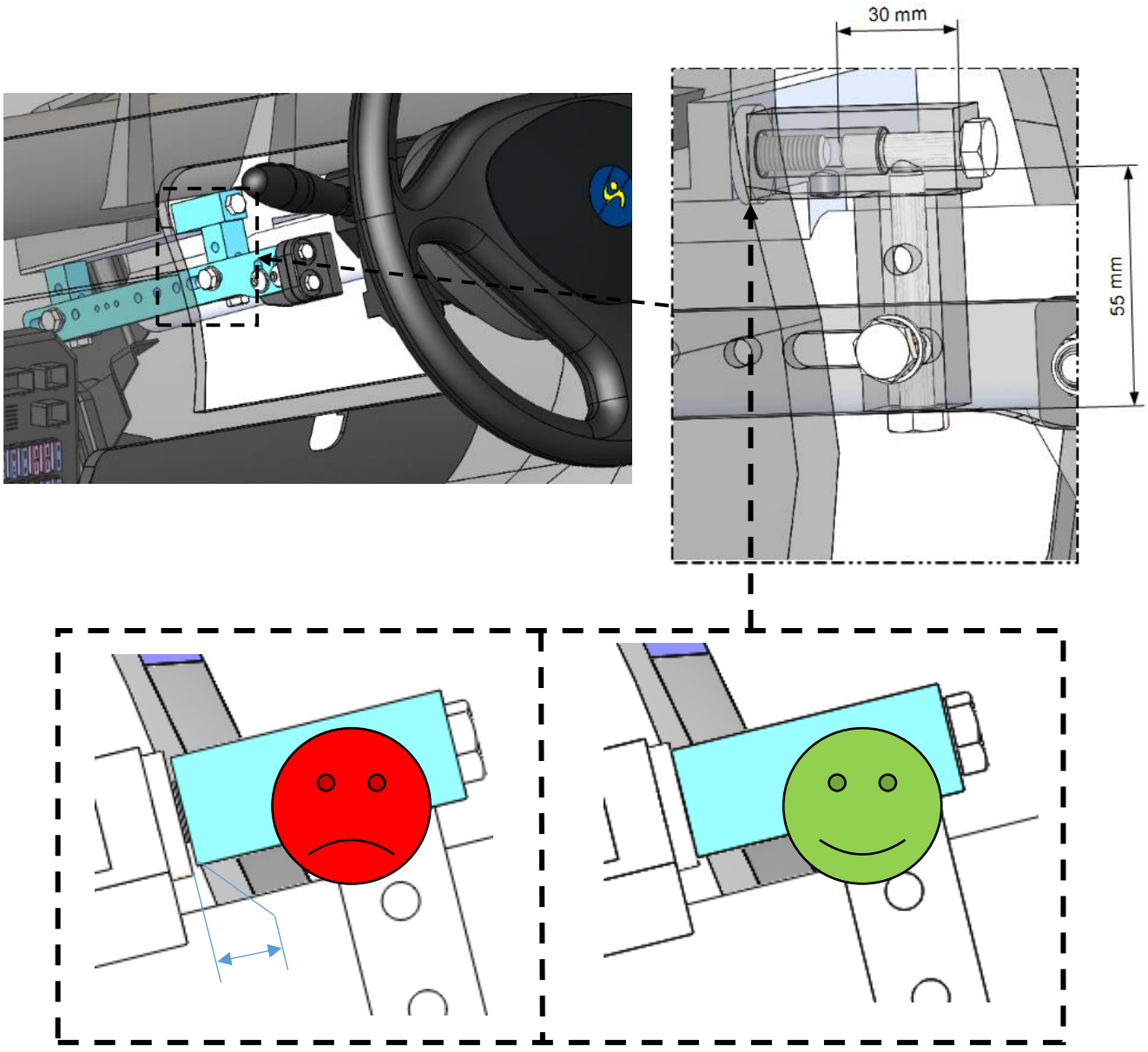
3.3.1 Screw one threated cylindrical strut in the dowel pins located under the steering column (use a screw M8/125 and a nut M8/125 for tightening). In some cases, it is possible that you need to insert one wash behind the strut (when you will assembly the bracket).



3.3.2 Drill the strut with a drill of 11 mm diameter and a depth of 30 mm. Then place it on the cylindrical strut (threading orientated downwards).

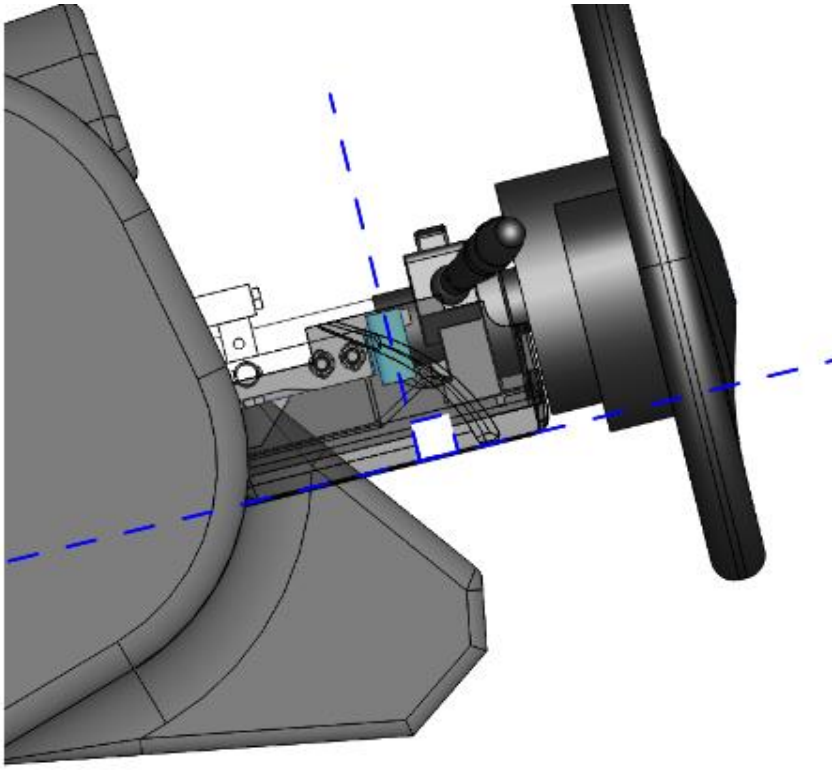


3.3.3 Assembly and adjust the bracket so as you can place it under the steering column. Cut the screws M8x70 at the desired length and place the bracket under the steering column (you can also use specific screws). **Tighten the screws using the specified tightening torque** (see Annex tightening torque). Do not tighten the adjustable sleeve before the next step.

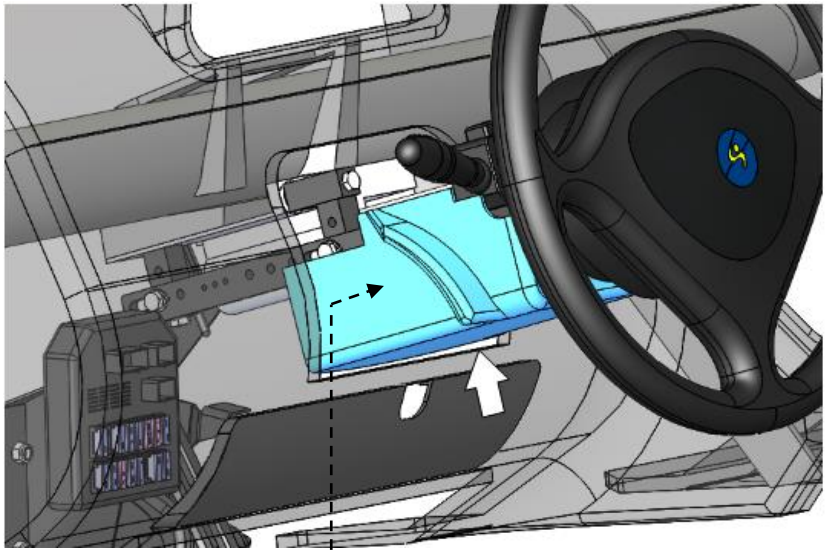



**The universal strutes MUST be in contact with the steering comumn.**

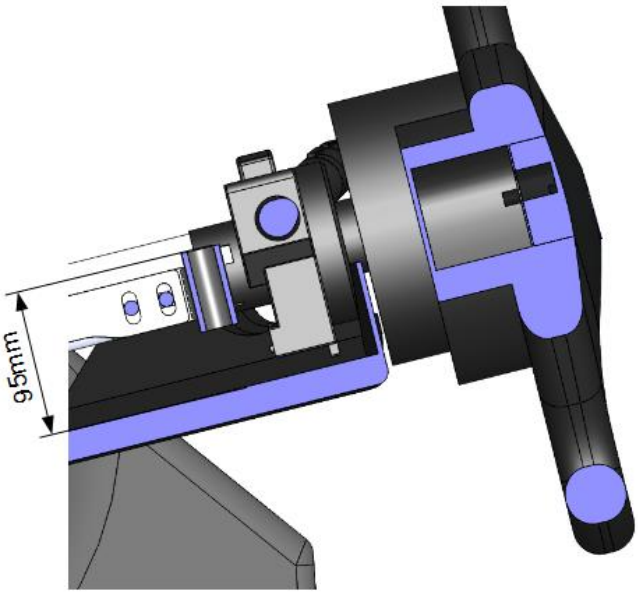
3.3.4 Adjust the adjustable sleeve so as the socket axis is closed to an angle of 90° to the casing under steering wheel when it is installed (screw the casing under steering wheel if necessary).



3.3.5 Retighten the casing under steering wheel. The distance between the cylindrical body of the socket and the casing under steering wheel must be less than 95 mm. If it is more, adjust again the bracket and then **retighten at the required tightening torque**. (See annex tightening torque)



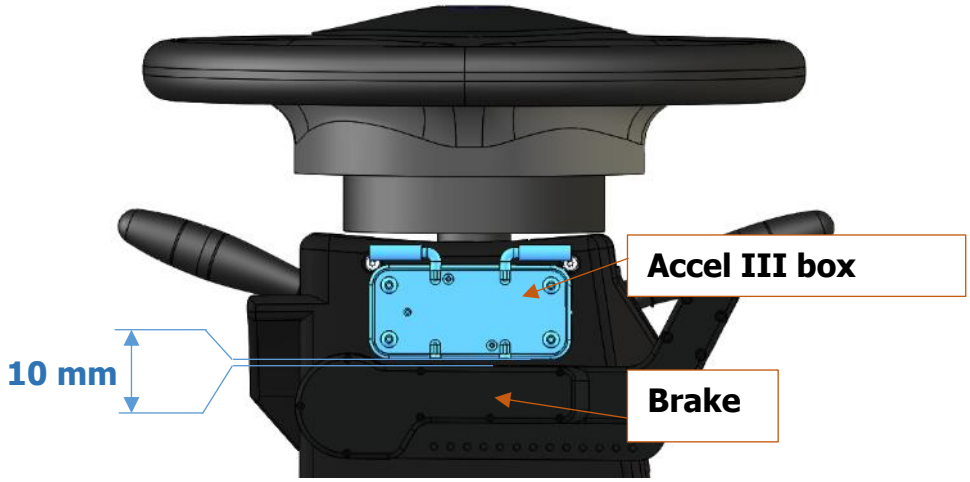
**Sectional view**



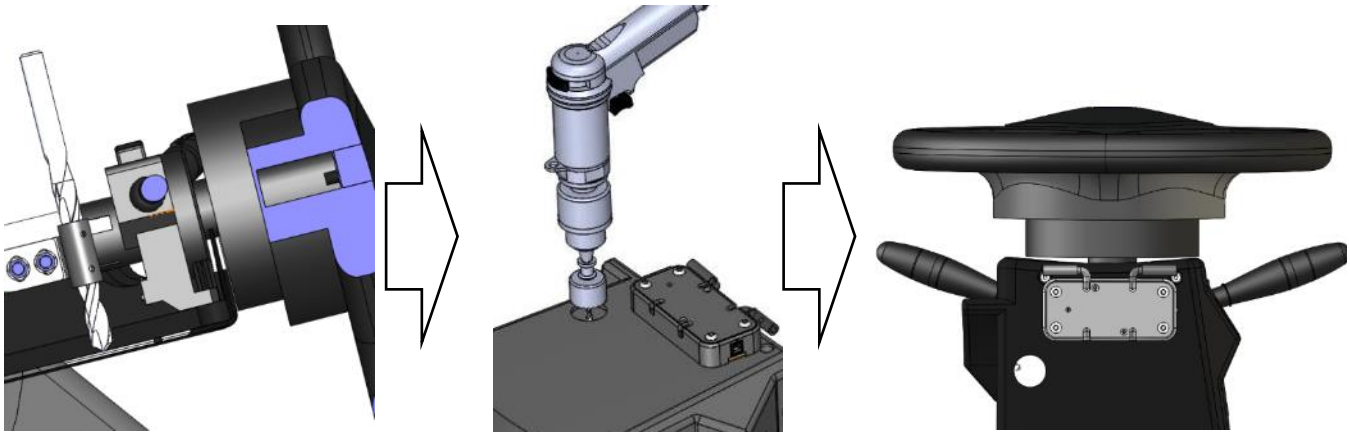

*Link to the next section*

## 4 Drilling of flywheel housing and brake positioning

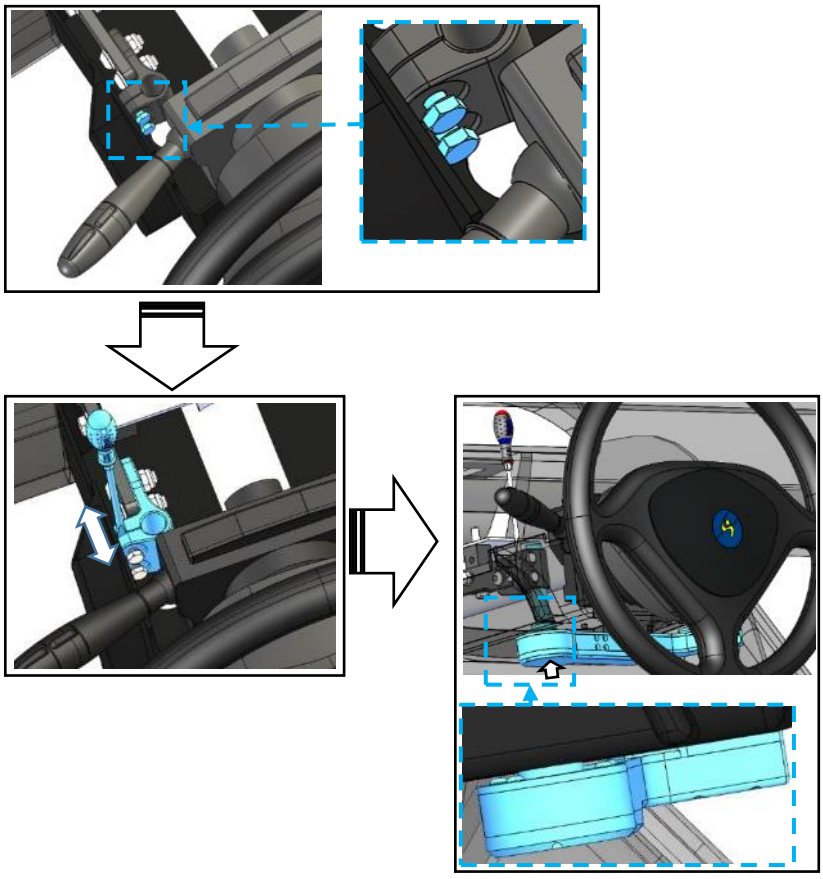
4.1 If you install our Accel III – levers accelerator system, we advise you that before drilling the casing under steering wheel, think up of the location of the levers box (see in blue below). Please leave some clearance between the Accel III box and the brake, if necessary adjust your bracket under the steering column.



