



CR191 – Rear Brake Hoses Check and Replace if Required

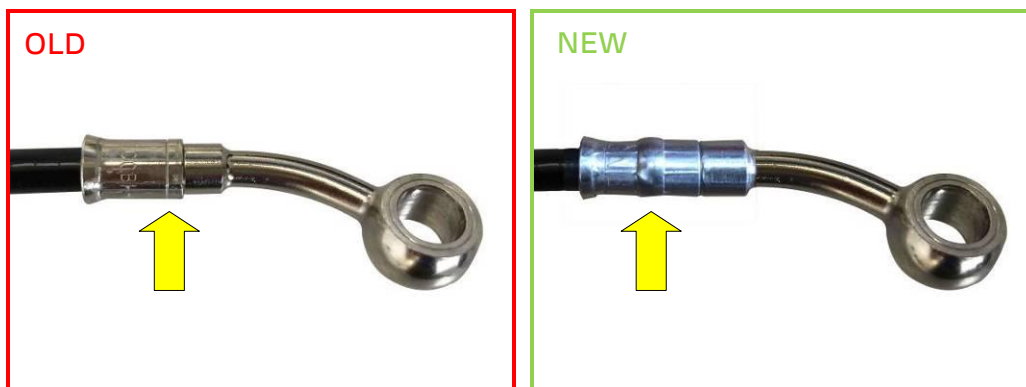
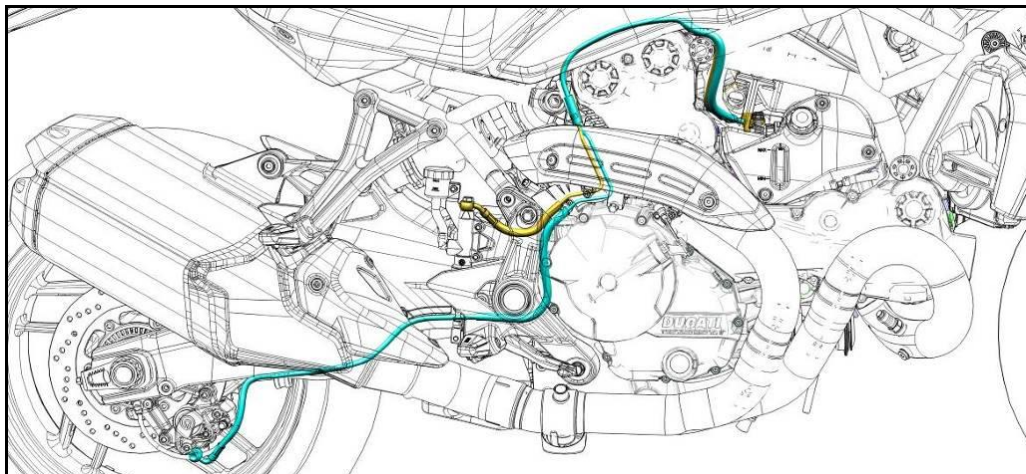
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

Date: April 28, 2020
To: Dealer Principal, General Manager, Service Manager, North American Dealer Network
From: Richard Kenton, Technical Director
Eric Bradley, Technical Training and Publications Manager

Dear Dealers,

Ongoing product quality testing and field reports have identified a potential for the rear brake application to soften over time as a consequence of use. To correct in cases of this occurrence, new rear brake hoses (ABS control unit to rear brake master cylinder – yellow, and ABS control unit to rear brake caliper - blue) are now available for the above listed model.



NOTE

All Monster 821 model versions currently produced and being shipped by DMH to all destinations have already been equipped with these new brake hoses.



CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

Application

You can find the precise list of VIN numbers involved in CR191 on the DCS, in sections:

VIN HISTORY		It is possible to search by individual frame number.
CAMPAIGNS		It is possible to search for all the frame numbers that you received from Ducati Motor Holding.

MONSTER 821 RED 2020 CAL DMH			
VIN #	ZDMMACLS9LB00 XXX	ENGINE #	ACLL0 XXX
END CUSTOMER	Corsa Moto Transport, Inc.	MANUFACT DATE	02/21/2020
WARRANTY TYPE	STANDARD WTY START DATE	INVOICE	04/22/2020
SERVICE STATUS		WTY END DATE	

ATTENTION: YOU HAVE 1 PENDING RECALL CAMPAIGNS

N	TYPE	ID	DATE	DEFECT	CAUSAL PART	DEALER	KM/MI
1	WARRANTY campaign	CR191		SRV-TSB-20-004 Inspect and repl rear brake hose	Rear Brake Hose	<input type="button" value="VIEW"/> <input type="button" value="APPLY"/>	

Customer Impact

All motorcycles in your inventory (to be registered or already registered) and to be delivered to final Customers must be updated during pre-delivery operations and always before delivery to the final Customer. All motorcycles already delivered to final Customers must undergo this inspection as soon as they come to your workshop. Note: this is NOT a safety recall.

Parts Distribution

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

- 61911301A: ABS control unit / rear brake master cylinder hose
- 61911281A: ABS control unit / rear brake caliper hose
- 85250241A: Copper washers (8pcs)

The required self-locking ties (small (14 pcs) and large (14 pcs)) are easy to find consumables and should be sourced locally.



CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

Warranty Reimbursement Rules

Reimbursement for work associated with this Service Campaign will be made through the regular warranty claim procedure using the "Vehicle History" section of the DCS. The warranty claim is pre-filled and is identified as CR191. Two operation types are provided and described below:

Operation TYPE 1:

	Description	Spare Parts	Labor
TYPE 1	Check rear brake pedal travel	No Parts Required	██████

Operation TYPE 2:

	Description	Spare Parts	Labor
TYPE 2	Check rear brake pedal travel and replace rear brake lines	Rear brake hoses and washers	██████

Operation Type 2 includes reimbursement for the parts listed for the operation; copper washers (8) part no. 85250241A, ABS control unit / rear brake master cylinder hose Part no. 61911491A, ABS control unit / rear brake caliper hose Part no. 61911481A, the consumable ties and DOT 4 brake fluid; and labor for ██████ (██████) that includes the time necessary for:

- Vehicle reception
- Check rear brake pedal travel
- Rear brake hose removal (ABS control unit / brake master cylinder and ABS control unit / brake caliper)
- Installation of new rear brake hose assembly (ABS control unit / brake master cylinder and ABS control unit / brake caliper)
- Filling and bleeding procedure of the rear brake system
- Soft cleaning of the vehicle



CR191 – Rear Brake Hoses Check and Replace if Required




Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

Table of contents

	Page
Introduction	1
Application	2
Customer Impact	2
Parts Distribution	2
Warranty Reimbursement Rules	3
Spare Parts	4
Service Solution	5
Operation 1: Check rear brake pedal travel	5
Operation 2: Rear Brake Line Replacement	7
Part 1: Vehicle Preparation	7
Part 2: Rear Brake Hose Removal	17
Part 3: Rear Brake Hose Installation – Master Cyl. to Rear Caliper	19
Part 4: Rear Brake Hose Installation – ABS Control to ABS control	22
Part 5: Rear Brake System Filling and Bleeding	27
Part 6: Vehicle Refitting	28

Spare Parts

Part No.	Description	Picture
61911301A	ABS control unit / rear brake master cylinder hose	
61911281A	ABS control unit / rear brake caliper hose	
85250241A	Copper washers (8pcs)	



CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

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

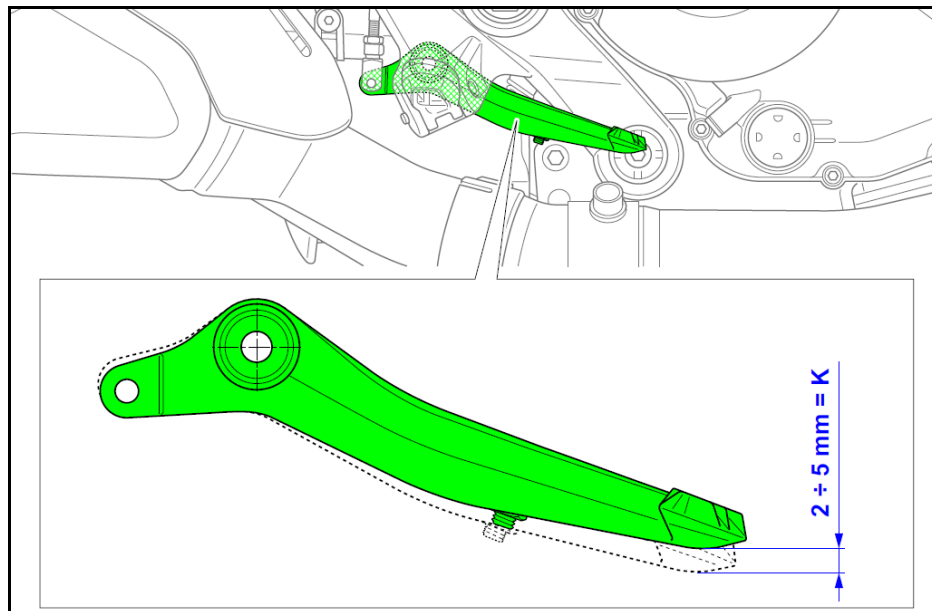
Operation 1: Check rear brake pedal travel



WARNING

Before measuring the heights (A) and (B) in following steps, always check that the free play travel of the rear brake lever is correct (between 2 mm to 5 mm)

Remember that the idle stroke refers to the stroke performed by the brake cylinder control rod before operating the pump. If the idle stroke is outside the specified values, it must be adjusted again using the adjustment screw on the control rod