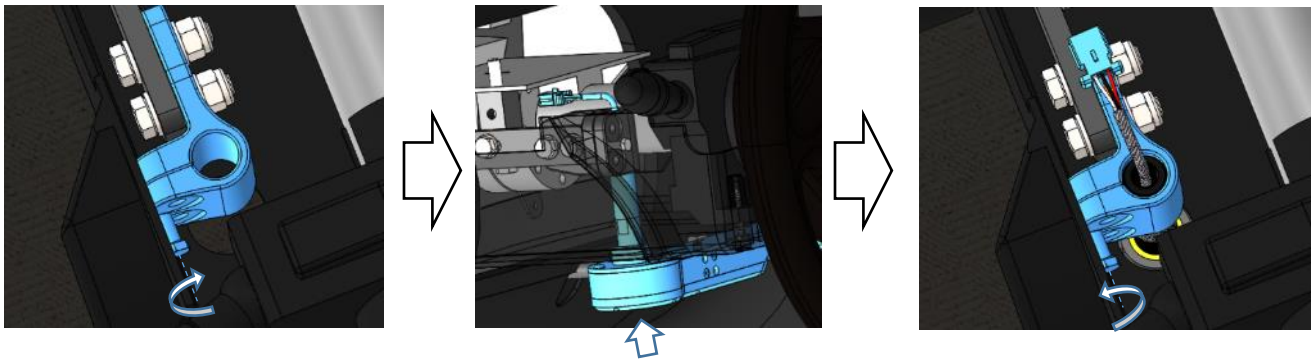

4.2 Locate the drill centre from the casing with a shaft of e.g. 16 mm drill. Then, drill by using a hole saw of 28 mm diameter. Before drilling, we advise you to remove the flywheel housing. **If your adjustable sleeve is outside the casing, please ignore this step.**



4.3 After fixing the flywheel housing, release both screws M6x20 from the adjustable sleeve. Insert the brake lever into the adjustable sleeve by pulling it apart with a screwdriver. It is advisable to position the brake lever as closed as possible from the flywheel housing in order to facilitate the passage of the knees. Remove the flat screwdriver once the brake lever is positioned, the brake is held in the socket.

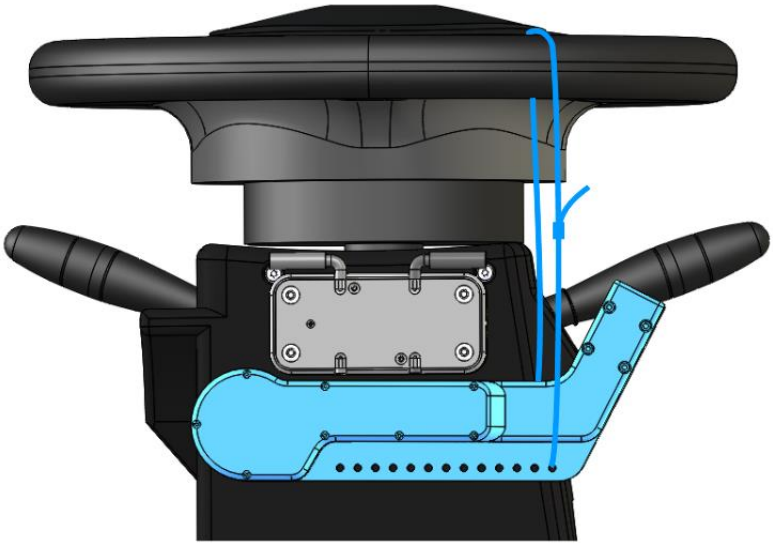


To remove the socket you can also use an M5 screw (tighten the M5 screw to remove the socket). Please remove this screw after positioning the brake lever.

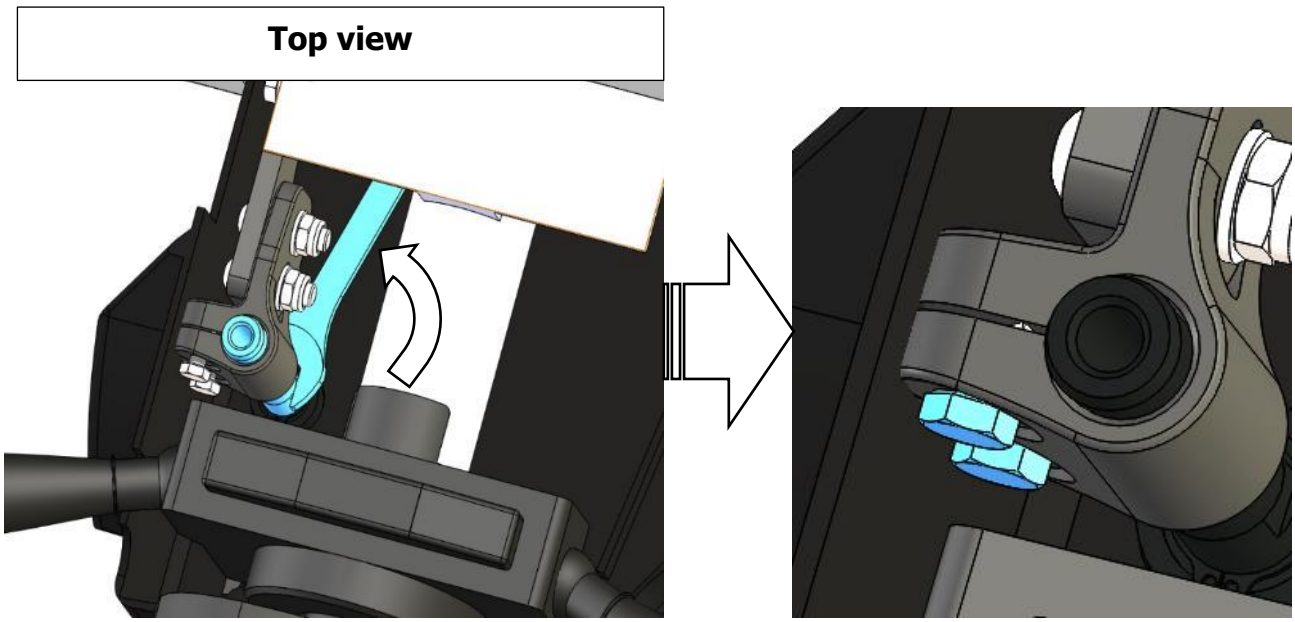


## 5 Shaping of the FUH part.

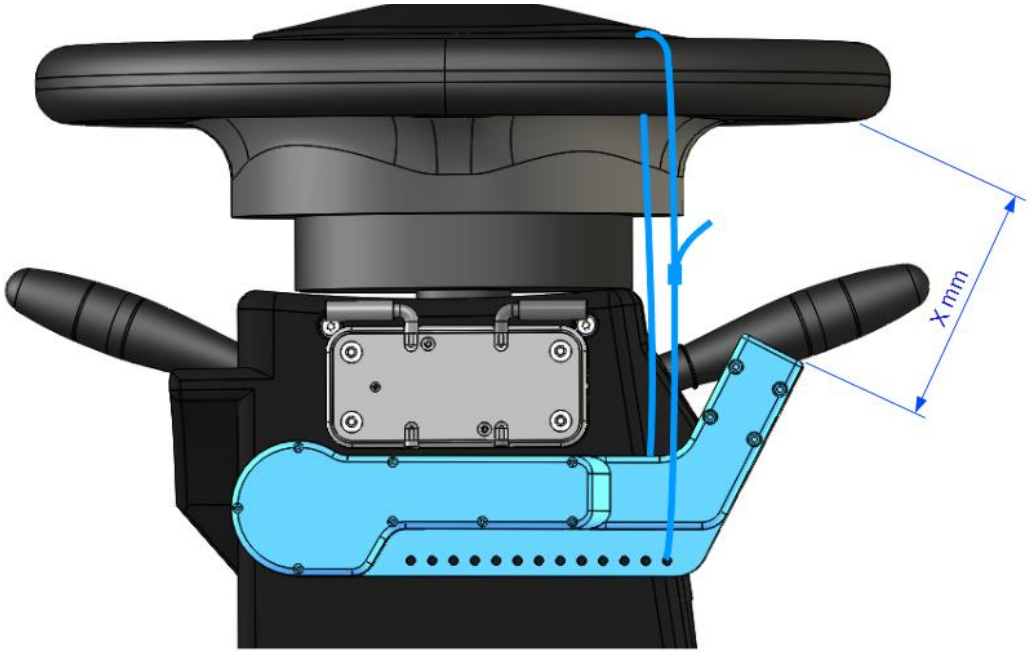
5.1 With cable tie Rilsan type, fasten the brake lever to the steering-wheel. Then tighten the cable tie Rilsan type so as the brake lever is positioned in parallel from the steering wheel or the Accel III box (if this product is installed).



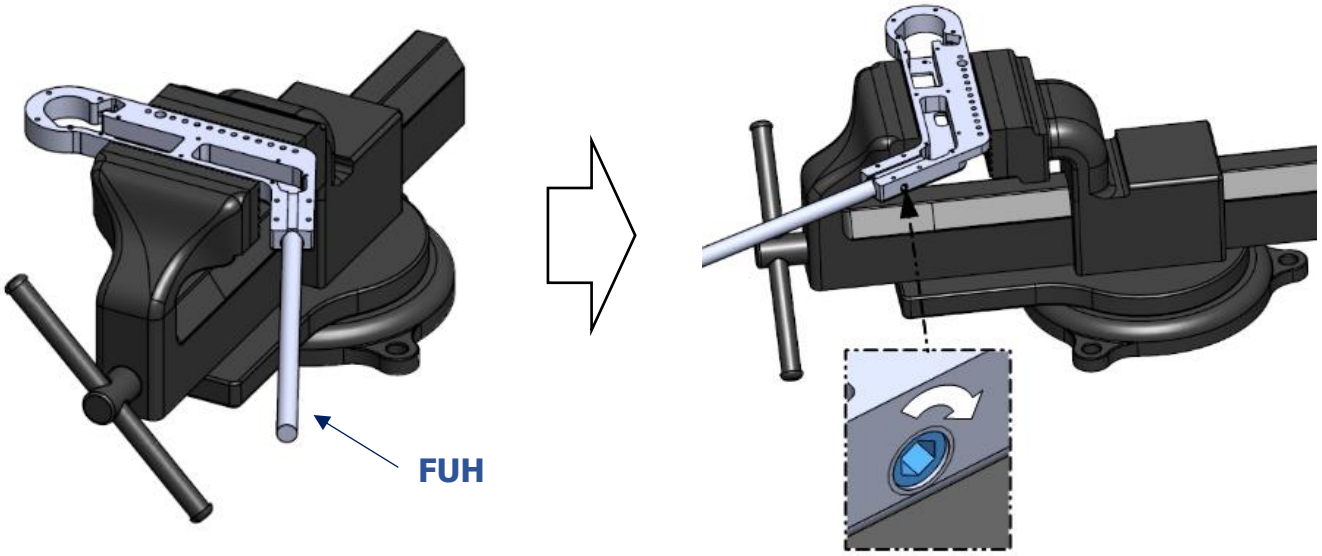
5.2 With a 14mm open-end wrench, turn the pivot axis counter-clockwise (top view) until it stops mechanically. Then tighten both hex-headed screws M6 to a torque of 9.5 N.m.



5.3 Measure the distance X between the brake and the steering-wheel (see below).



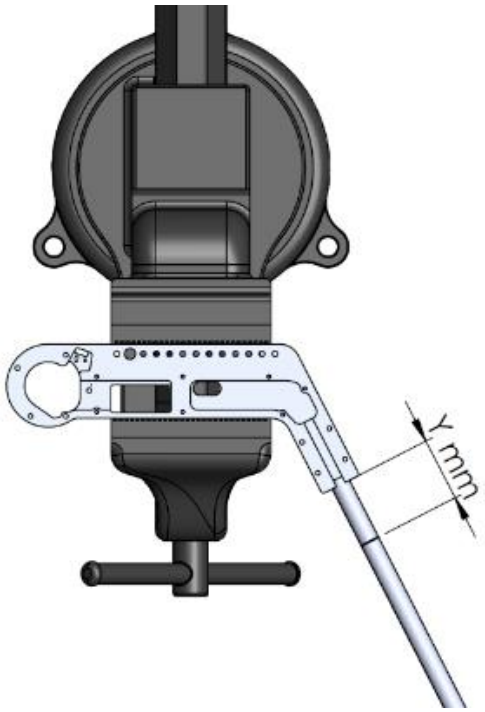

5.4 Si Place the mounting tool STOPDIS II in the vice and insert the FUH part in the mounting tool. Lock the FUH part with the threated pin M8x10.



5.5 With a marker pin, mark a point corresponding to the folding zone.
The mark has to be determined as described below:

Y = X mm (measure between the brake and the steering wheel) – 60 mm (data SOJADIS).

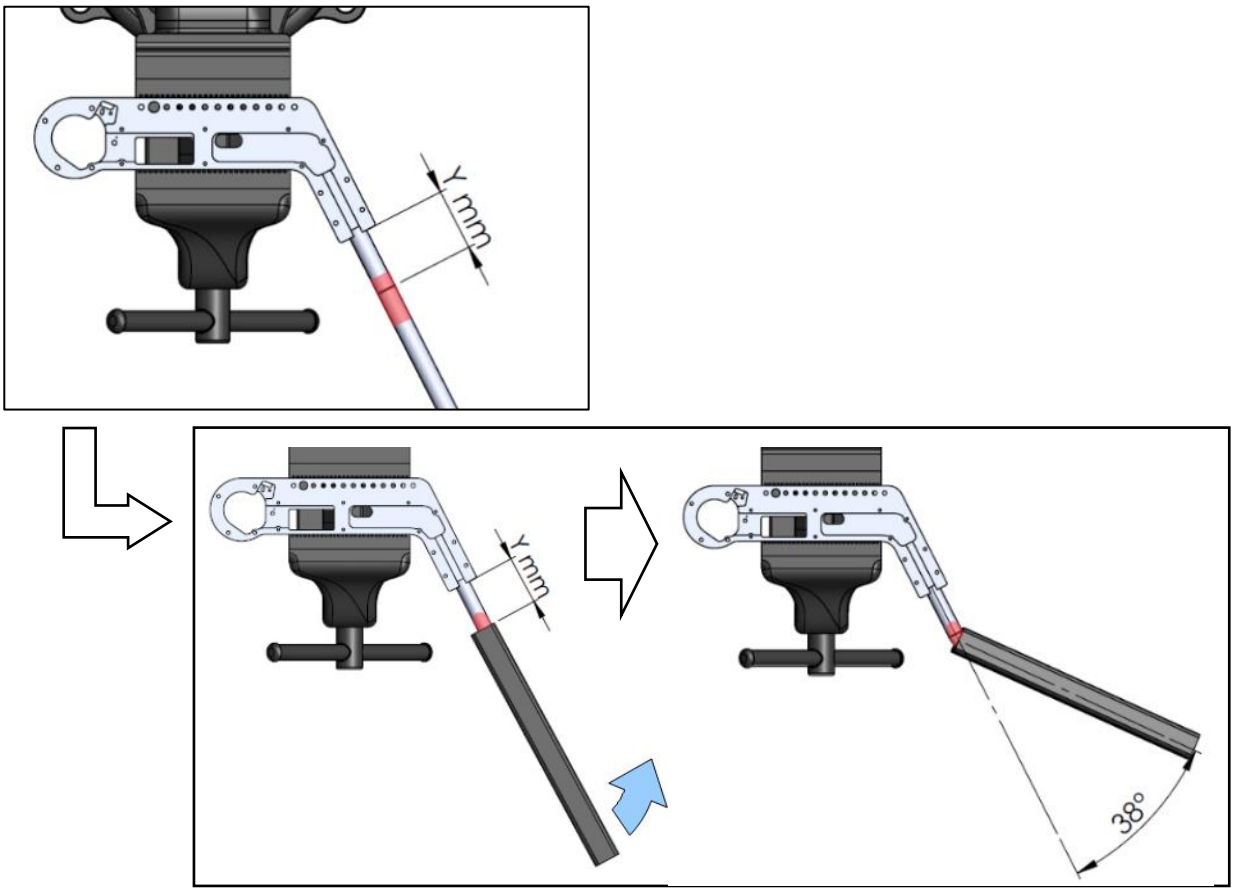
For quick release brake lever, **Y** must be more than 28 mm.