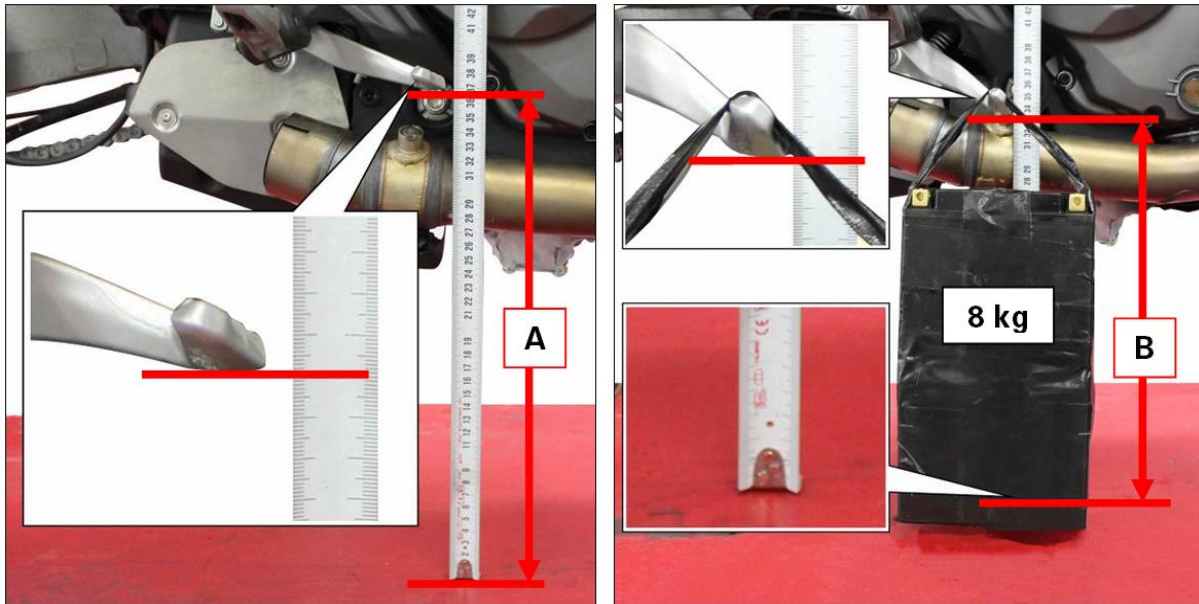


CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

1. Measure height **(A)** 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 **(B)** between rear brake lever lower end and load-bearing surface



3. The difference between the measured heights **(A)** and **(B)** must fall within the range:

A - B = between 15 mm to 23 mm

- a) If the difference between the measured heights **(A)** and **(B)** falls within the above range, no further action is required
- b) If the difference between the measured heights **(A)** and **(B)** is greater than 23 mm, proceed to the Operation 2: Rear Brake Line Replacement



CR191 – Rear Brake Hoses Check and Replace if Required

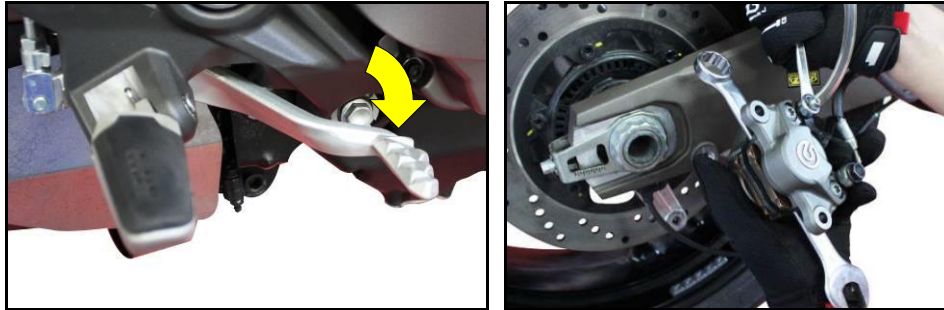
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

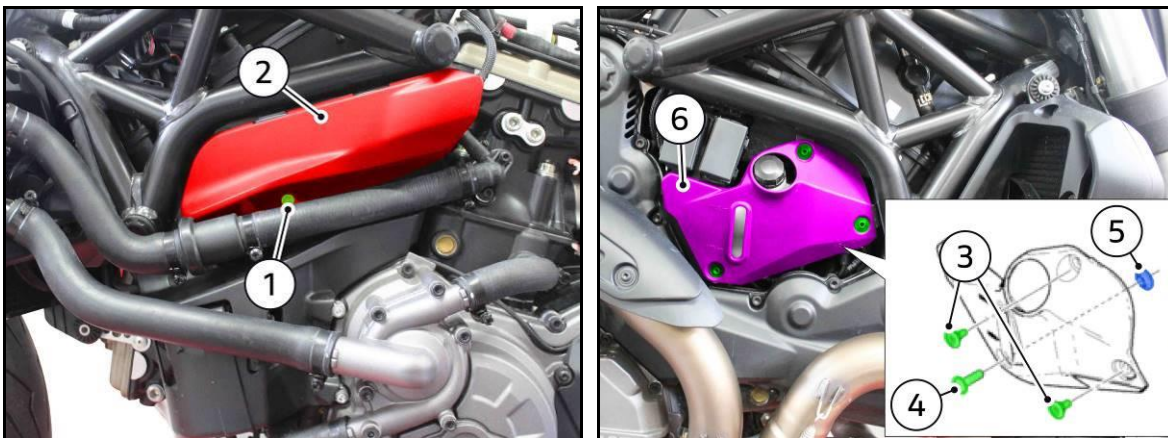
Operation 2: Rear Brake Line Replacement

Part 1: Vehicle preparation

1. Position the bike on the rear paddock stand.
2. Drain all the oil contained inside the rear brake system.



3. Remove the seat.
4. Remove the fuel tank (See Sec.8: "Supply/exhaust system – Fuel tank" of the Workshop Manual).
5. Working on the LH side, remove **screw M5x10 (1)** retaining **cover (2)** and pull it up to remove it.
6. Working on the RH side, remove **2 screws M5x9 (3)** and **screw M6x22 (4)** with relevant **spacer (5)** retaining coolant reservoir cover (6) and pull it out.



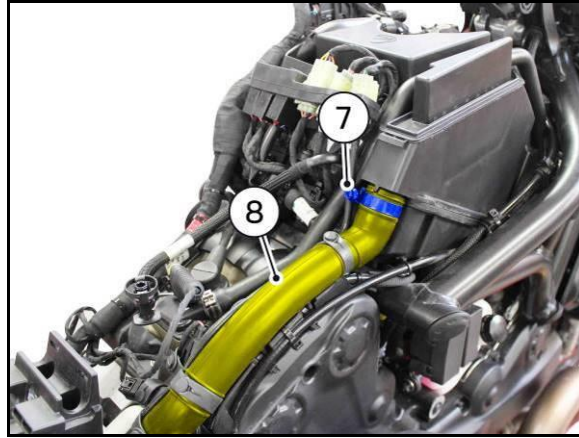


CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

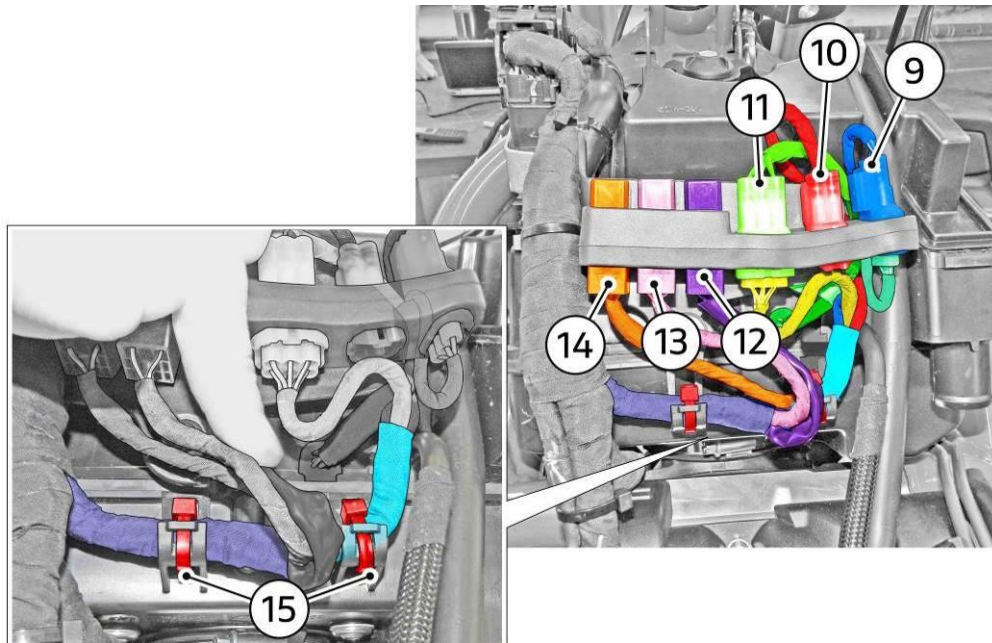
Technical Service Bulletin SRV-TSB-20-004

7. Loosen **clamp (7)** and pull out crank case breather **(8)** from the Airbox.



8. Disconnect injector-wiring **connector (9)**, vertical lambda sensor **connector (10)**, potentiometer wiring **connector (11)** and pull out starter **relay (12)**, injection **relay (13)** and fuel pump **relay (14)**.

9. Remove the 2 large self-locking ties **(15)**.





CR191 – Rear Brake Hoses Check and Replace if Required

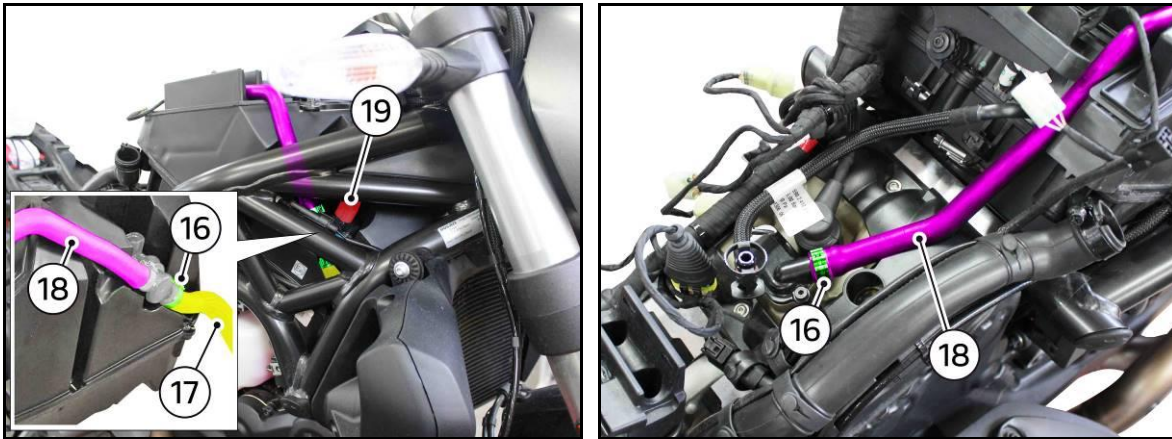
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

10. Working on vehicle RH side:

10 A. Remove the **2 click clamps (16)** and pull out the horizontal head secondary air hose (17) and the vertical head secondary air hose (18).