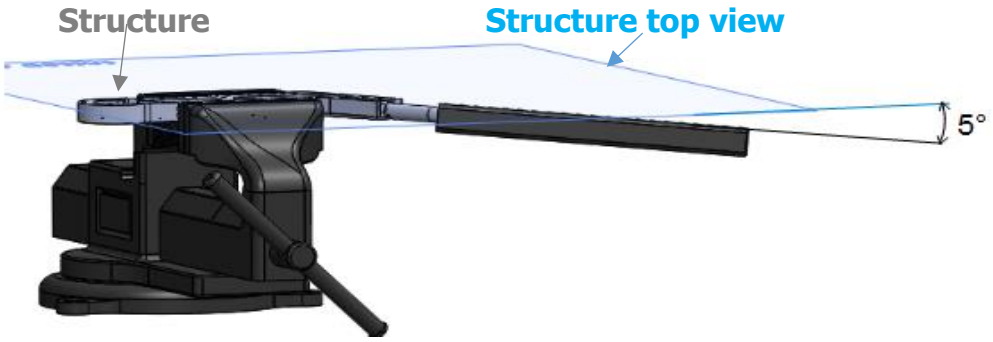
For hot bending of the stainless steel rod (FUH), in order to have nice foldings and prevent **break or material cracking**, please follow these steps:

- Heat over a large enough area
- When the material is red, bend gradually without forcing too much (heat continuously if necessary).

6.6 Heat the part with a welding torch on the area indicated in red, insert a 25 mm square tube and fold it at the previous made mark with an angle of 38°.




5.7 Heat up the part indicated on the red area at the previous step. Then with the square tube bend at the mark at an angle of about 5° in comparison to the top view (see below)



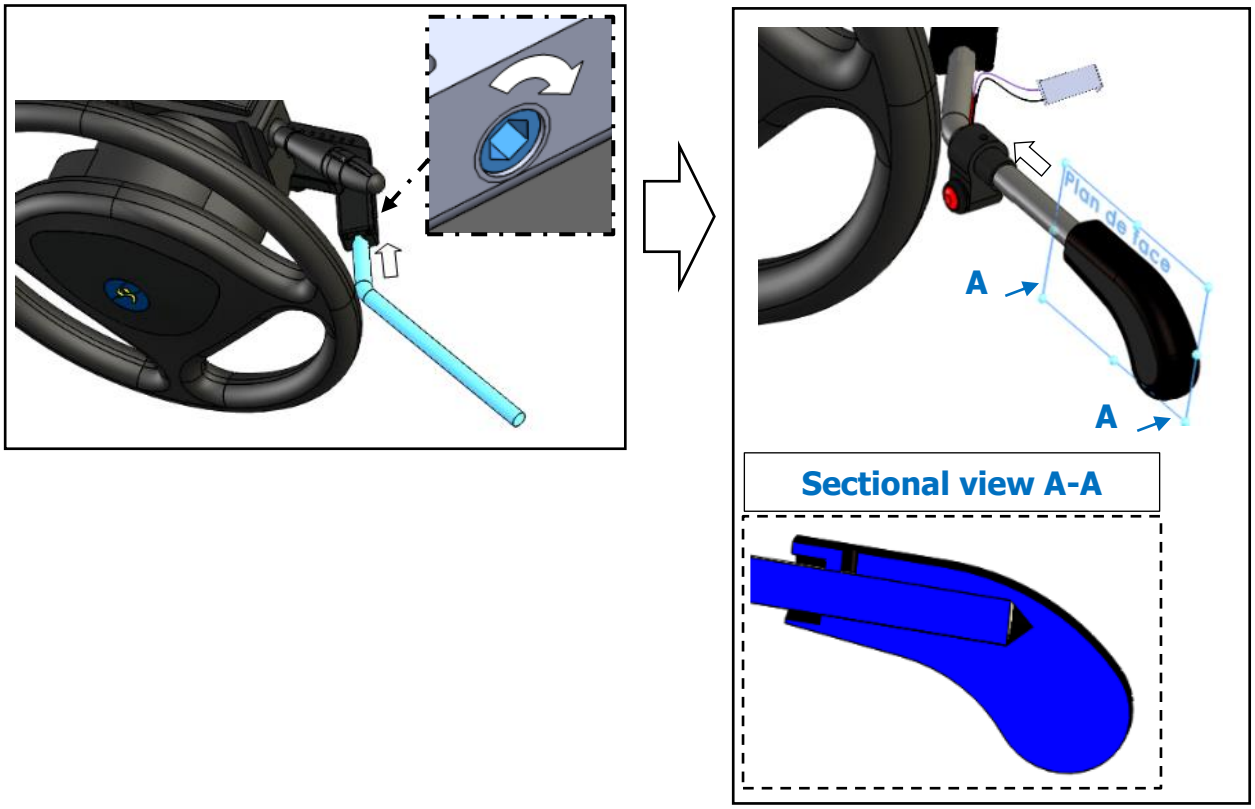
## 6 Positioning and fixing of the brake grip before coating

Remove the FUH part from the Stopdis II mounting tool. When the part is cold again, **please follow the instructions depending on your brake kit.**

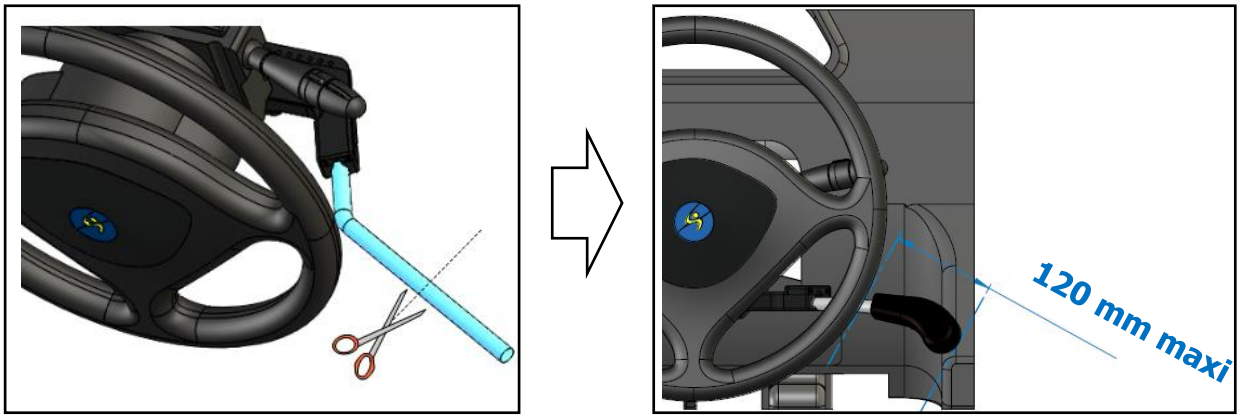
| Designation | Picture | Relevant pages |
|---|---|---|
| Brake with locking system |  | Pages 29 to 35 |
| Brake with locking system and interface plug and play |  | Pages 36 to 39 |

## 6.1 Brake with locking system

6.1.1 Insert the FUH part into the brake lever installed on the vehicle. Tighten the threated pins M8x10. Insert the wired button frame (FUU-A) into to the part FUH. Then position the brake grip as far as the rod stop.

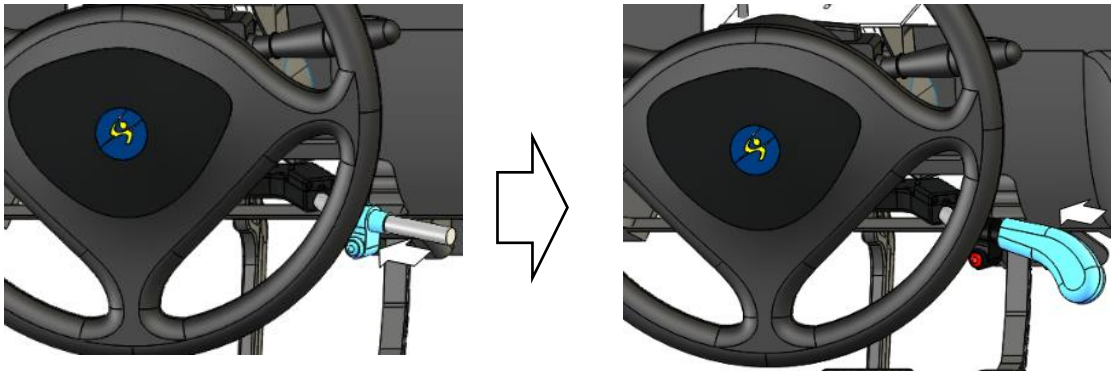



6.1.2 Cut again the part FUH in order that the grip is next to the brake lever.



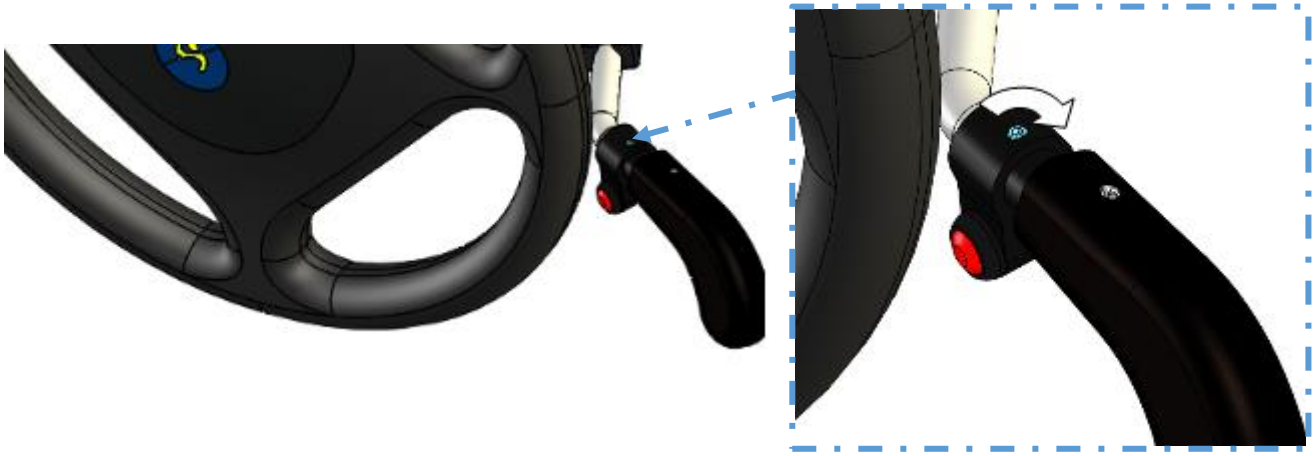

The knob has to be inserted until the stop (see cut A-A on the previous page).

6.1.3 Insert the button frame on the FUH part and then the grip until the stop.

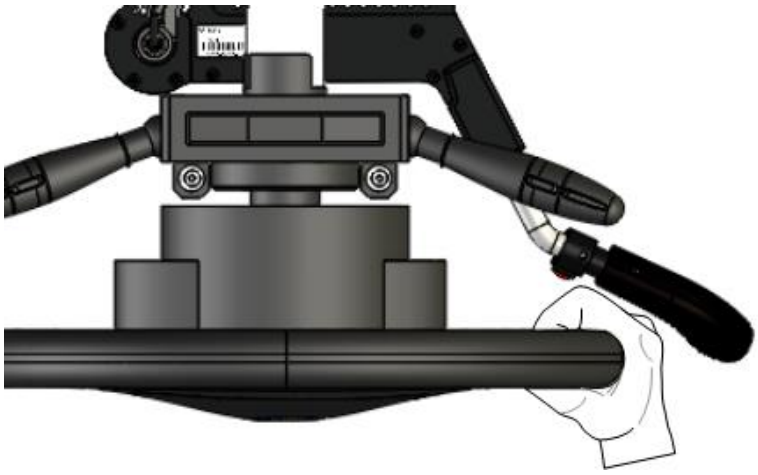


6.1.4 Then adjust the angle of the grip and screw the threated pin M5x8 in order to find the drilling point on the lever.

6.1.5 Adjust the position and the angle of the grip and the button. Then screw and grip the threated pin M5x5.

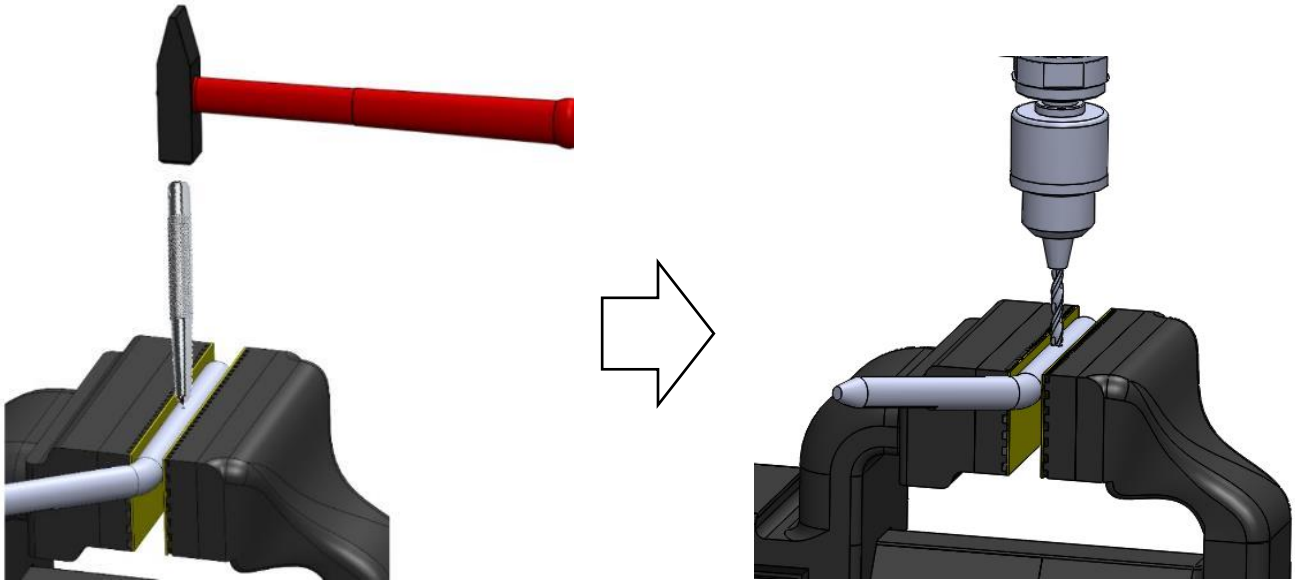


We advise you to adjust the brake grip as indicated below.