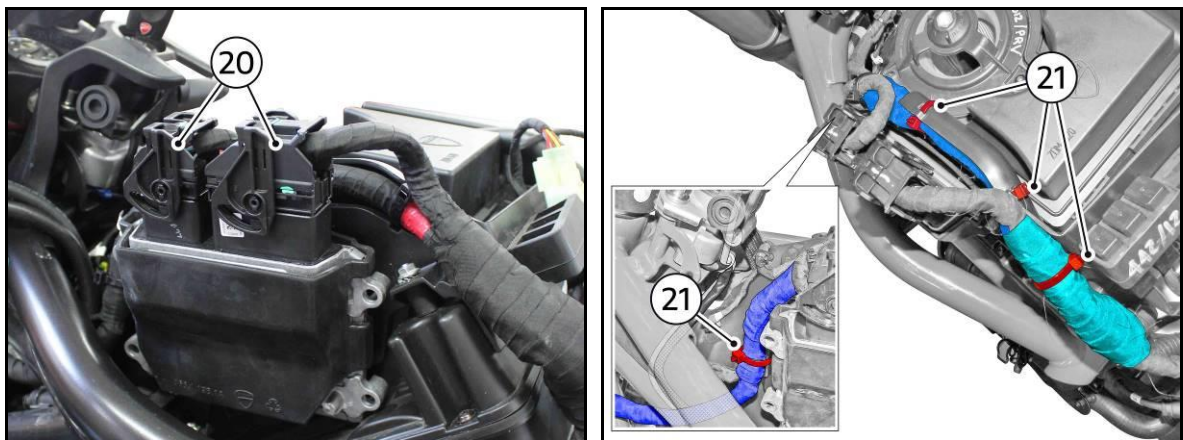
10 B. Disconnect secondary air (AIS) connector (19).



11. Working on vehicle LH side:

11 A. Disconnect the **2 connectors (20)** of the engine ECU.

11 B. Remove the **4 large self-locking ties (21)**.



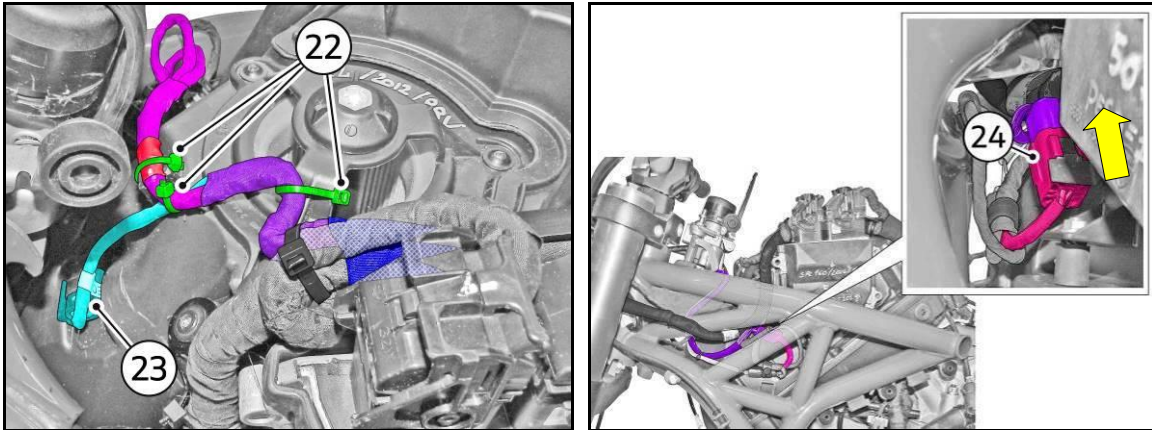


CR191 – Rear Brake Hoses Check and Replace if Required

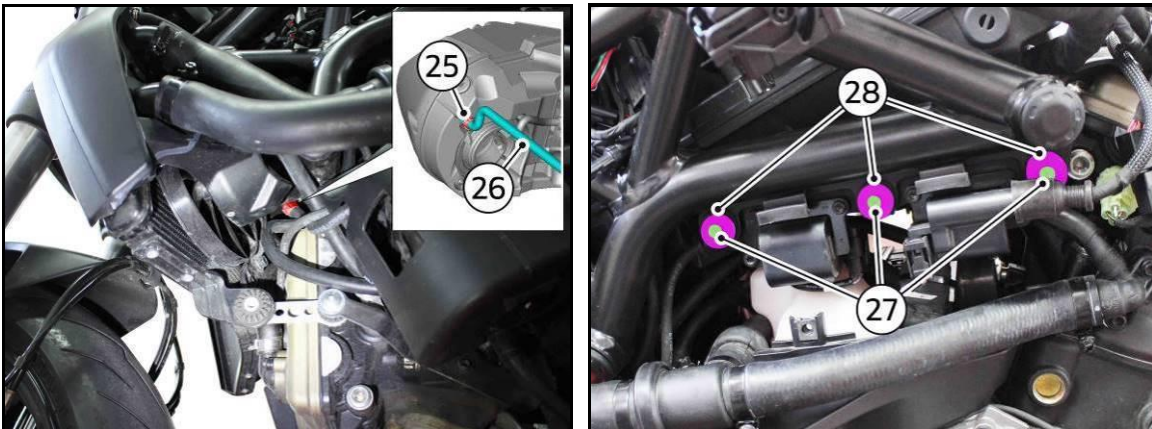
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

- 11 C. Remove the **3 small self-locking ties (22)**.
- 11 D. Disconnect the air temperature sensor **connector (23)**.
- 11 E. Pull out ignition switch **connector (24)** from the relevant tab present on the Airbox.



- 11 F. Remove click **clamp (25)** and pull out Airbox drain **hose (26)**.
- 11 G. Remove **3 screws M5x20 (27)** with relevant **spacers (28)** retaining coil support bracket to access the map sensor connector.



- 11 H. Pull out the horizontal head pressure sensor **hose (29)** and the vertical head pressure sensor **hose (30)** by removing the **2 ties (31)**.

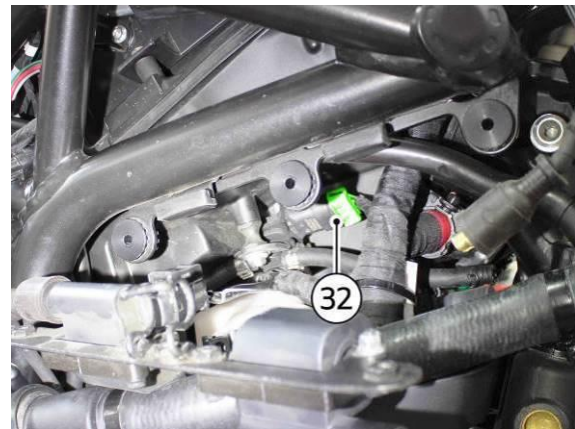
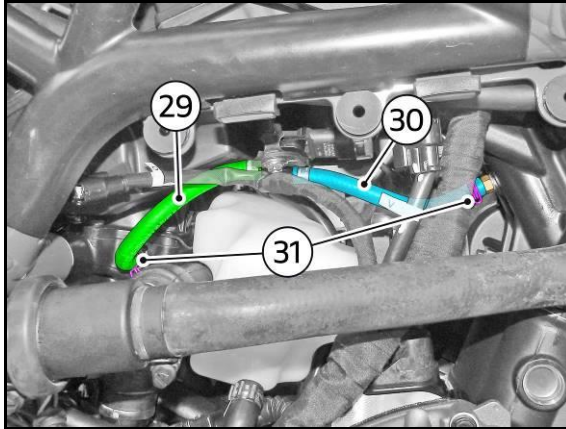


CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

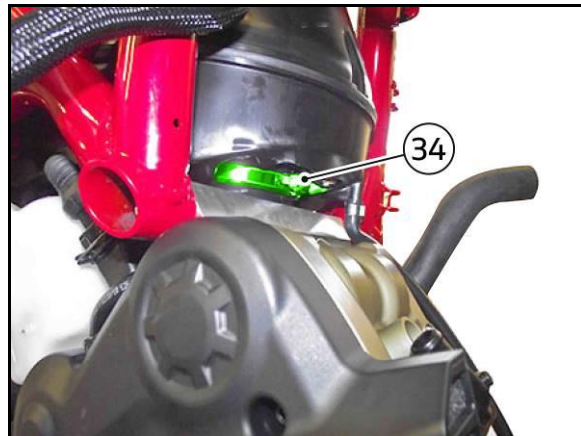
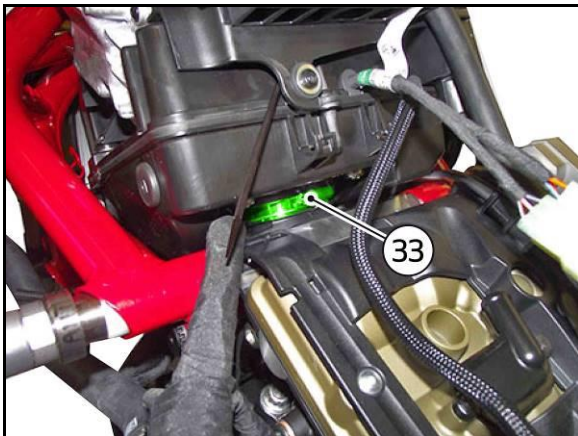
Technical Service Bulletin SRV-TSB-20-004

- 11 I. Disconnect the map sensor **connector (32)**.



12. Working on vehicle RH side, loosen **clamp (33)** positioned on the vertical cylinder head, while on the LH side, loosen **clamp (34)** positioned on the horizontal cylinder head.