The end user has to pass his hands between the steering-wheel and the manual brake when he turns his steering-wheel.

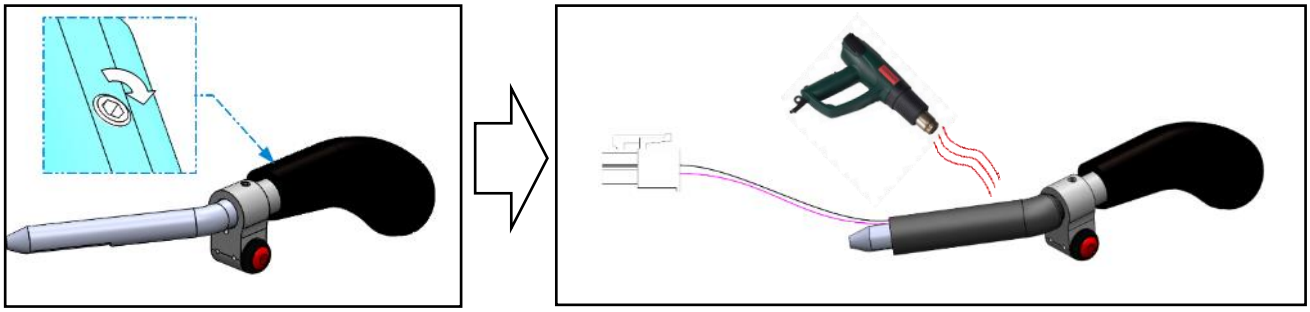
6.1.6 Once you have made the measurement, make the drill point. Drill with a shaft of 4.2 mm drill under a depth corresponding to the height of the tip of the threated pins (about 3 mm of depth). **For the brake with locking system please leave the button frame attached to the part.**



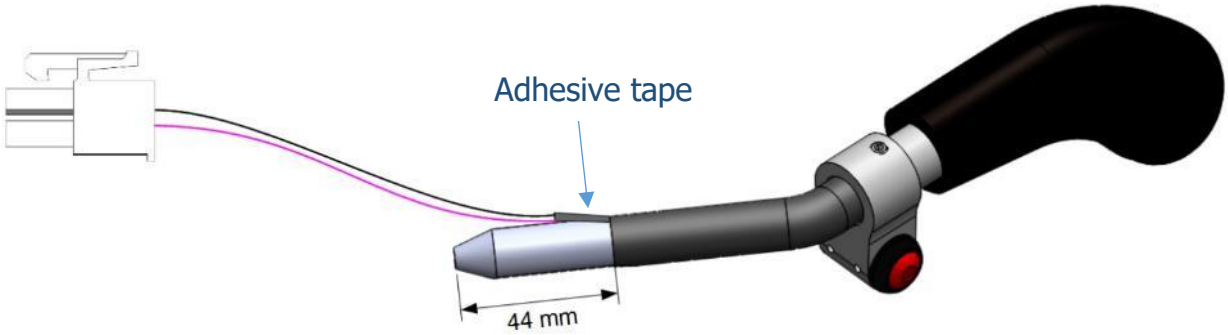
- Advice: use a vice for drilling. If you have a Drill column type, please use it.
- Use a vice with smooth clamps or place some cardboard to prevent any damage while thightening.

*Link to the coating*

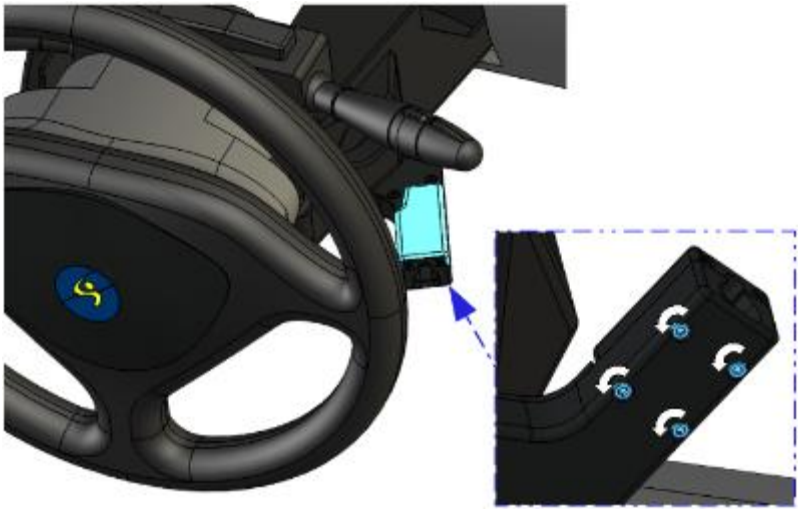
6.1.7 After fixing the button frame with the screw M5x5 and the brake knob with the screw M5x8, place the thermoplastic cover all around the brake lever and heat it up with a heat gun. (See below for the harness location into the cover).



6.1.8 Cut the cover at the indicated length (see below). Please be careful to not cut the harness. Insert a 2nd cover all around both wires (about 1 cm length) as indicated below.

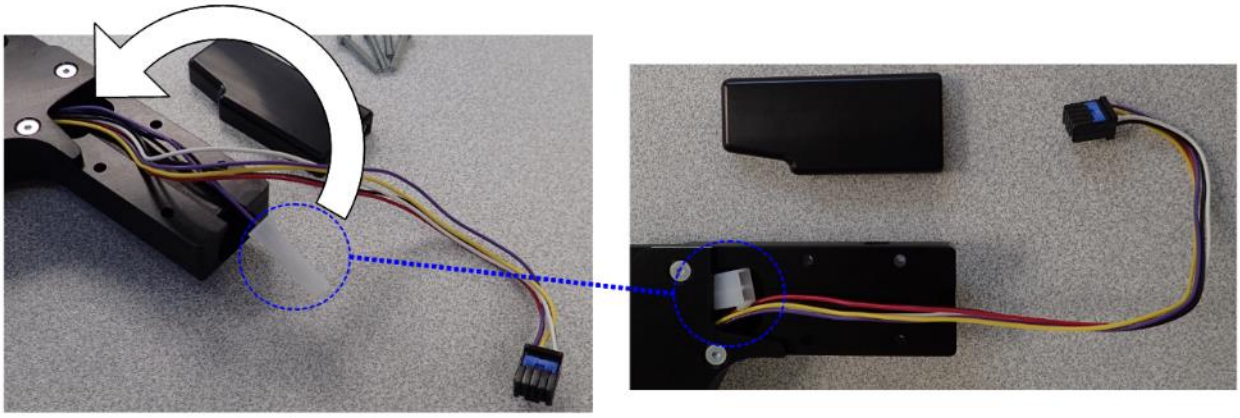



6.1.9 Remove the covered part by unscrewing the 4 screws located under the structure.

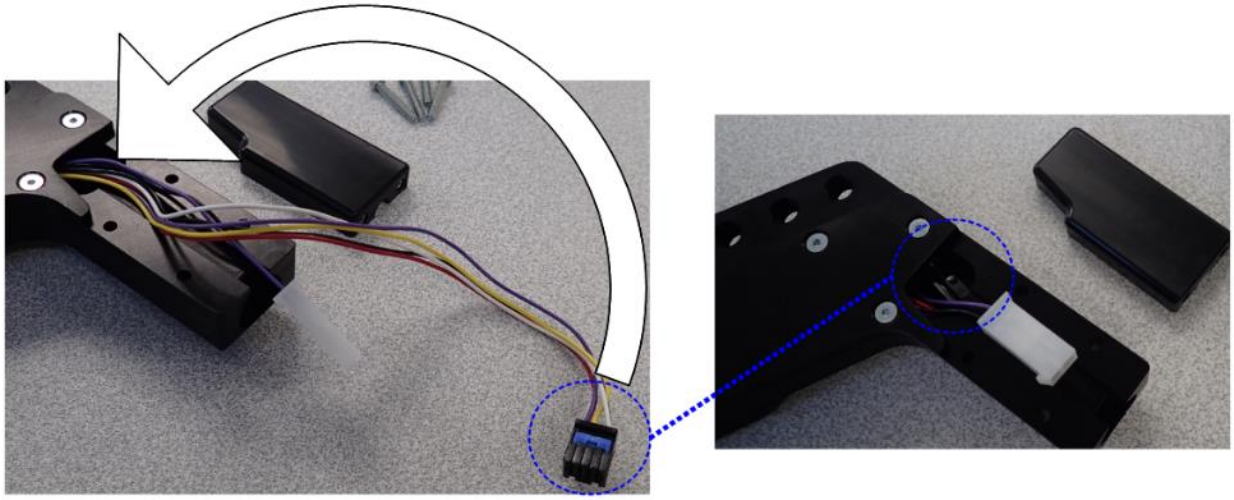


6.1.10 For the STOPDIS FUA, store the unused connector in the brake structure.

STOPDIS FUA with ACCEL BIKE

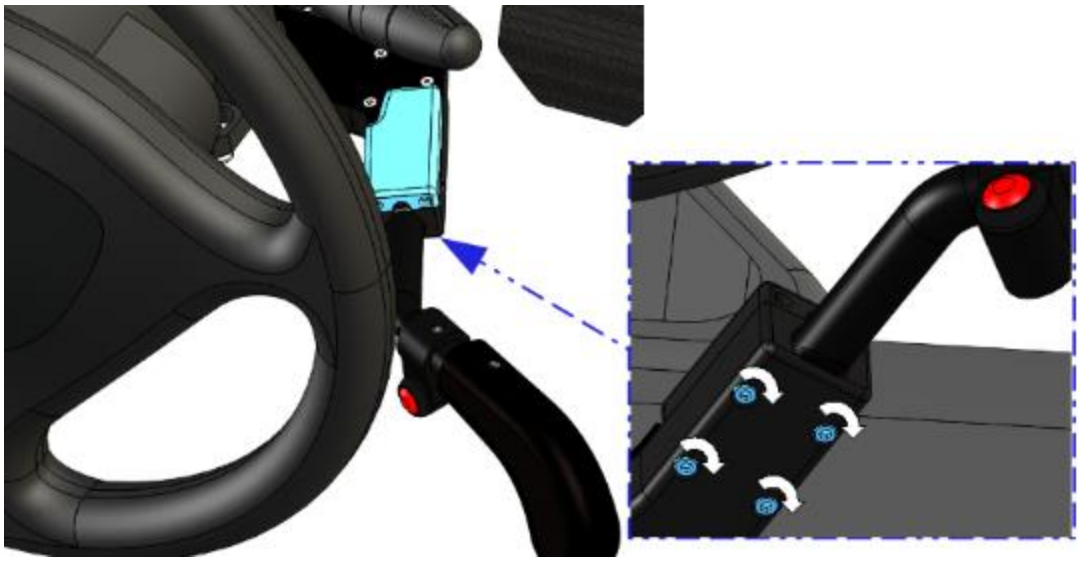


STOPDIS FUA without ACCEL BIKE



6.1.11 Insert the coated part into the brake lever. Screw the thread pin M8x10 and then connect the connector.

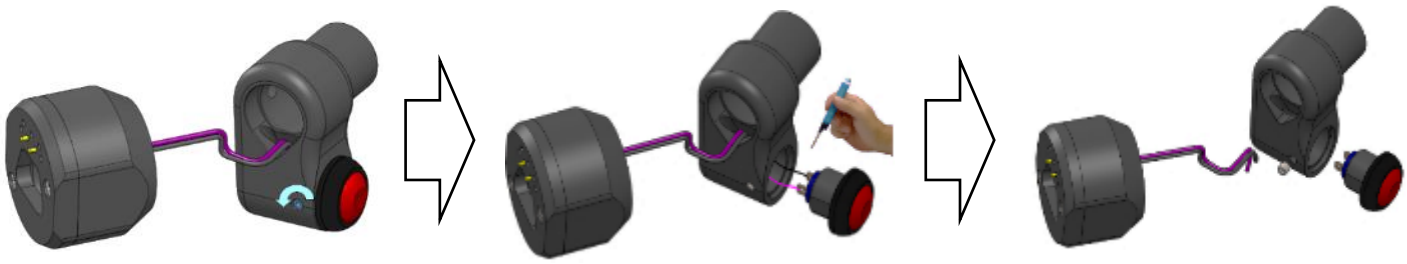
6.1.12 Screw the upper part



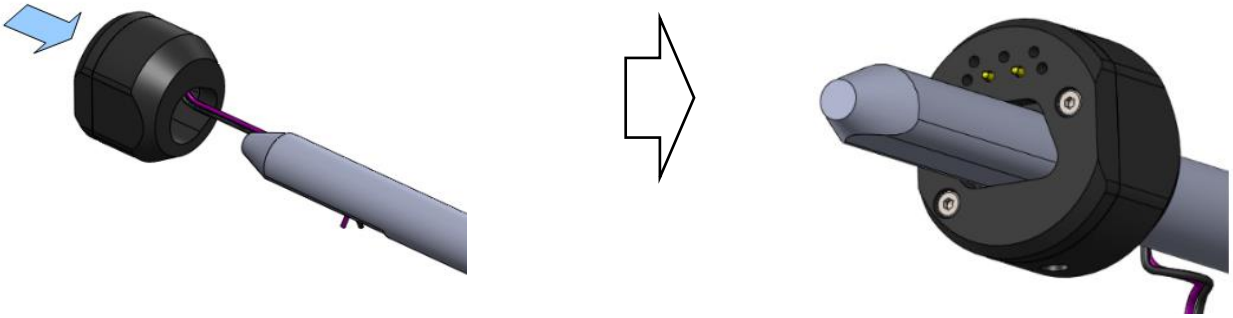
*Link to the anchor point positioning*

## 6.2 Brake with locking system and interface plug and play.

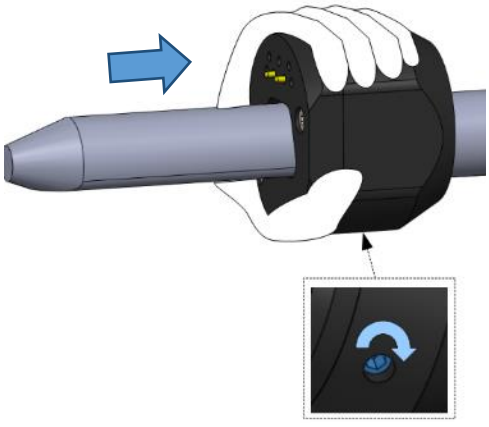
6.2.1 Unscrew the locking screw to gain access to the back of the button, then unsolder the push button wires.



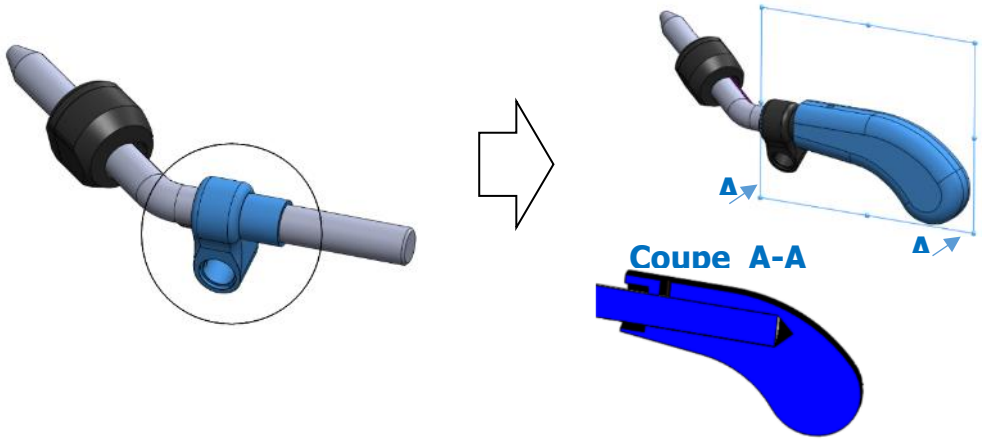
6.2.2 Insert the electrical contact interface into the FUH part.



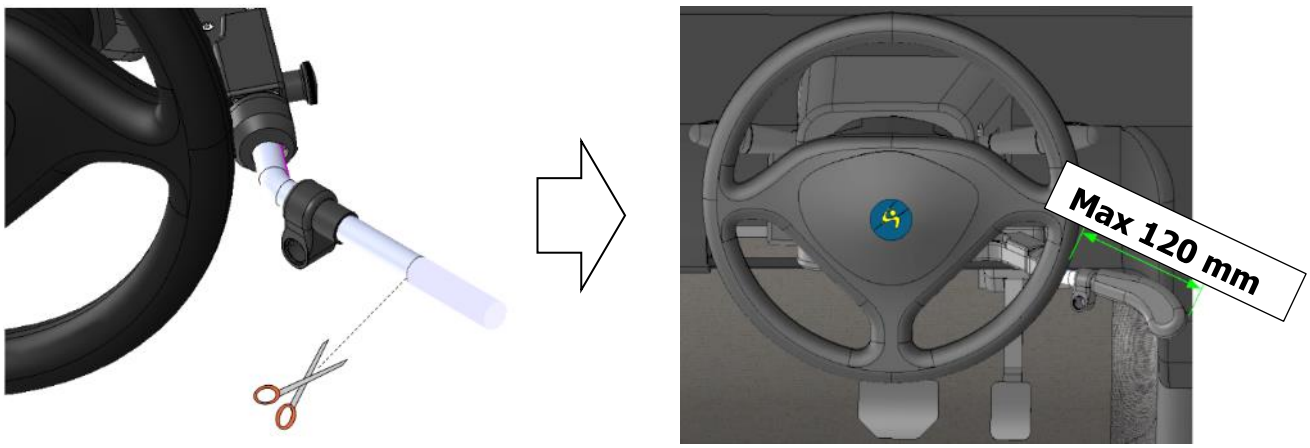
6.2.3 While holding the two plastic parts against the FUH part, slightly tighten the threaded pins on the bottom.



6.2.4 Put the button holder and then the brake handle until the stem stop.

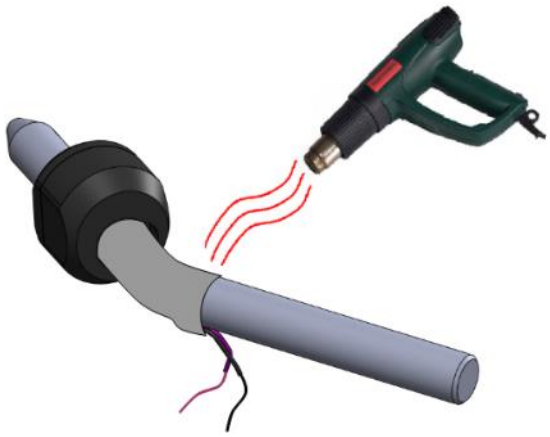



6.2.5 Cut back the FUH part so that the handle is next to the steering wheel.

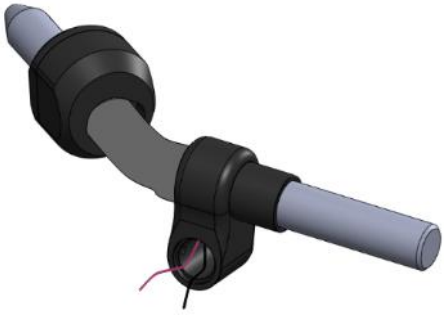



The handle must be inserted up to the stem stop (see section A-A on previous page).

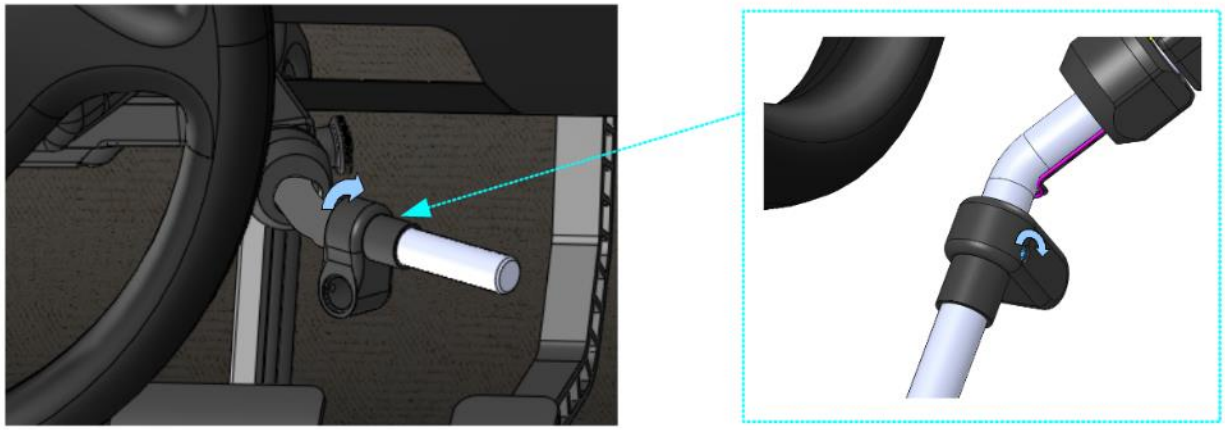
6.2.6 After cutting, place the thermoplastic cover all around the brake lever and heat it up with a heat gun. (See below for the harness location into the cover).



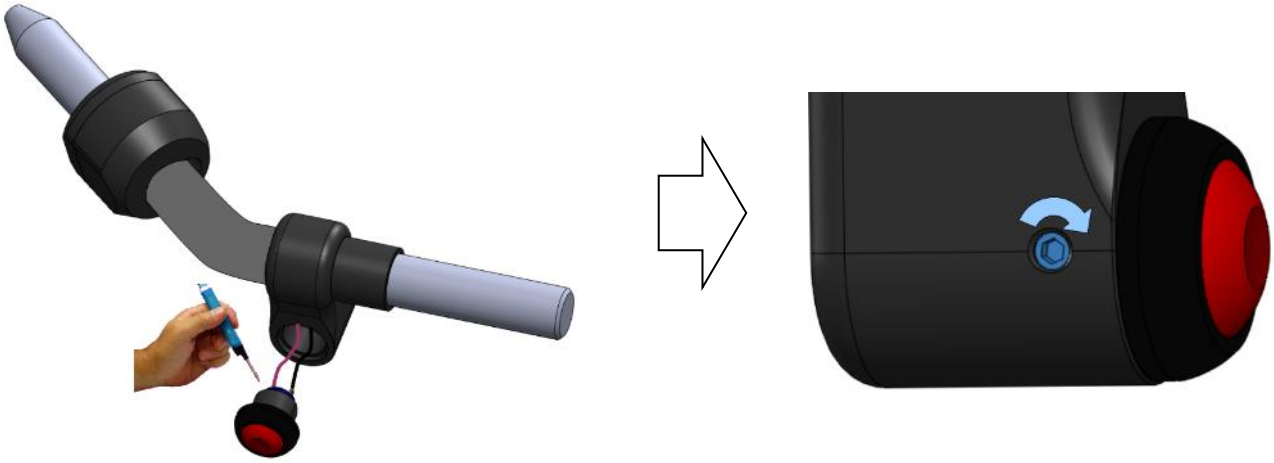
6.2.7 Insert the button holder, making sure to pass the wires through it.



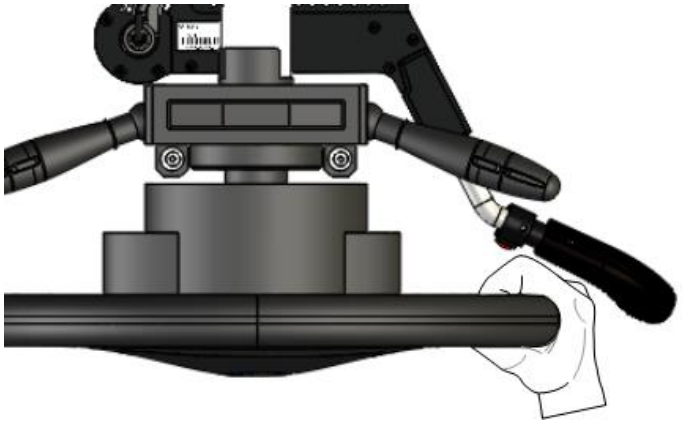
6.2.8 Then adjust the position and inclination of the knob holder, and screw in and tighten the M5x5 set screw.



6.2.9 Solder the wires to the button and then insert the button into its holder. Lock the button with the set screw.

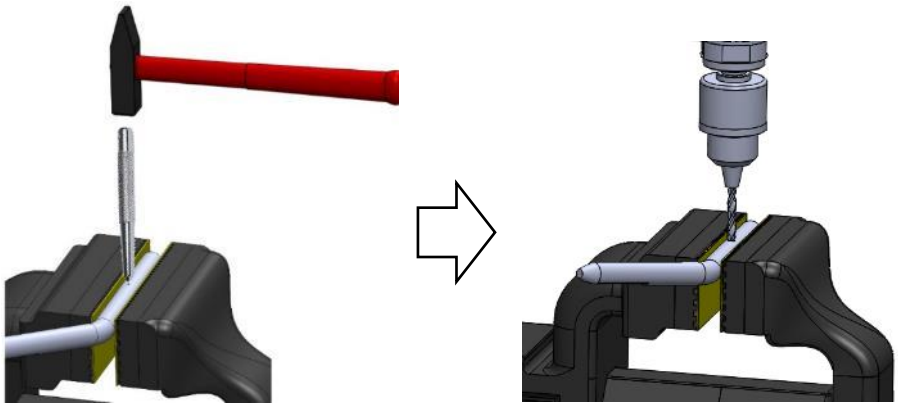


6.2.10 Position the brake handle so that the brake is ergonomic. We recommend that you position the handle as shown in the pictures below.



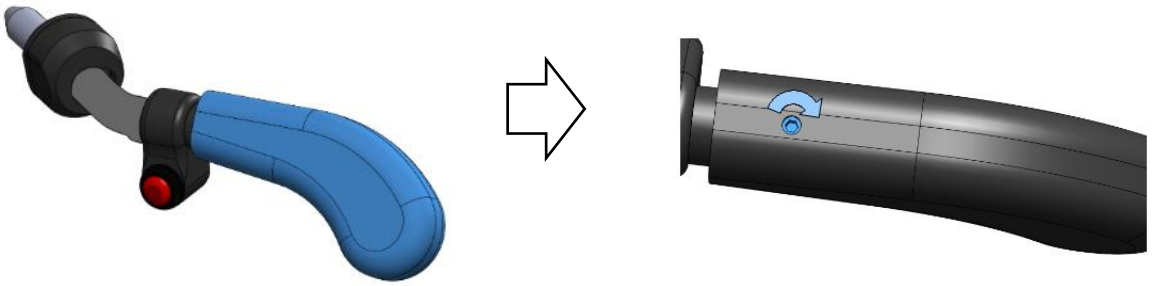
The end user has to pass his hands between the steering-wheel and the manual brake when he turns his steering-wheel.

6.2.11 Once you have made the measurement, make the drill point. Drill with a shaft of 4.2 mm drill under a depth corresponding to the height of the tip of the threated pins (about 3 mm of depth). **For the brake with locking system please leave the button frame attached to the part.**

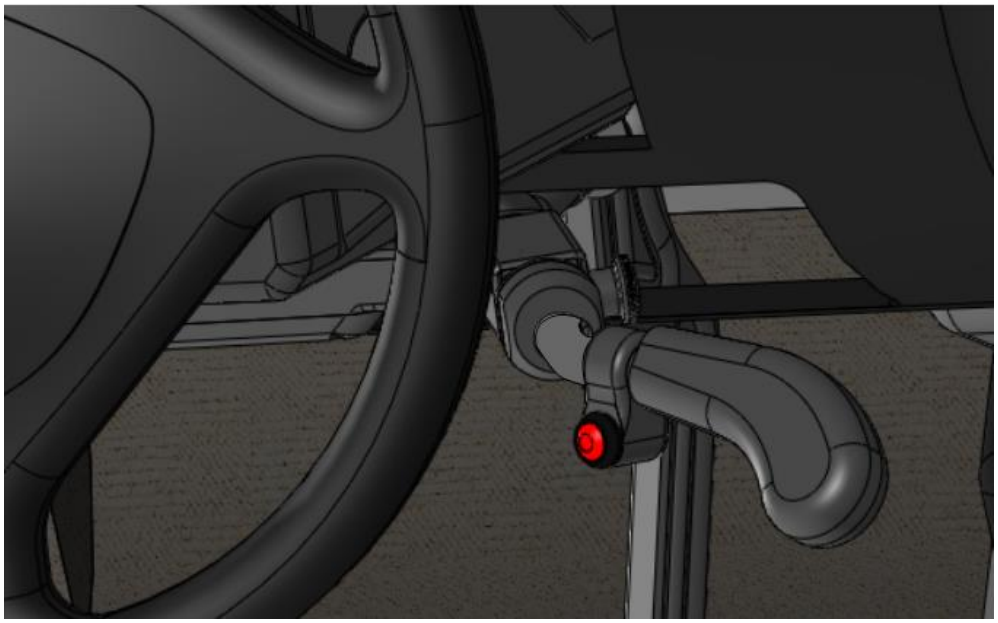


- Advice: use a vice for drilling. If you have a Drill column type, please use it.
- Use a vice with smooth clamps or place some cardboard to prevent any damage while thightening.