13. Remove the Airbox from the vehicle.



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



WARNING

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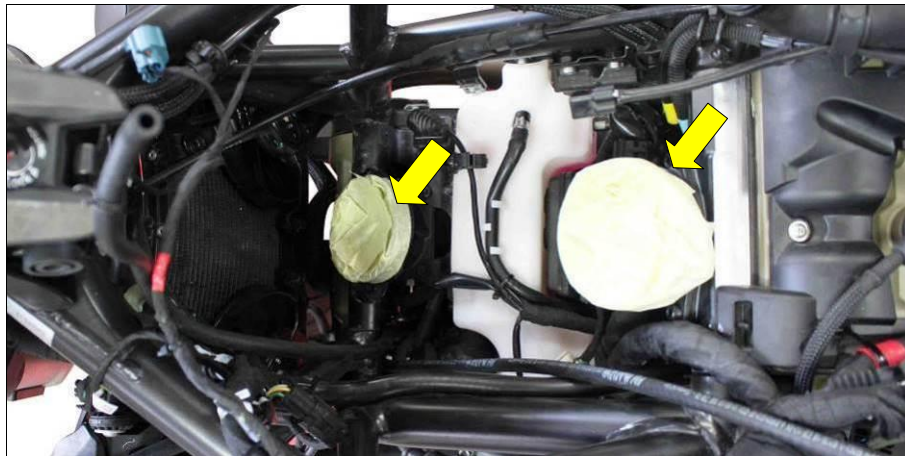


CR191 – Rear Brake Hoses Check and Replace if Required

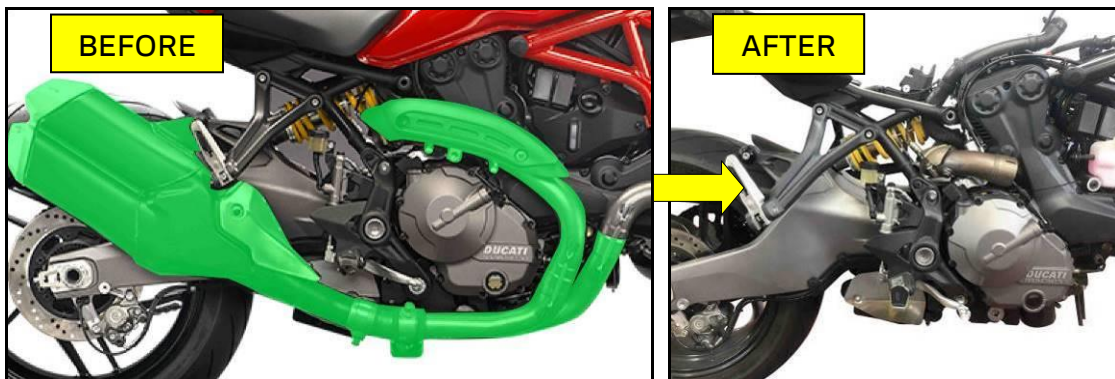
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

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. Damage to finish and components due to brake fluid contact is not covered by warranty and is the responsibility of the dealer to repair



15. Remove the silencer (See Sec.8: "Fuel/exhaust system – Exhaust system" of the Workshop Manual 2.0).
16. Remove the vertical head exhaust manifold (See Sec.8: "Fuel/exhaust system – Exhaust system" of the Workshop Manual 2.0).



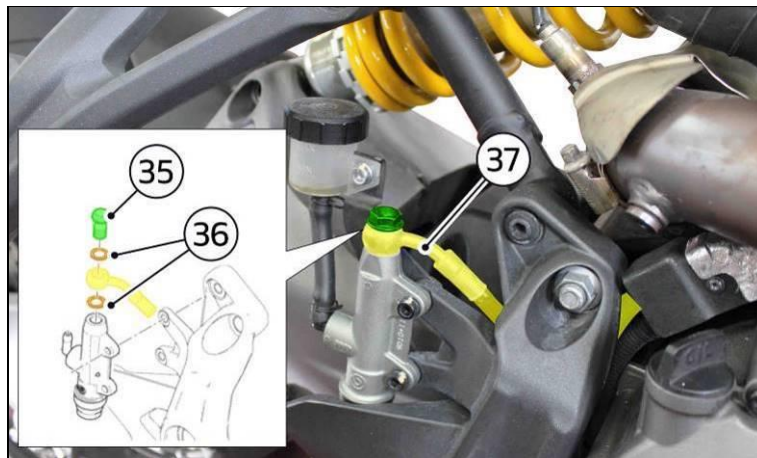
17. Remove the **special screw (35)** with the **2 copper washers (36)** securing **brake hose (37)** to rear brake master cylinder



CR191 – Rear Brake Hoses Check and Replace if Required

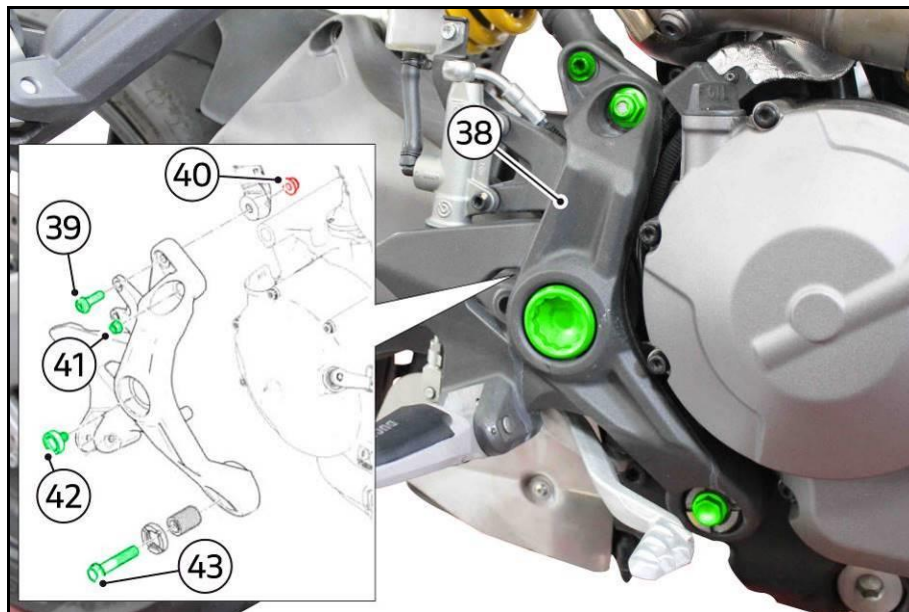
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004



18. To pull out the RH front footpeg holder **plate (38)** assembly remove:

- the **special screw (39)** while holding nut **M8 (40)**
- the **nut (41)** while holding it on the opposite side
- the **special screw (42)**
- the **screw M10x50 (43)**



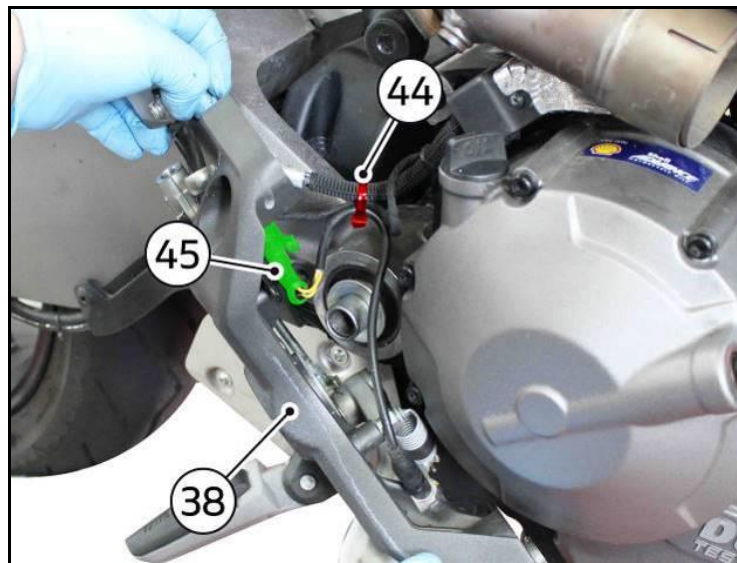
19. Pull out the RH front footpeg holder **plate (38)** by removing self-locking **tie (44)** and disconnect rear stop light **connector (45)**.



CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

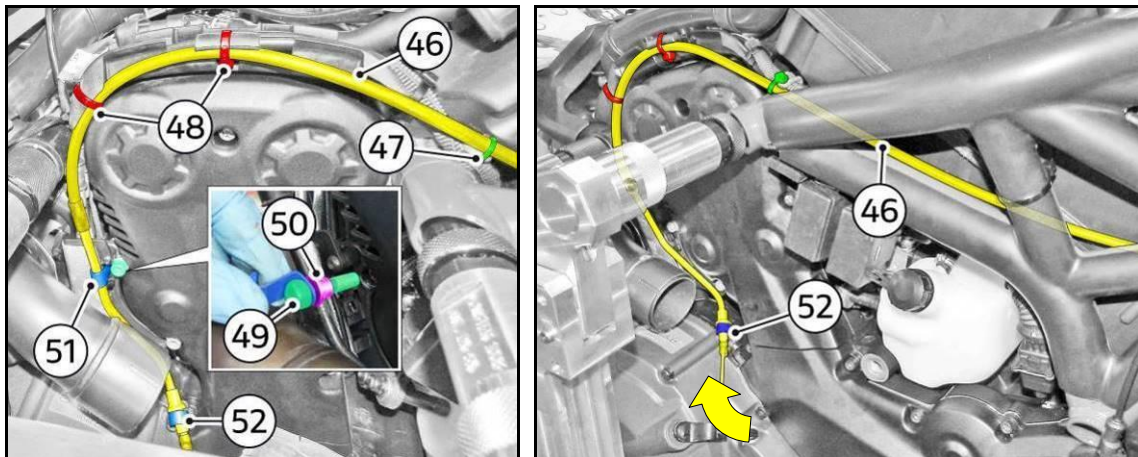
Technical Service Bulletin SRV-TSB-20-004



20. Release clutch cable (46) by removing:

- 1 small self-locking tie (47)
- 2 large self-locking ties (48)
- 1 screw M6x25 (49) with relevant spacer (50) and cable guide (51)

21. Slide out nipple and release clutch cable (46) from cable guide (52).



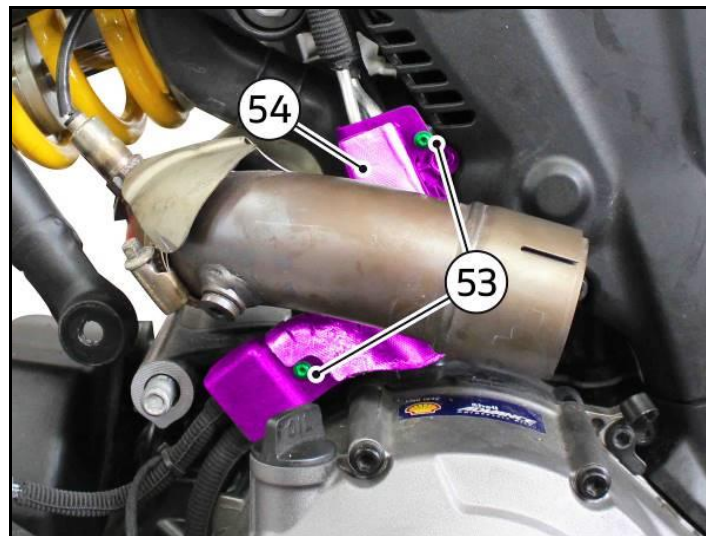
22. Remove the 2 self-tapping screws (53) and slide out the cover (54).



CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004



NOTE

To make **cover (54)** removal easier, follow the sequence below:

- move the cover towards motorcycle front end
- turn cover downwards to release its end from the exhaust manifold
- slide out the cover towards motorcycle front end



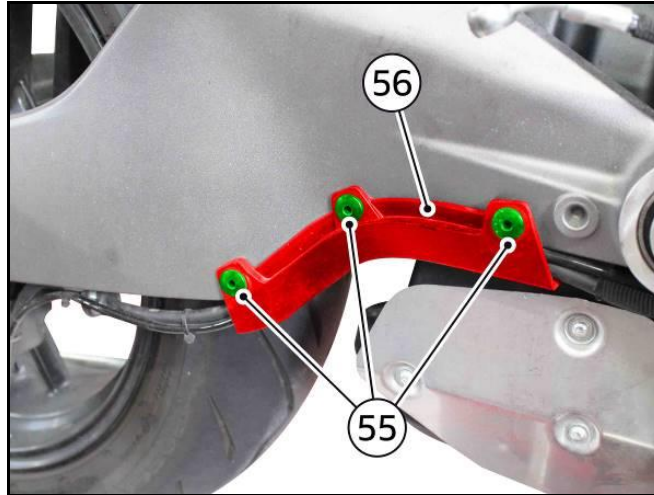


CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

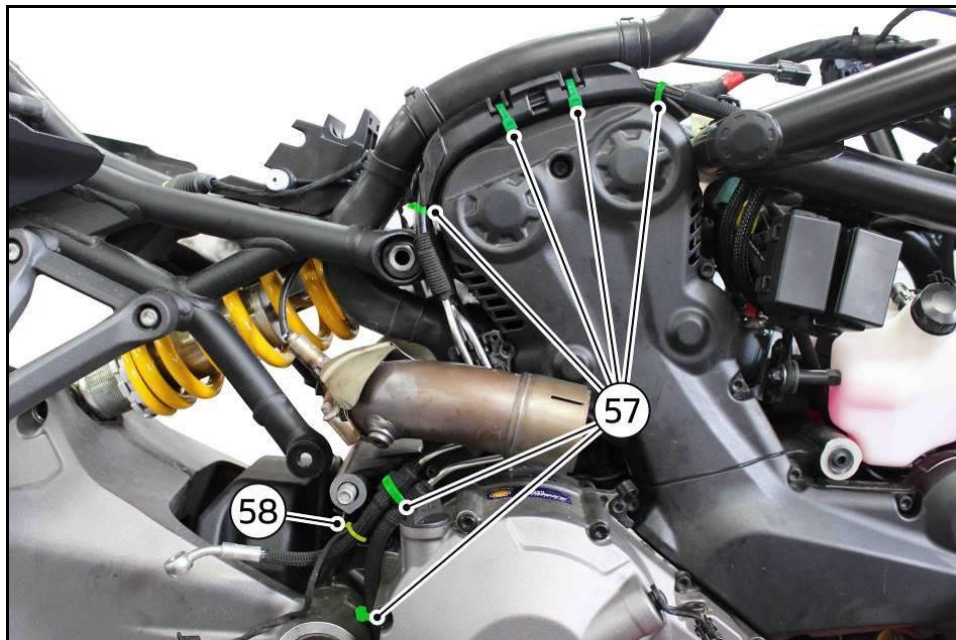
Technical Service Bulletin SRV-TSB-20-004

23. Remove the **3 screws M5x12 (55)** securing **cable guide (56)** to swinging arm, then slide it out.



24. To remove the ABS control unit - brake master cylinder and ABS control unit - rear brake caliper hoses, proceed as follows:

1. Remove the **6 large self-locking ties (57)** and the **small self-locking tie (58)**.



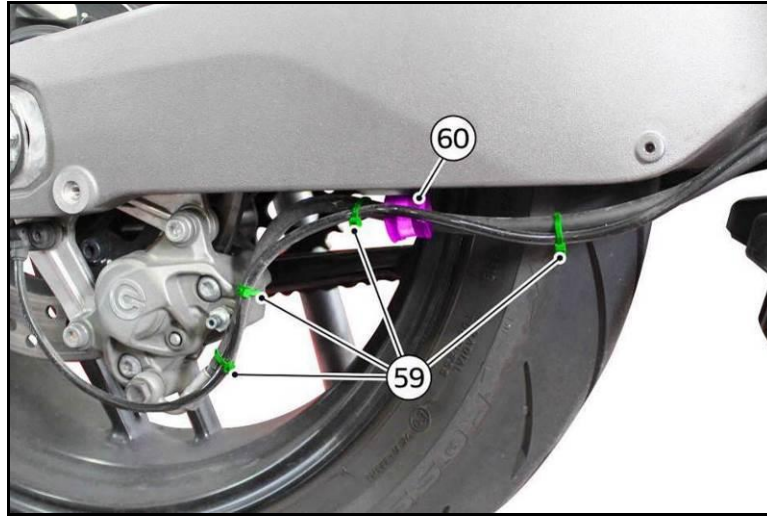


CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

2. The **4 small self-locking ties (59)** and the **hose grommet (60)** by removing the relevant retaining screw.



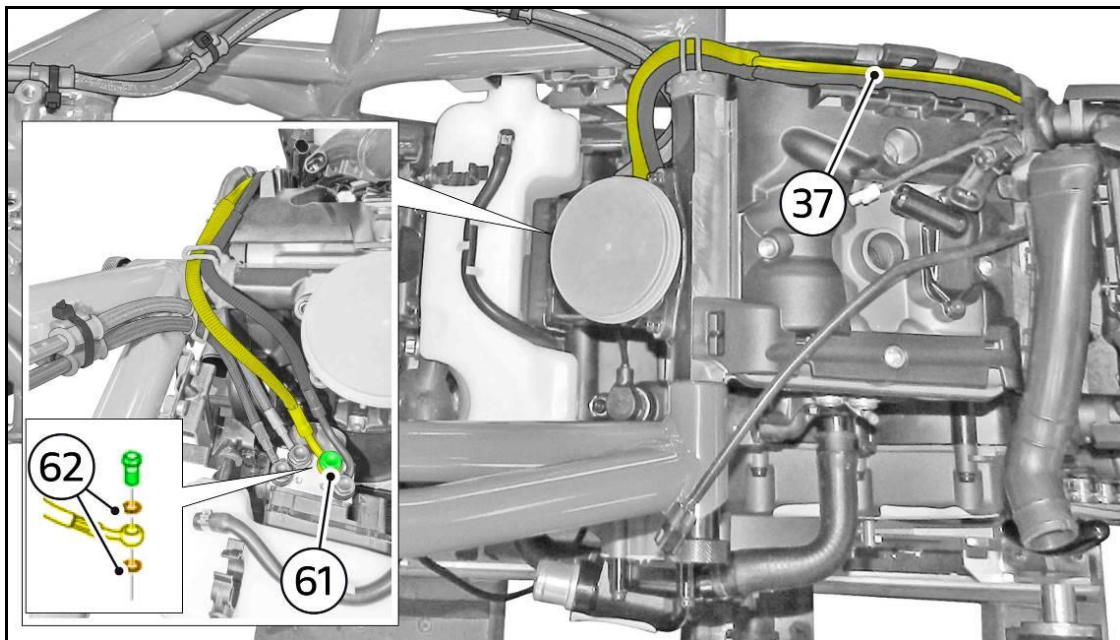
Part 2: Rear brake hose removal

1. Working on ABS control unit, remove the **special screw (61)** with the **2 copper washers (62)**.



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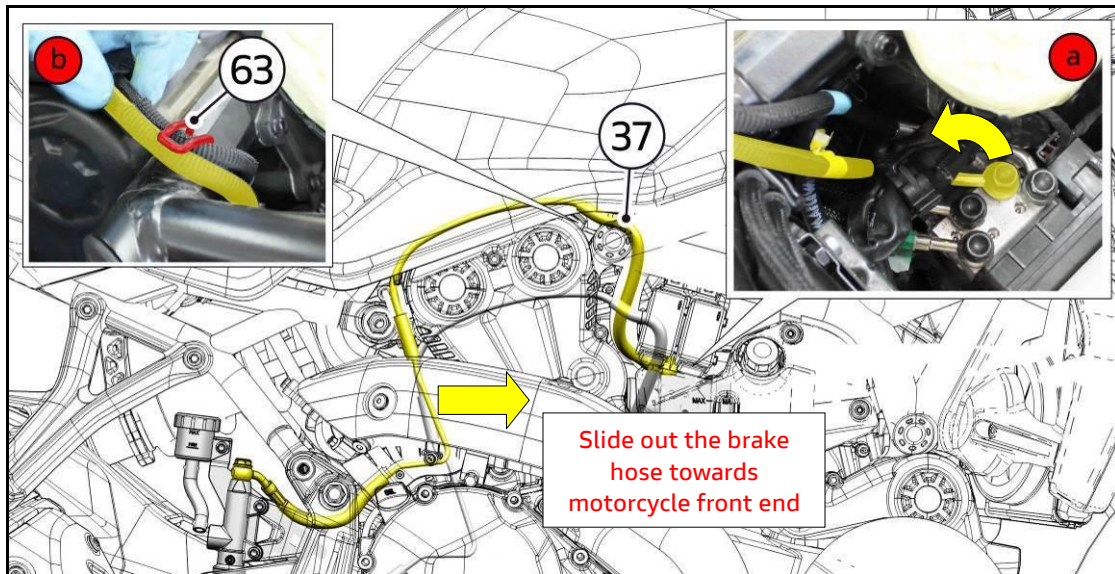
CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

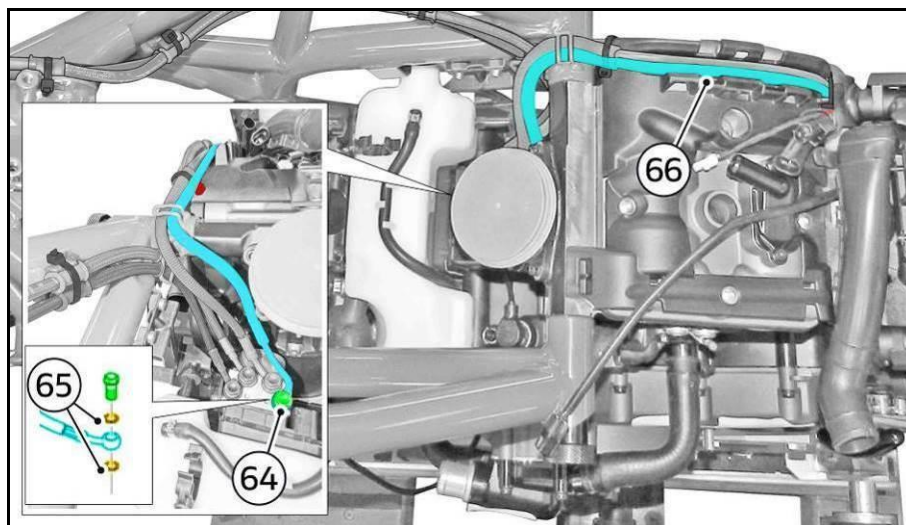
Technical Service Bulletin SRV-TSB-20-004

2. Pull out the **brake hose (37)** towards the front end following the sequence of operations indicated below:

- Route the ABS control unit fitting below the wiring support
- Release **brake hose (37)** from **cable guide (63)**



3. Working on the ABS control unit, remove the **special screw (64)** with the **2 copper washers (65)** securing **brake hose (66)** to ABS control unit.
4. Working on the rear brake caliper, remove the **special screw (67)** with the **2 copper washers (68)** securing **brake hose (66)** to rear brake master cylinder.

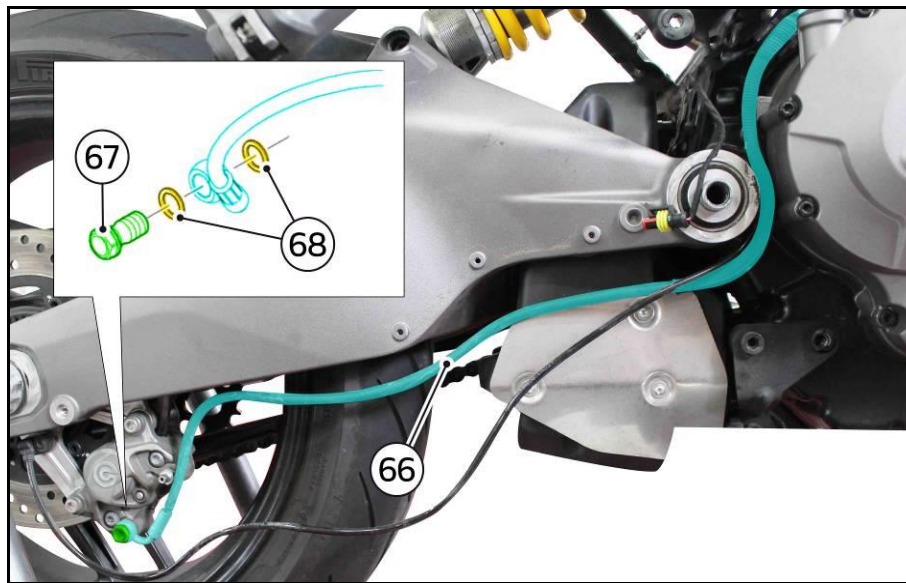




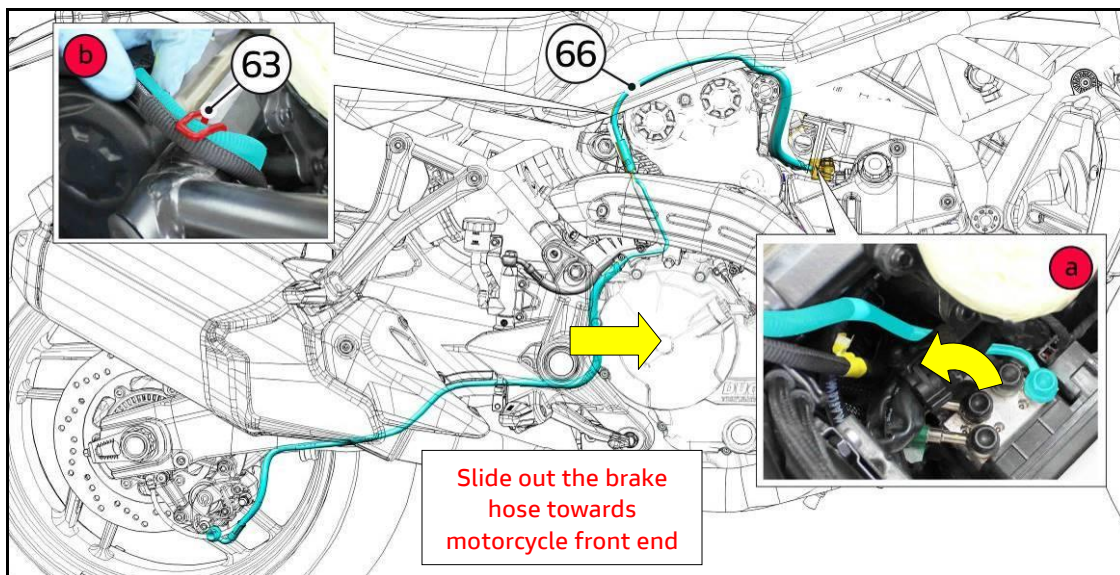
CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004



5. Pull out the **brake hose (66)** towards the front end following the sequence of operations indicated below:
 - Route the ABS control unit fitting below the wiring support
 - Release brake hose (66) from cable guide (63)



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.



CR191 – Rear Brake Hoses Check and Replace if Required

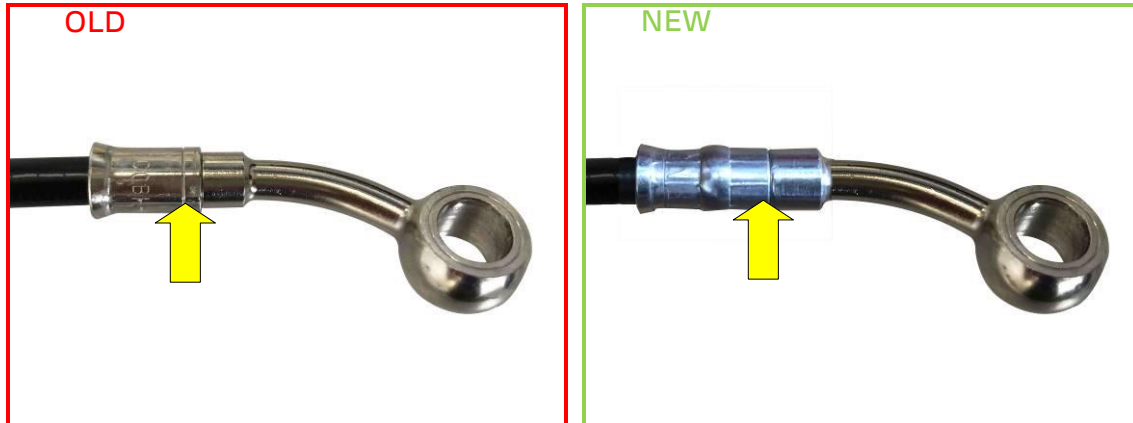
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004



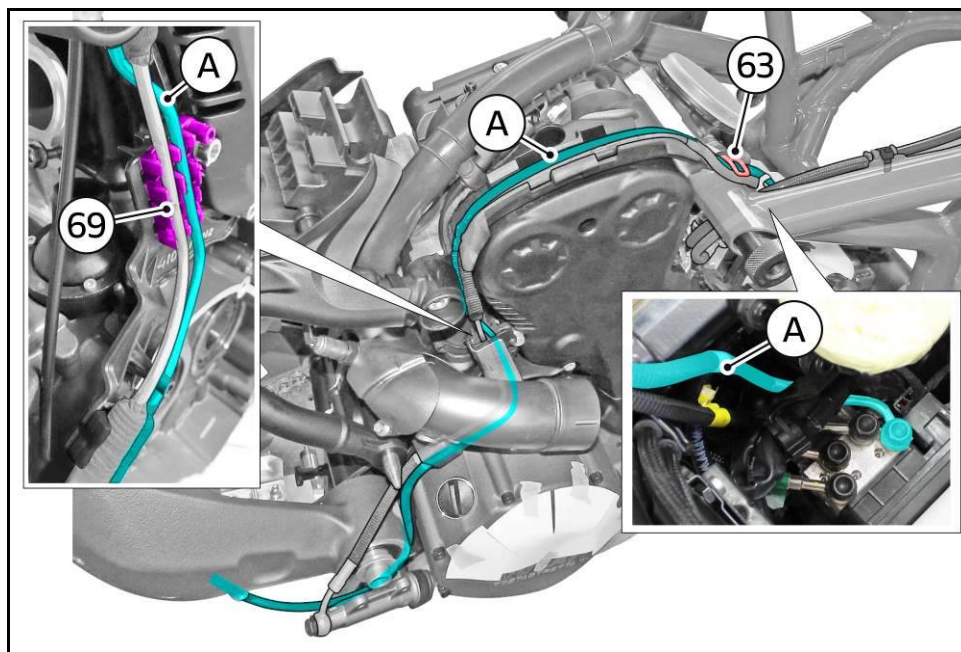
NOTE

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



2. Install the new **brake hose (A)** connecting the ABS control unit to the rear brake caliper, as shown below:

- Route the ABS control unit fitting below the wiring support
- Position **brake hose (A)** inside **cable guide (63)**
- Position **brake hose (A)** inside **cable guide (69)**, in the position shown in the figure
- Route **brake hose (A)** between swinging arm and generator cover