6.2.12 Insert the brake handle and tighten the setscrew face to the tapered drill hole.



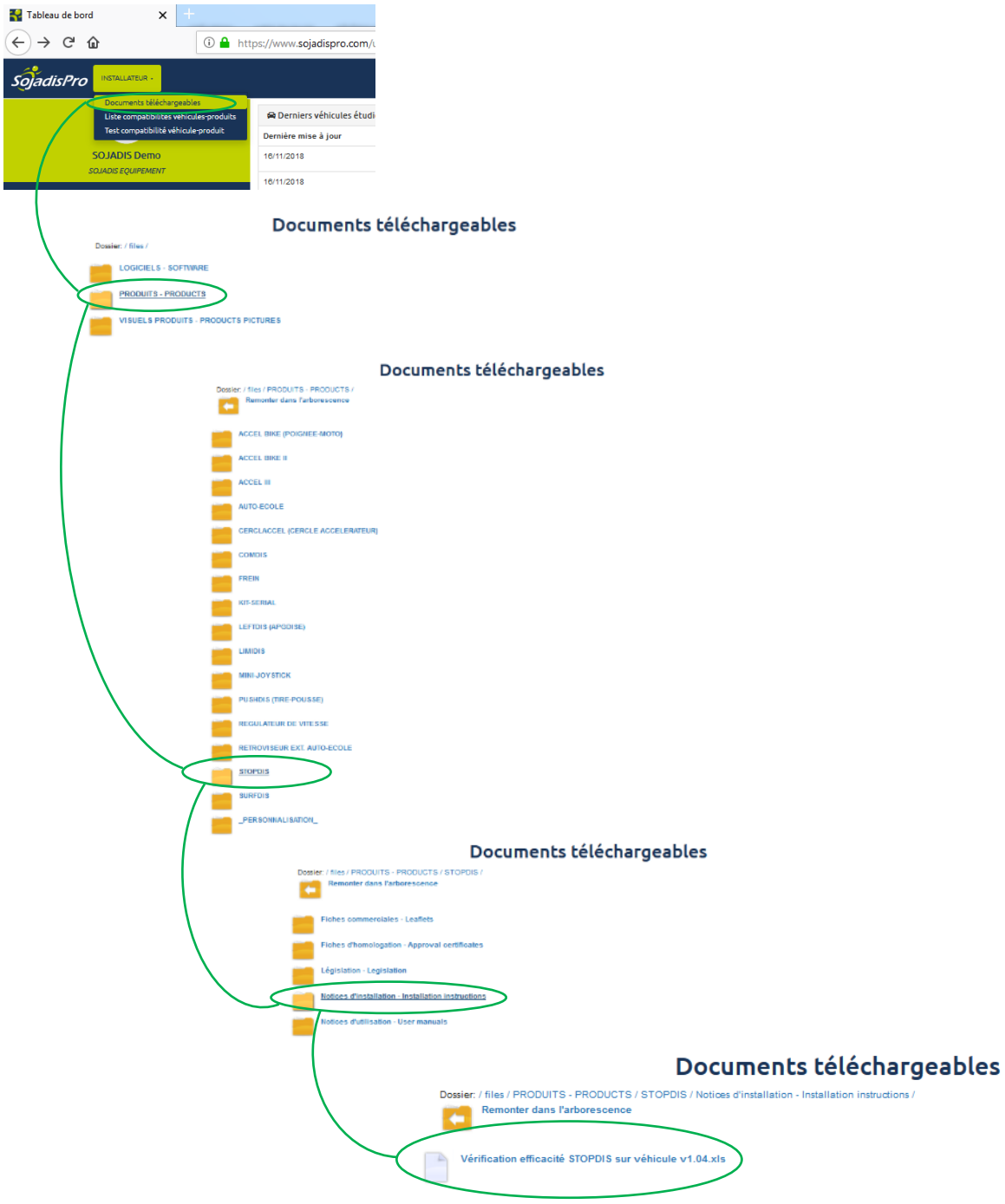
6.2.13 Plug the brake interface.



# 7 Location of the anchor point on the brake pedal and on the brake lever.

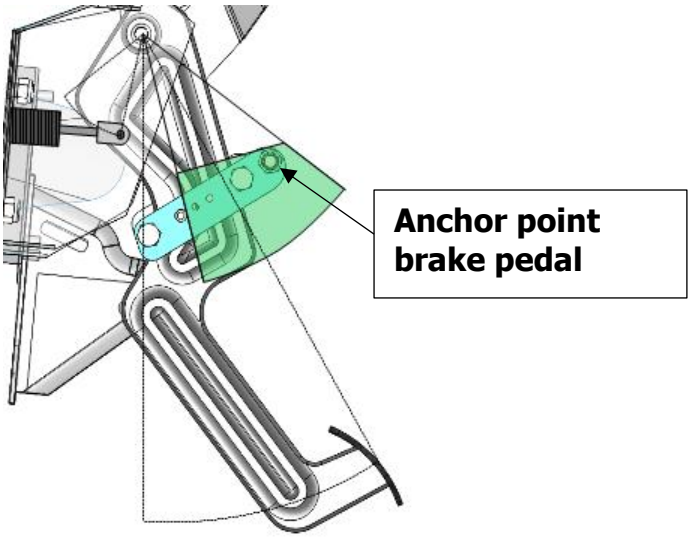
7.1 Use the Excel file Vérification efficacité STOPDIS sur véhicule v1.04.xls available on SojadisPro **to find out the anchor points on the brake pedal and under the brake lever structure.**

Tree structure of file.



Recommendation for positioning the anchor point on the brake pedal.

The achor point on the brake pedal has to be located in the **area indicated** below in order to have a good bracking. This area is located under the cylinder hook, between 35% and 50% from distance between the brake pedal rotative axis and the pedal lining. The braking distance from the brake lever is limited by the dashboard.

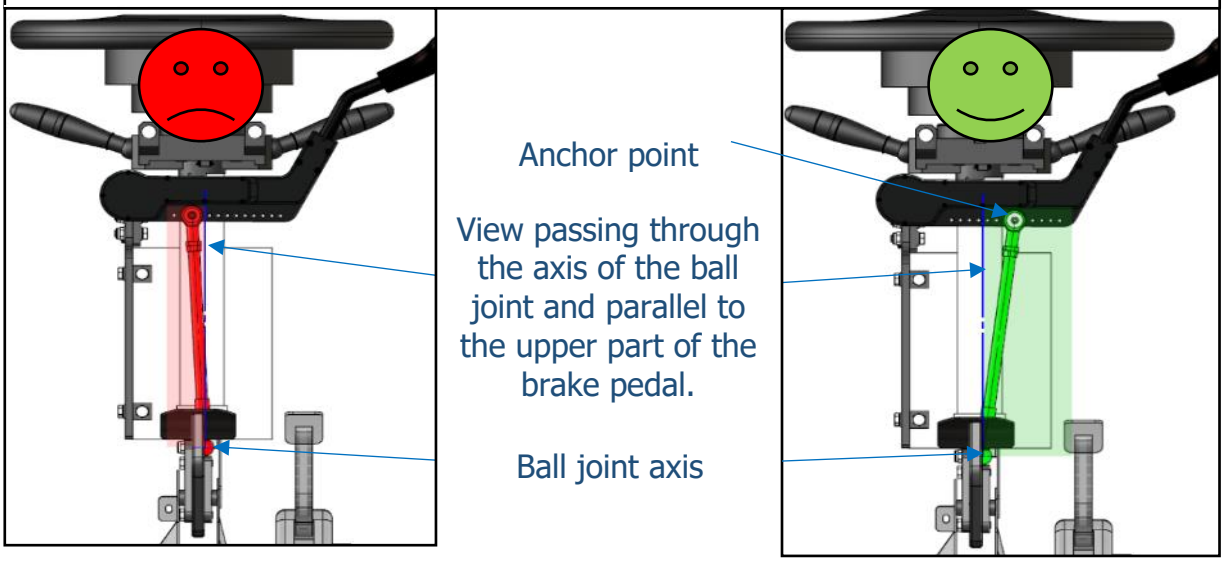



Recommandation for the anchor point positionning under the brake lever structure.

The anchor point located under the brake lever structure has to be positionned in the green area as indicated below.

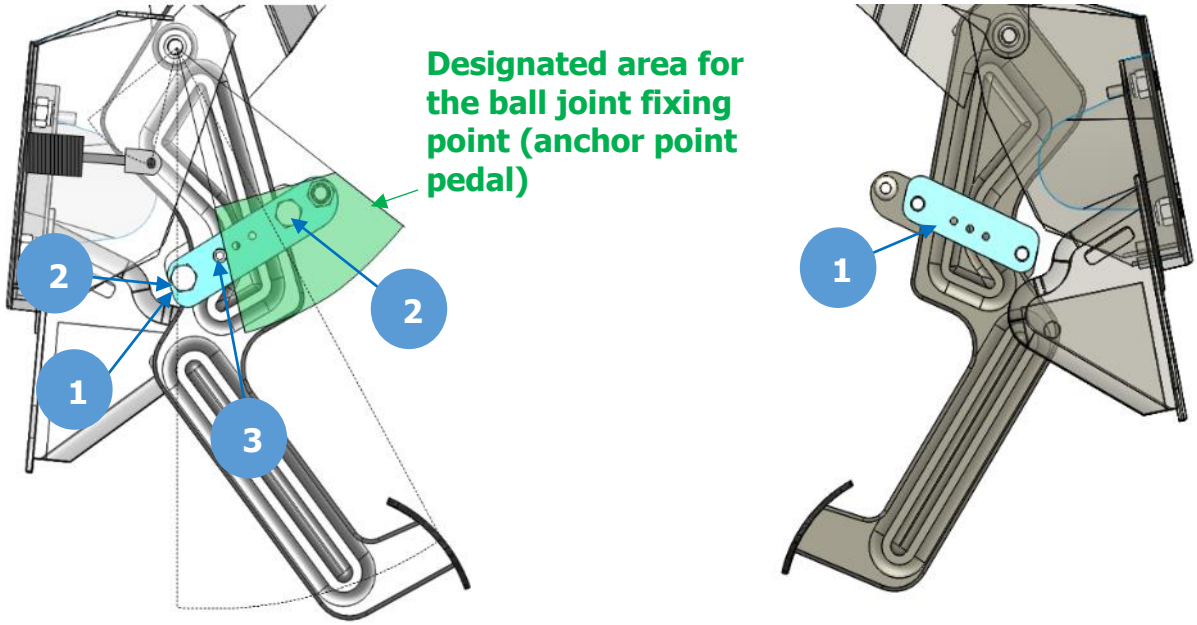
In order to have a complete braking movement (also in case of leakage on the vehicle's hydraulic brake system), it is necessary to have the anchor point in the green area as indicated below.

**Brake – View from below**



## 8 How to make and install the brake pedal bracket

8.1 Make the brake pedal support by using the parts FUN provided in the kit (parts to cut…). Please find below an example of this installation. You have plenty of possibilities depending on the vehicle. **Please respect the required tightening torque** (see appendix tightening torques).

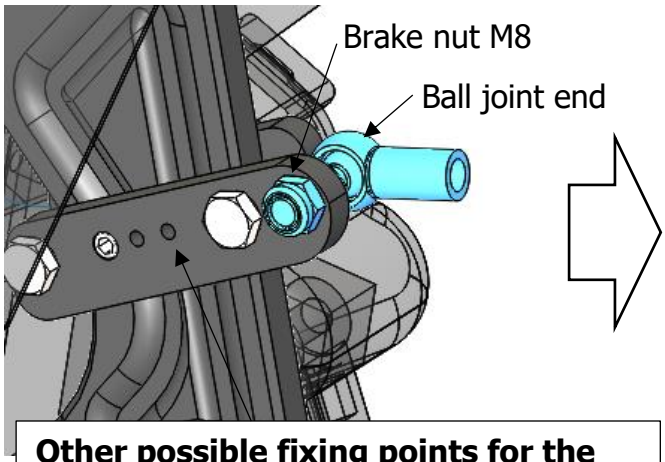



| Indication | Designation | Quantity |
|---|---|---|
| 1 | Universal flat | 2 |
| 2 | hex-headed screws M8x30 10.9ZB OR screw FHC M8x30 | 2 |
| 3 | Threaded pin M8x10 ZB | 1 |

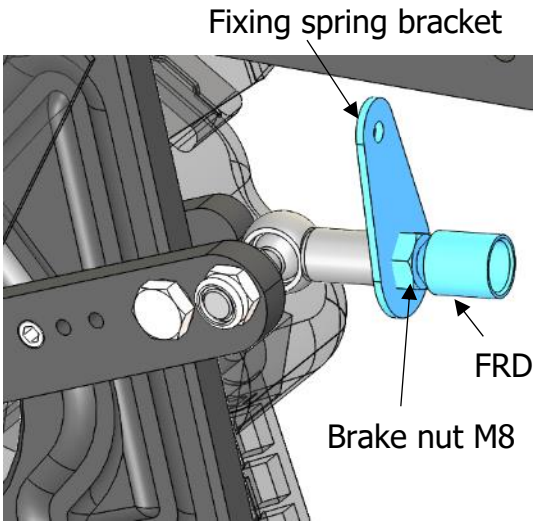
It is mandatory to position the threaded pin M8x10 to prevent any moving of the bracket on the brake pedal.

After fixing the pedal bracket, check that there are no parts (screws...) that avoid the brake pedal from rotating.

8.2 Tighten the ball joint to the brake pedal bracket. Place the nut and the spring fixing support of the FRD part. Then screw all in the ball joint.

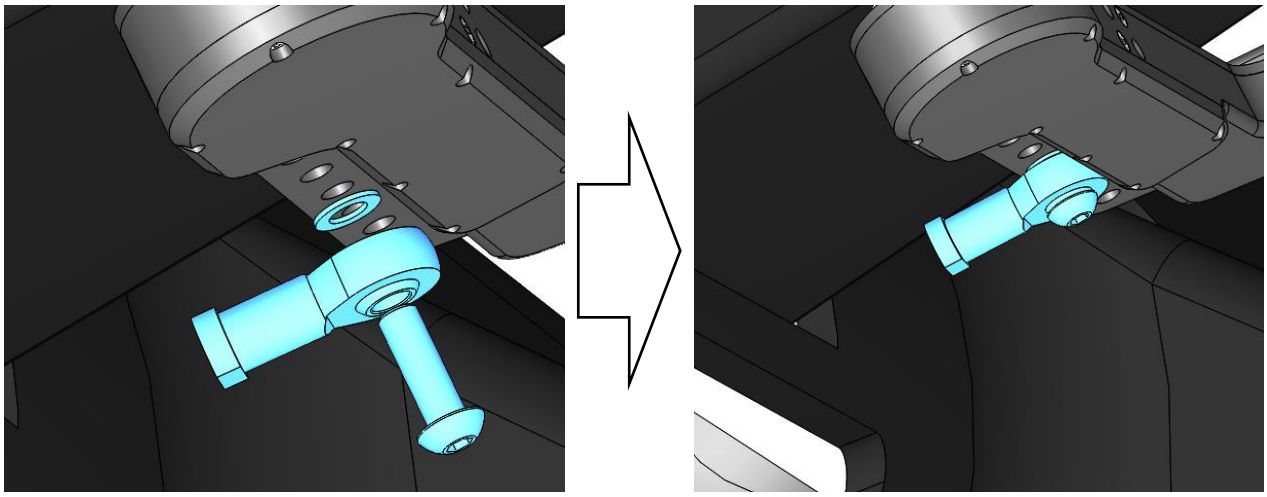



**Other possible fixing points for the ball joint end.**

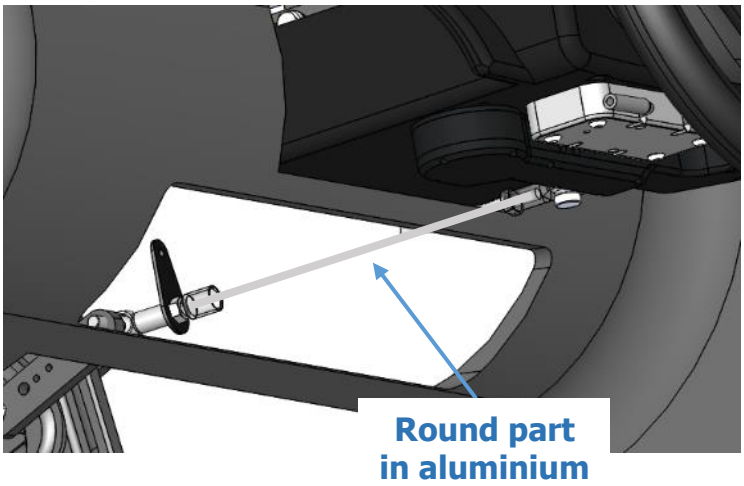


## 9 How to make and install the secondary rod

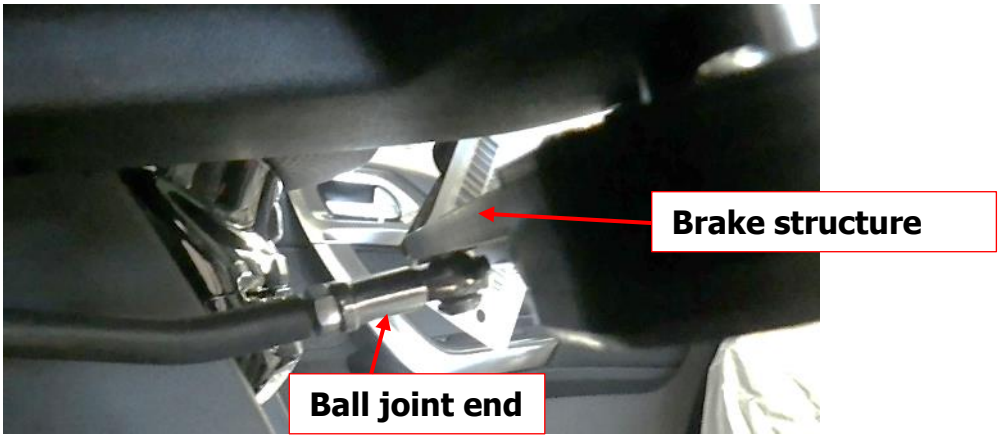
9.1 Tighten the ball joint end PHS8 under the aluminium structure by using the BHC screw M8x25.



9.2 Use the round part in aluminium (diameter of 6 mm) for defining the shape and the trajectory of the secondary rod (see picture below). We advise you to place the round part in aluminium and **making the braking tests before shaping the rod. For the braking tests, see on page 48 "requirements for braking test".**

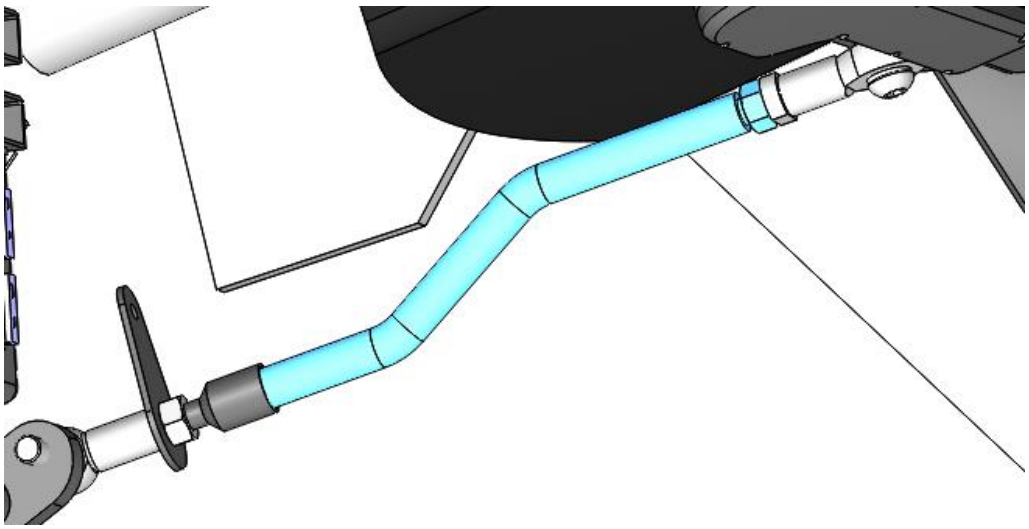


To prevent mechanical stress while braking, the ball joint end has to be located in parrallel under the brake lever structure (see below with the rod after bending).

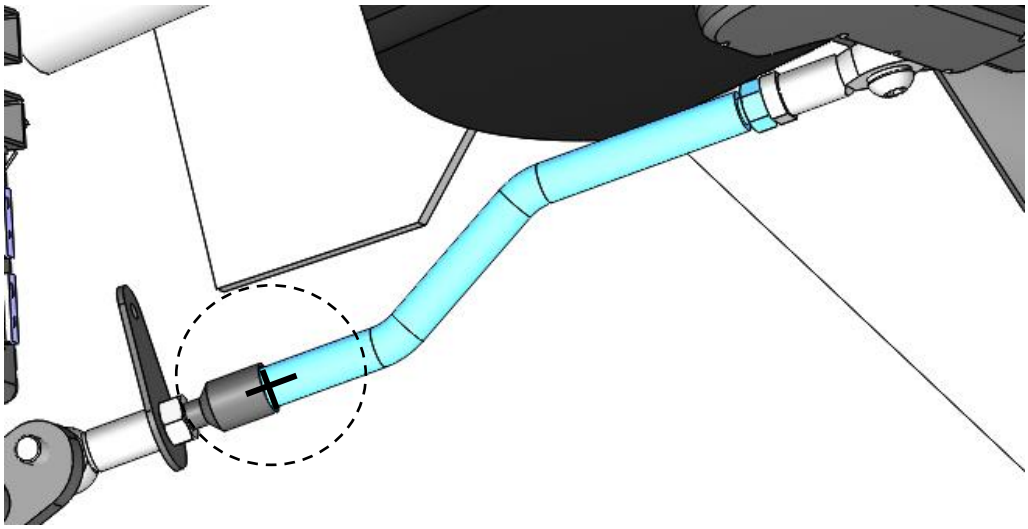



9.3 Shaping the secondary rod FRG according to the part already made (see recommendation in following pages). Use a welding torch to make easier the shaping.

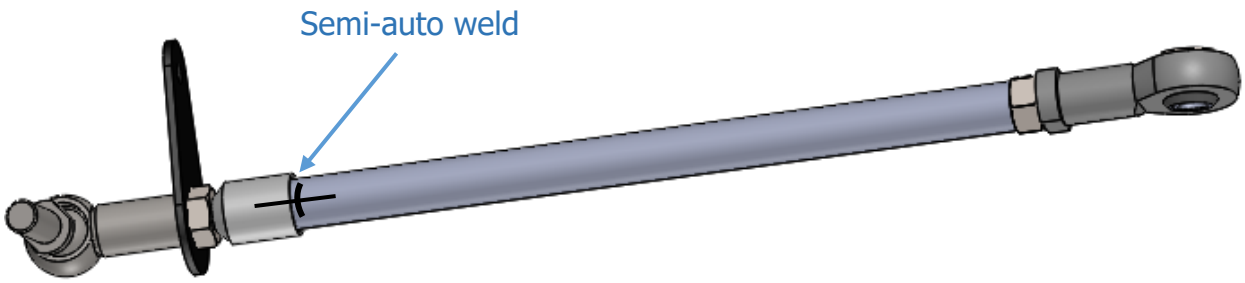
9.4 Put in place the bended/shaped secondary rod FRD. Then, tighten the nut and the ball joint end PHS8 on the secondary rod.



9.5 Mark with a marker the positioning between the FRD-01 part and the secondary rod as well as the anchoring point under the aluminium structure.

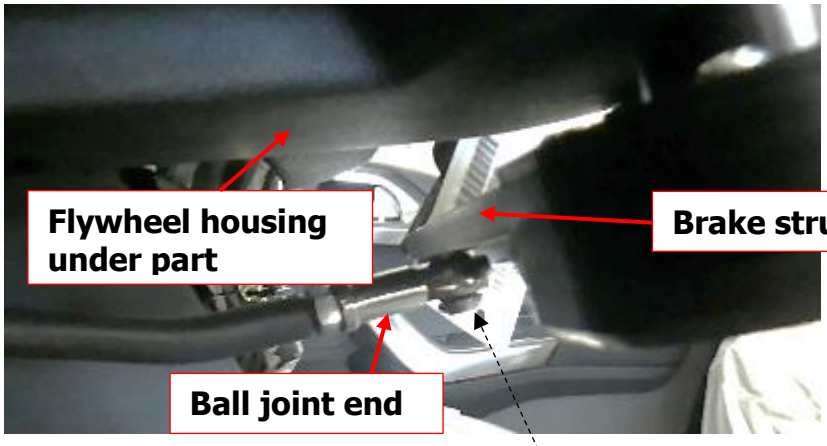


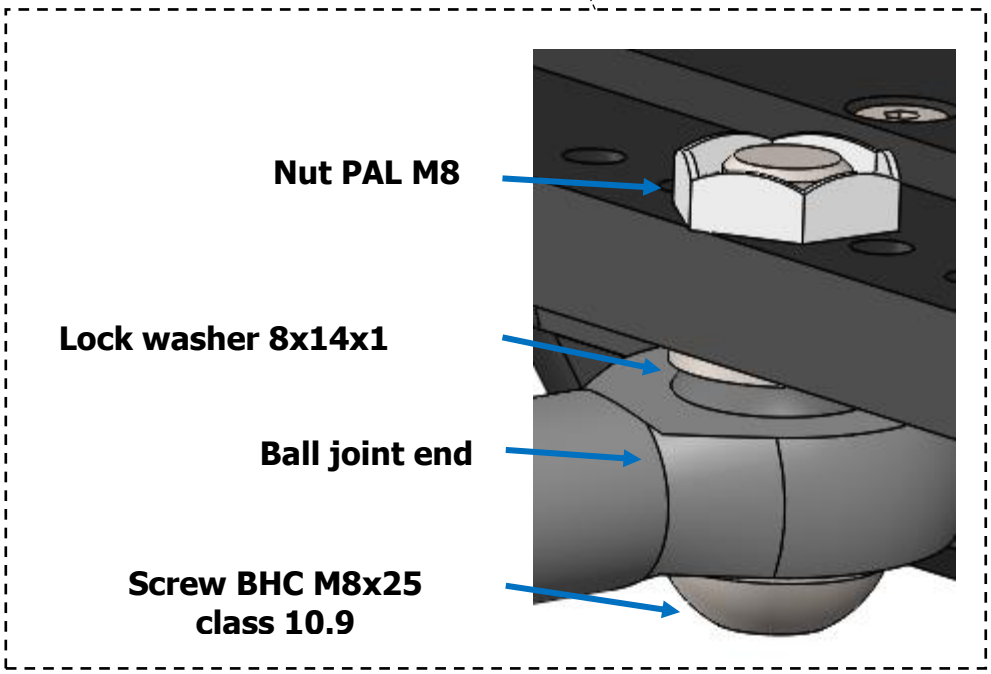
9.6 Remove the secondary rod part and then sold in semi-automatically the FRD part on the secondary rod (soldering MIG). Then, paint the soldered secondary rod.




9.7 Put in place the secondary rod and put some threadlocker on the screw M8x25 and **then tighten it the required tightening torque** (see appendix tightening torques).

Important: To prevent mechanical stress while braking, the ball joint end has to be located in parrallel under the brake lever structure (see pictures below



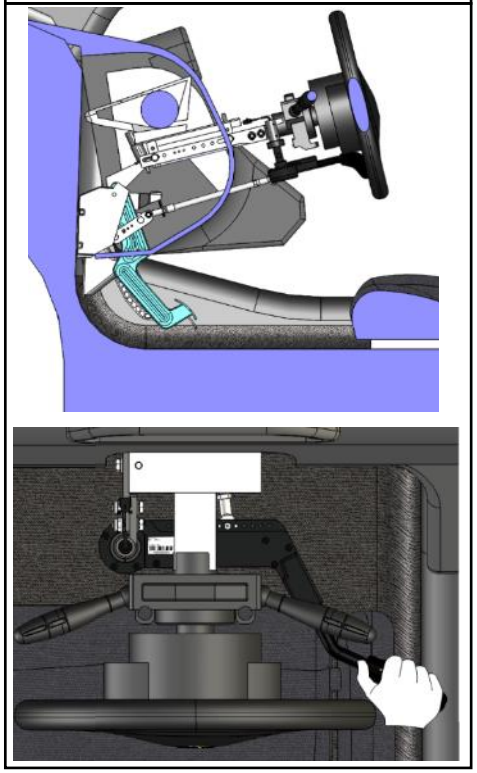
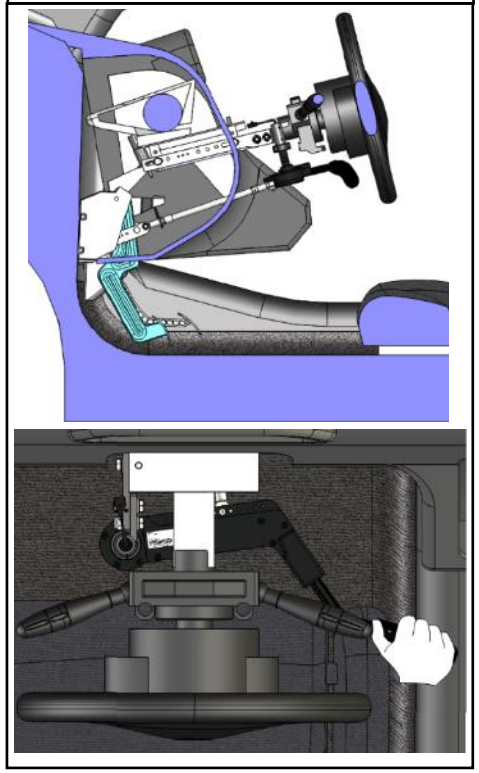
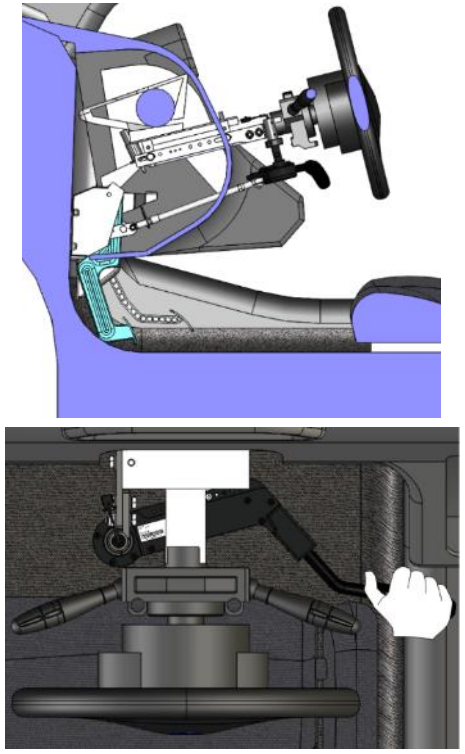




**It is necesary to put some threadlocker on the screw M8x25 and tighten at the required tightening torque (20N.m).**

9.8 Test the braking on test drive in order to be **in conformity with the requirements described on the next page**.

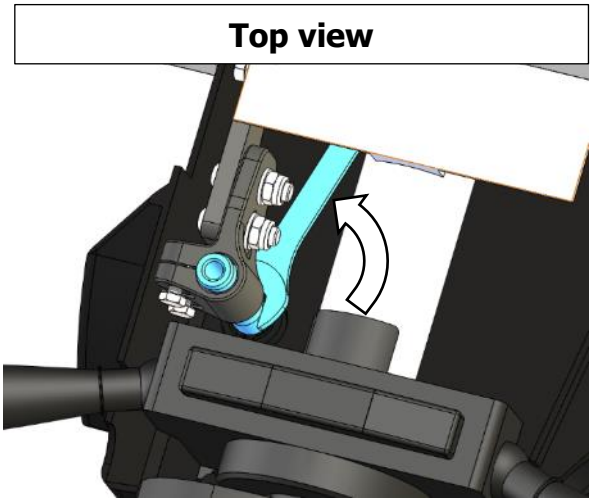
## Requirement for braking tests

During manual braking, the user does not have to be in contact with the dashboard. The braking should not be too abrupt. To check the travel, brake at the same tim on the manual brake lever and the brake pedal. No mechanical part must prevent the brake movement. In case of leakage the user must be able to reach the 2nd brake circuit. To avoid creating a hydraulic leak when opening a bleed, we recommend that you check the stroke by braking simultaneously on the brake pedal and brake lever.

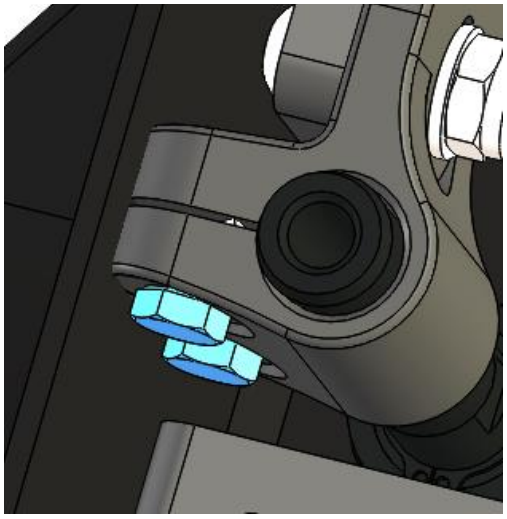
| Brake at rest | Position by braking | Braking position with hydraulic leakage on a brake circuit |
|---|---|---|
|  |  |  |

## 10 Internal adjustments of STOPDIS II, Upper stop adjustments.

10.1 Loosen the M6 screws from the adjustable sleeve. Then, with an open-end wrench 14 turn the pivot axis counter-clockwise (top view) until it reaches the mechanical stop "upper stop" (see picture below).




10.2 Then tighten both hex-headed screws M6 to a torque of 9.5 N.m. If you cannot pass a torque wrench, use a 10mm flat wrench.

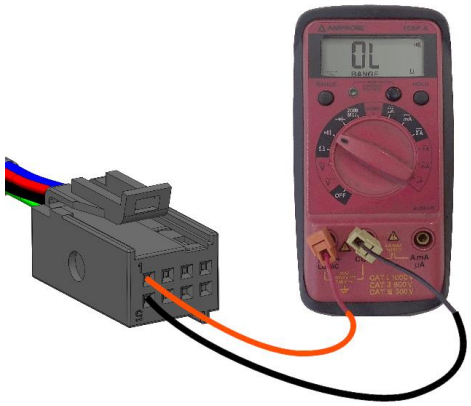


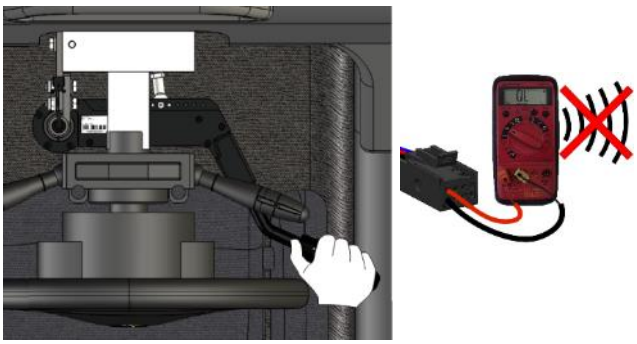
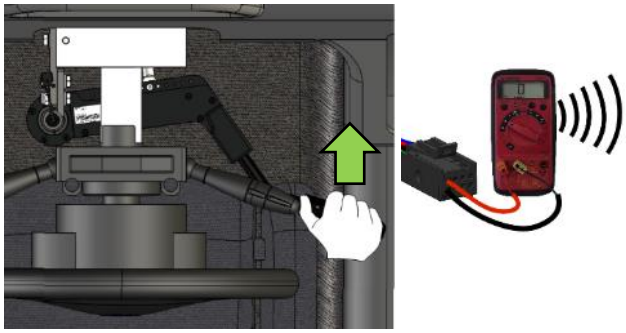
## 11 Test of the brake info from STOPDIS II.

If you adapt the vehicle with one of our acceleration systems like Accel III, Accel Bike …, you need to use the internal brake info from STOPDIS II to cut the acceleration while braking.

**Adjust your brake to the upper limit stop. If you use the BRAKE info from STOPDIS II (see 13- "Internal adjustments of STOPDIS II, Upper stop adjustments"). The brake info must not be activated as soon as the user puts his hand on the brake lever.**

11.1 To check the brake info, connect a multimeter to the pins 1 (red wire) and 5 (brown wire) from the brake connector (see below).

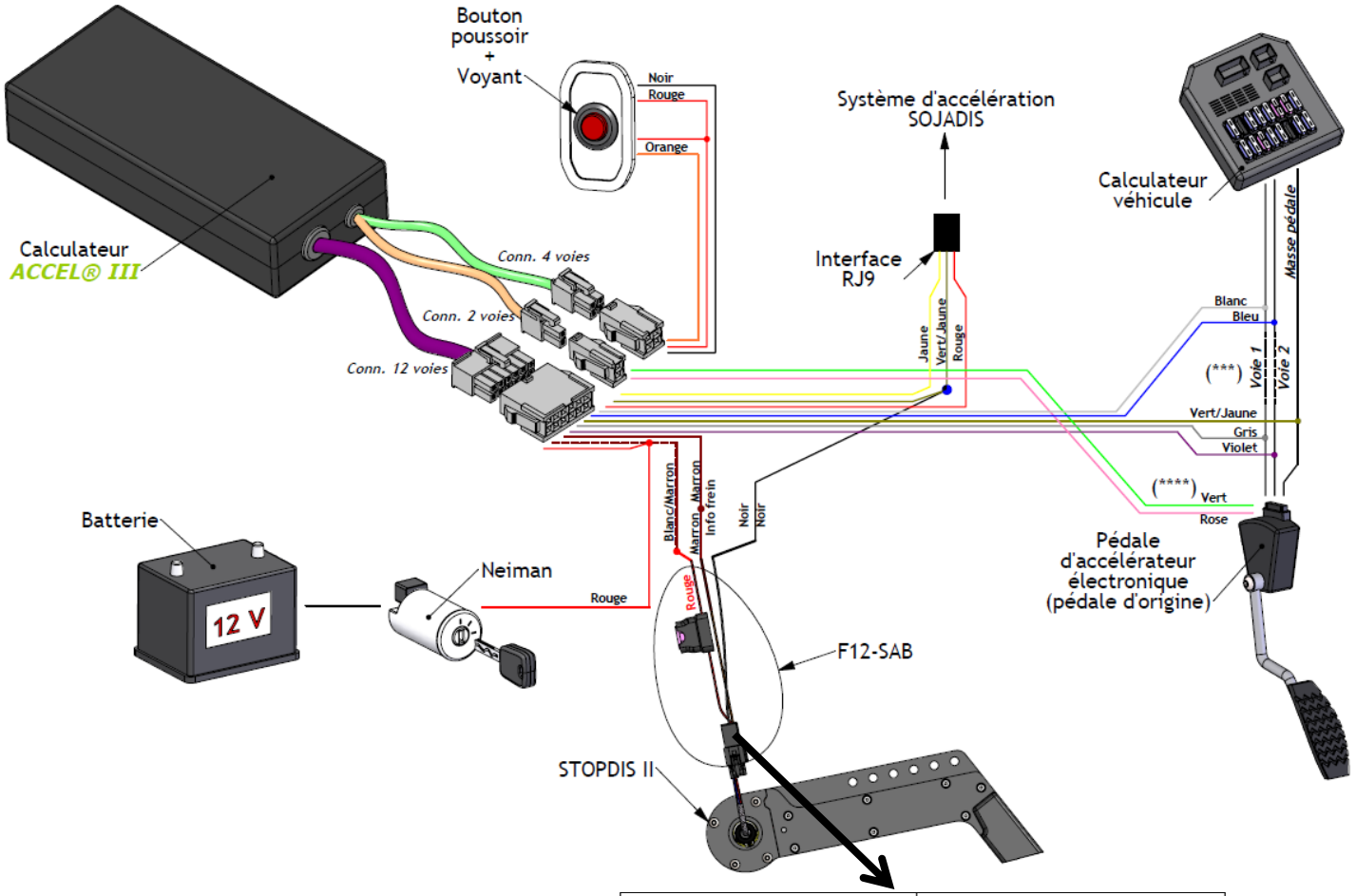


| Motor on,<br>Brake lever at rest | Motor on,<br>Brake lever activated |
|---|---|
| No electrical continuity (open circuit) between pins 1 (red wire) and 5 (brown wire) of the black connector. | Electrical continuity (open circuit) between pins 1 (red wire) and 5 (brown wire) of the black connector. |
|  |  |

On the following page you will find the wiring diagram on the vehicle from STOPDIS II FUA (without ACCEL BIKE/ACCEL QUAD).

## 12 Wiring diagram from the STOPDIS II F12-SAB harness.

| Ref. product | wires to wire |
|---|---|
| FUA + FUU-A + F12-SAB | Red wire<br>Brown wire<br>Black wire |

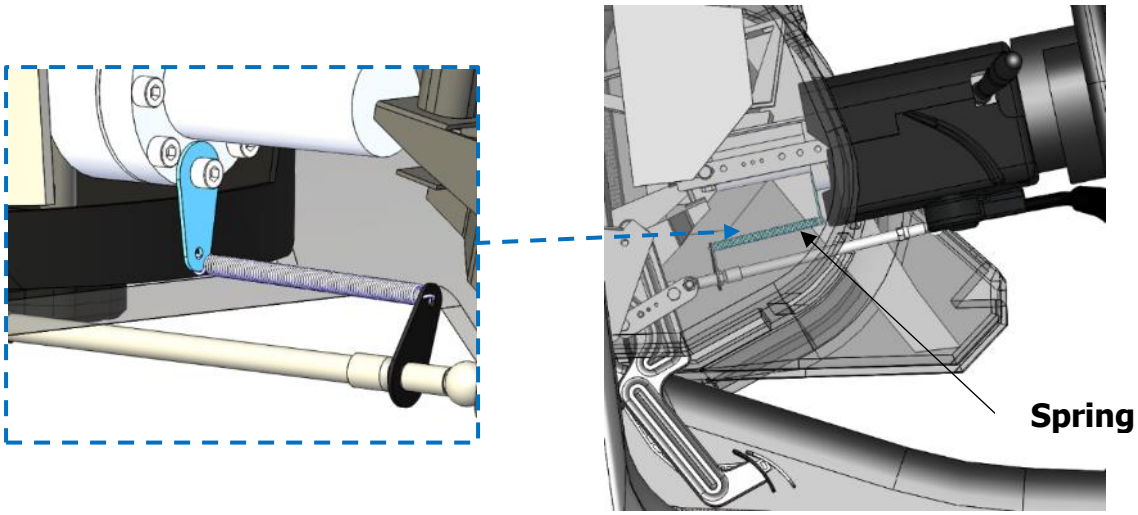



| STOPDIS II wires | E-Accel wires |
|---|---|
| Red | White/brown |
| Brown (brake info) | Brown |
| Black (ground) | Green/yellow |

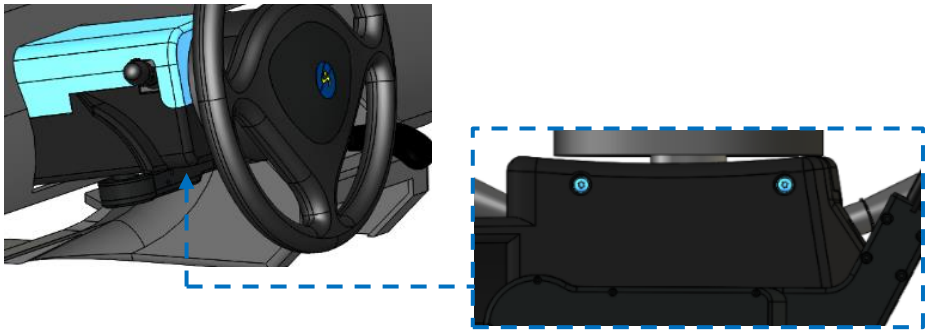
*For the wiring of ACCEL BIKE/ACCEL QUAD, please refer to its manual.*

## 13 Reinstallation of flywheel housing

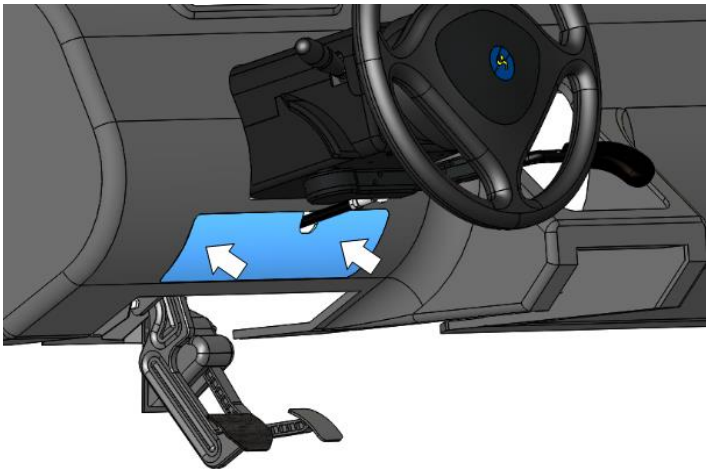
13.1 Add the spring provided in the kit. Then, the brake lever will go back to its original position after braking (see example below).




13.2 Reposition the flywheel housing and screw both housings together



13.3 Reposition the housing below if it has been removed. If necessary, cut the plastic for the secondary rod passing.



## 14 Test and checks.

**Make several road braking tests to ensure that there is no mechanical stress.**

**At the end of the tests, check that there is no element that would be and that there is no mechanical stress that could limit the movement of the brake.**

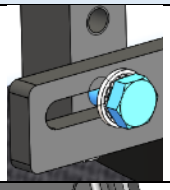
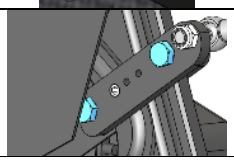
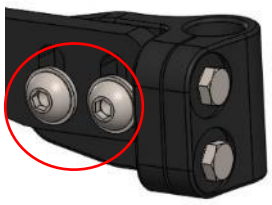
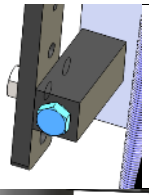
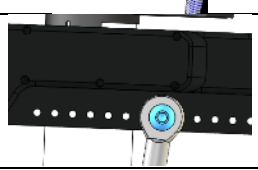
**<u>Information to the end user</u>:**

**The STOPDIS II brake equipped with the locking system must under NO circumstances be used as a parking brake.**

Please observe the product's operating instructions**, especially with regard to the brake locking.**

**Never pull the brake lever to release the locking system.**

## Appendix tightening torques

| Dimension of the fixing screws | Quality grade | Tightening torques | Location on the brake |
|---|---|---|---|
| Hex-headed screws M8x14 | 8.8 | 15 N.m |  |
| Hex-headed screws M8x30 | 10.9 | 15 N.m |  |
| Screws BHCE M8x30 | 10.9 | 25N.m |  |
| Hex-headed screws M8x70 | 8.8 | 25 N.m |  |
| Screws BHC M8x20 | 10.9 | 20 N.m |  |

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*CRÉATEUR d'aides à la conduite*

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