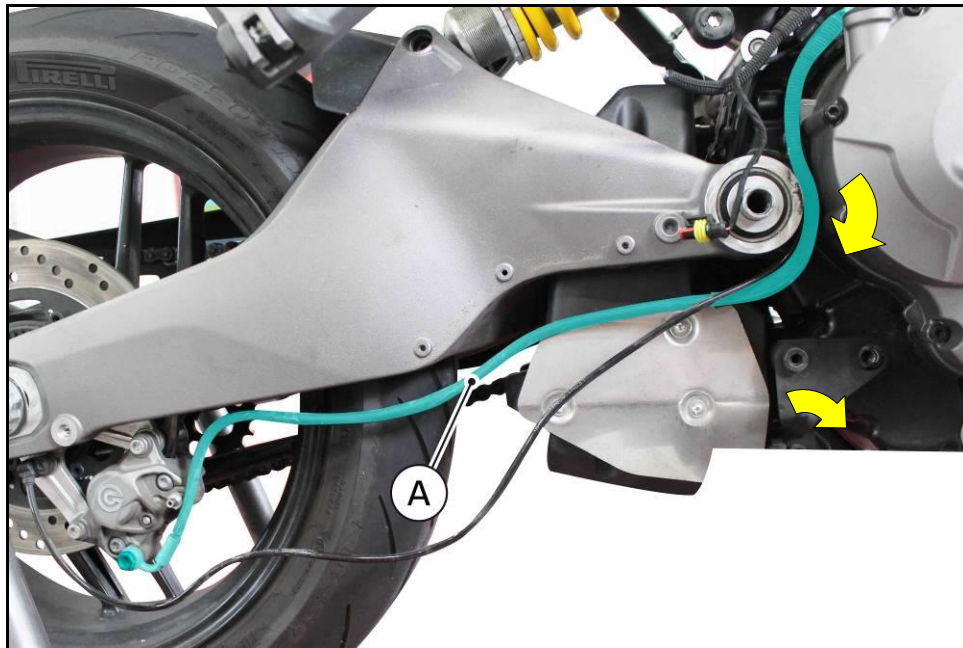




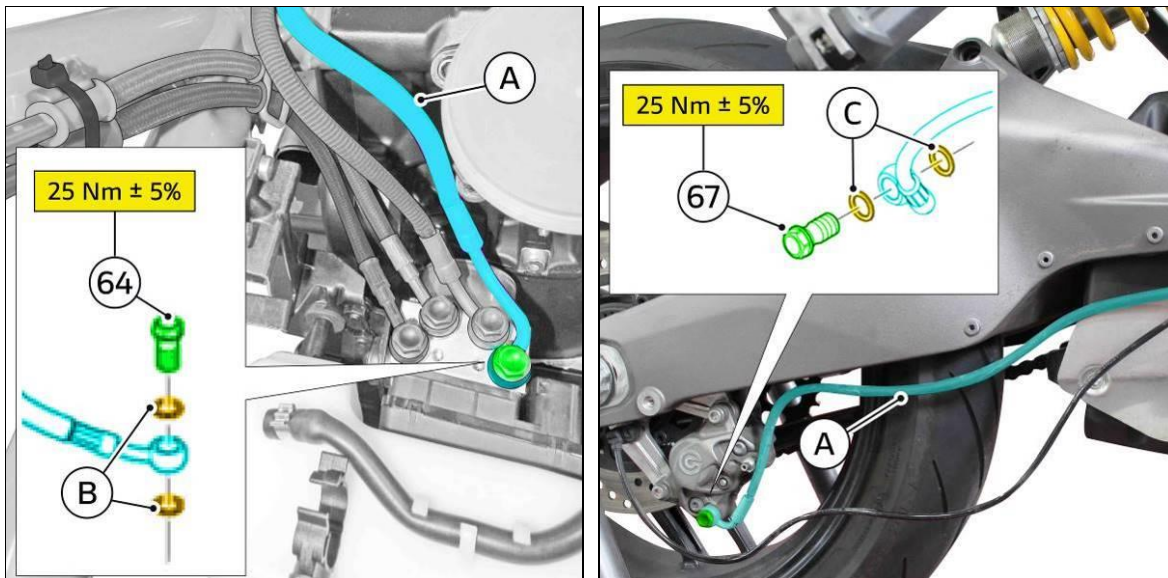
CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004



3. Fasten the ABS control unit fitting to the control unit as shown in the figure, using 2 new copper washers (B) and tighten the special screw (64) to **25 Nm ± 5%** with certification.
4. Fasten the rear brake caliper fitting, aiming it as shown in the figure, using 2 new copper washers (C) and tighten the special screw (67) to **25 Nm ± 5%** with certification.





CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

Part 4: 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.

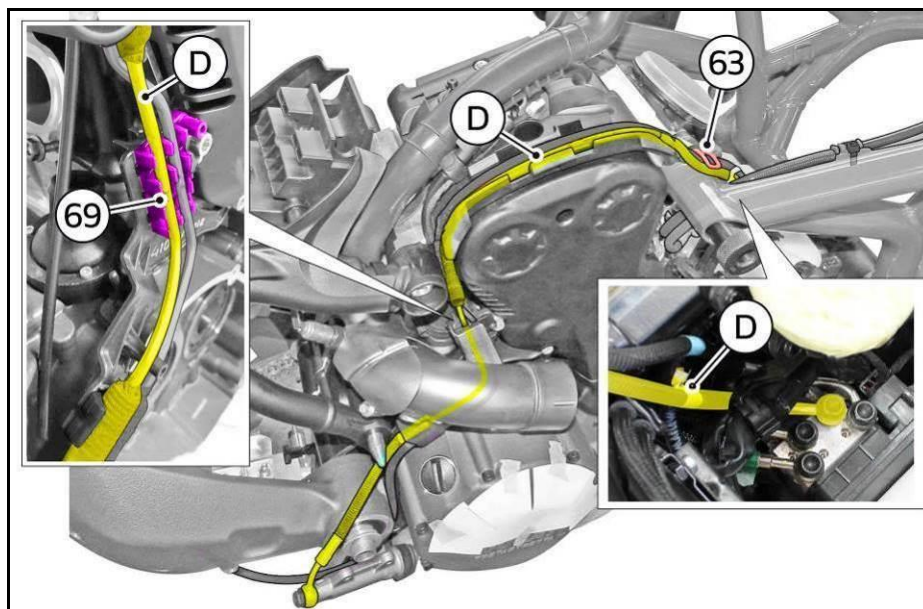


NOTE

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



2. Install the new **brake hose (D)** connecting the ABS control unit to the rear brake master cylinder, as shown below:
 - Route the ABS control unit fitting below the wiring support.
 - Position **brake hose (D)** inside **cable guide (63)**, close to brake hose (A).
 - Position **brake hose (D)** inside **cable guide (69)**, in the position shown in the figure.





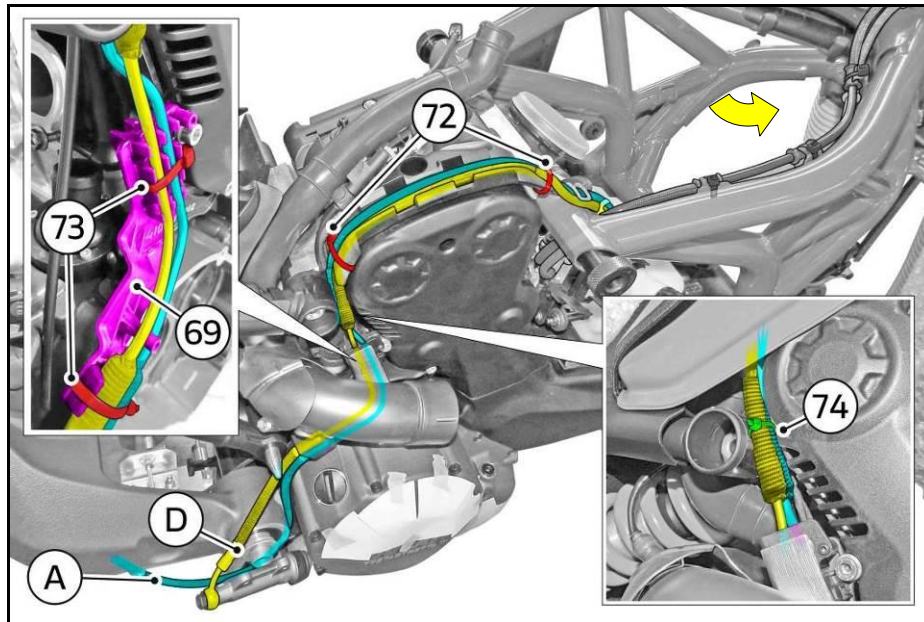
CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

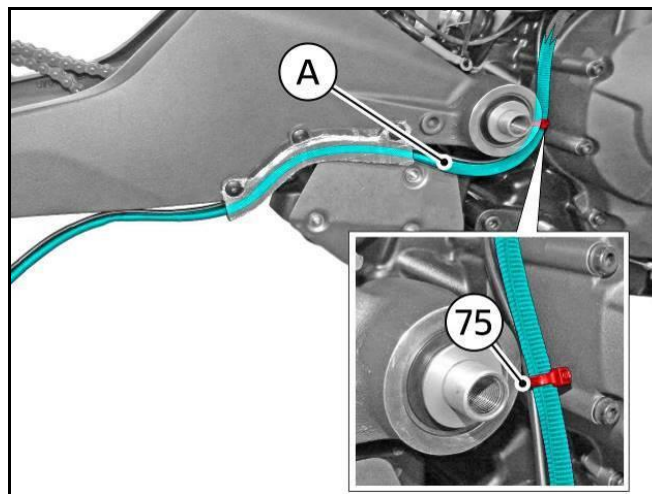
Technical Service Bulletin SRV-TSB-20-004

3. Before fastening the fittings of **brake hose (D)**:

- Tie the **brake hoses (A)** and **(D)** to the vertical head cover using the **2 large self-locking ties (72)**, aiming these latter as shown in the figure
- Tie the **brake hoses (A)** and **(D)** to the **hose grommet (69)** using the **2 large self-locking ties (73)**, aiming these latter as shown in the figure
- Tie the **brake hoses (A)** and **(D)** close to the vertical head-rear subframe connector using the **small self-locking tie (74)**, aiming this latter as shown in the figure.



- Tie the **brake hose (A)** to the rear speed sensor cable using the **small self-locking tie (75)**, aiming this latter as shown in the figure.





CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

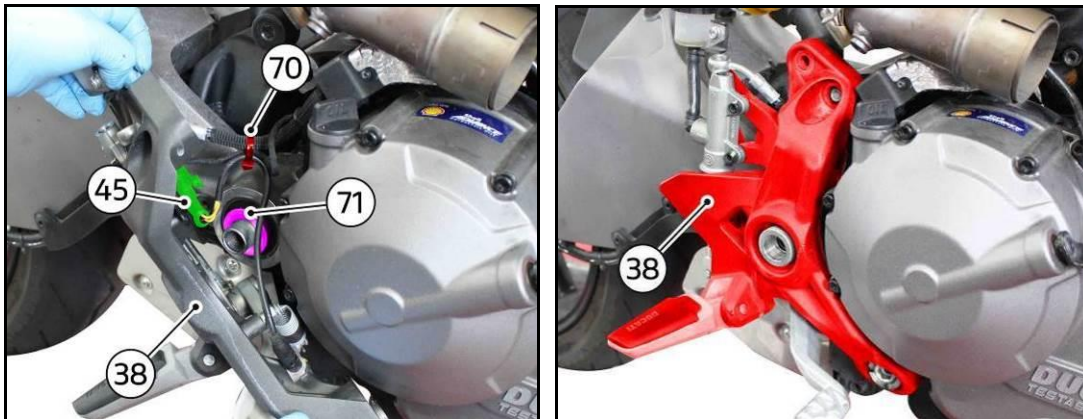
Technical Service Bulletin SRV-TSB-20-004

4. Take the **footpeg holder plate assembly (38)** and tie the brake hose (D) to the rear stop light sensor wiring using the small self-locking **tie (70)**, aiming this latter as shown in the figure
5. Connect the rear stop light **connector (45)**

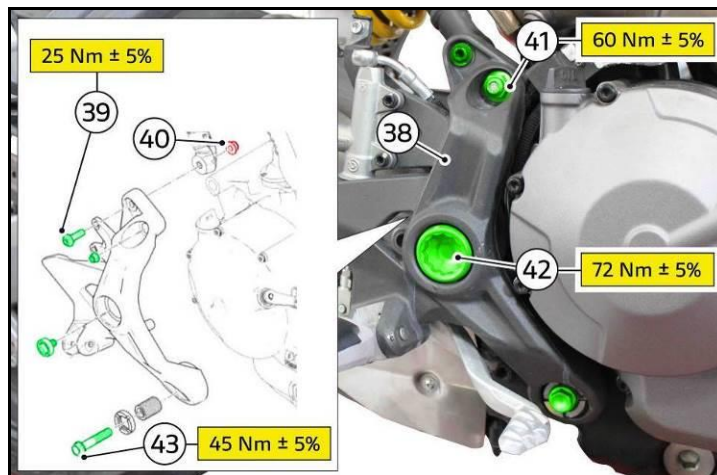


NOTE

When fitting the RH front footpeg holder plate assembly, make sure that **bushing (71)** is present on swingarm shaft and take care not to damage the brake hose and wiring.



6. Fasten the RH front footpeg holder **plate (38)** assembly following the sequence below:
 - Tighten **special screw (42)** to **72 Nm \pm 5%** with grease GADUS S2 V220 AD 2 (or equivalent) + certification
 - Tighten **nut (41)** to **60 Nm \pm 5%** with grease GADUS S2 V220 AD 2 (or equivalent) + certification while holding it from the opposite side
 - Tighten **screw M10x50 (43)** to **45 Nm \pm 5%** with grease GADUS S2 V220 AD 2 (or equivalent) + certification
 - Tighten **special screw (39)** to **25 Nm \pm 5%** while holding **nut M8 (40)** and certify





CR191 – Rear Brake Hoses Check and Replace if Required

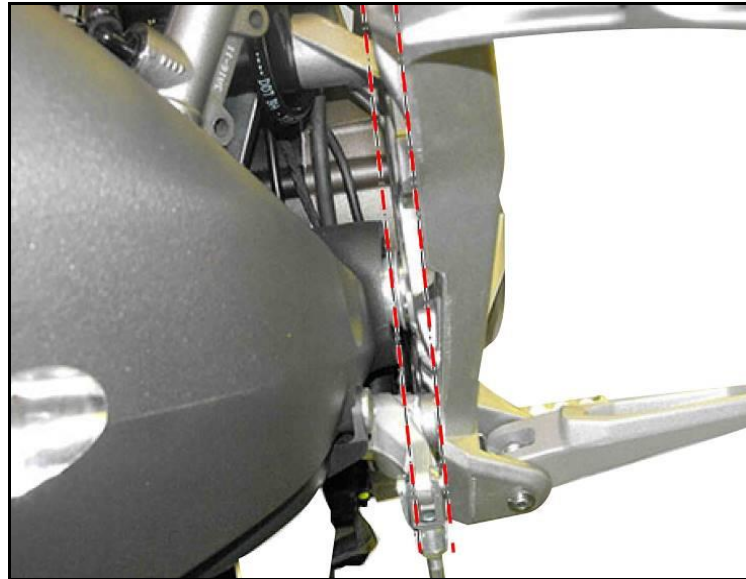
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

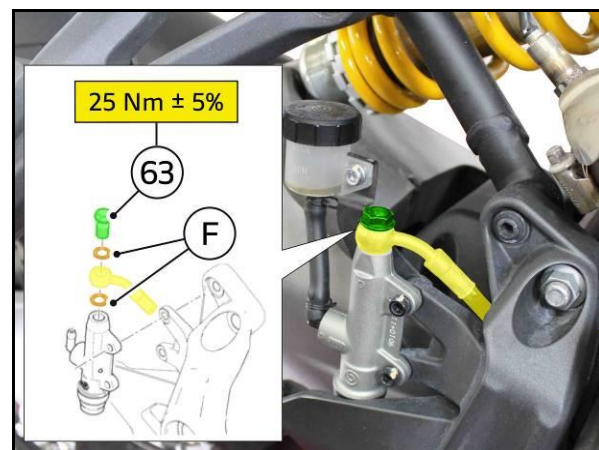
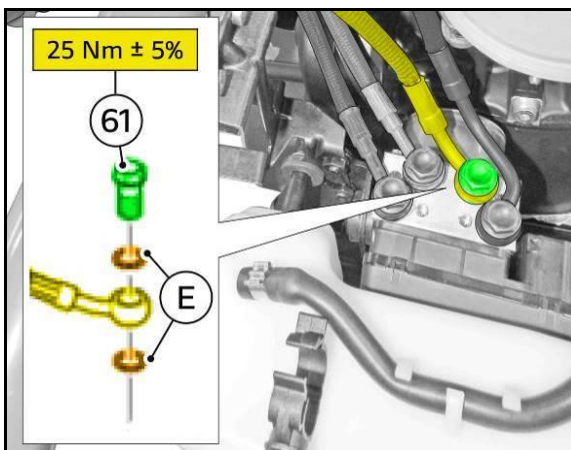


NOTE

Check the correct alignment between the footpeg holder plate and the swinging arm.



7. Fasten the fitting to the ABS control unit as shown in the figure, using **2 new copper washers (E)** and tighten the **special screw (61)** to **25 Nm ± 5% with certification.**
8. Fasten the rear brake master cylinder fitting as shown in the figure using **2 new copper washers (F)** and tighten the **special screw (63)** to **25 Nm ± 5% with certification.**





CR191 – Rear Brake Hoses Check and Replace if Required

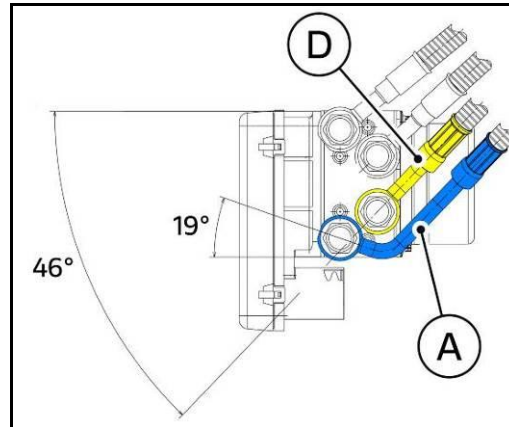
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004



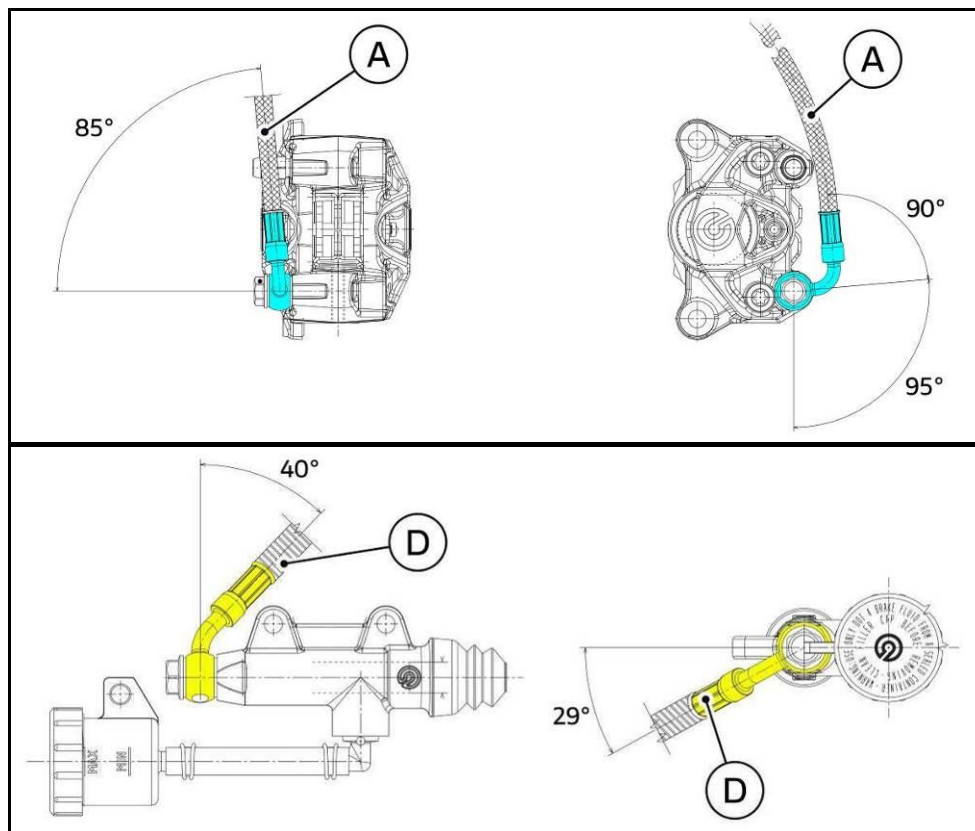
WARNING

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.



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.





CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

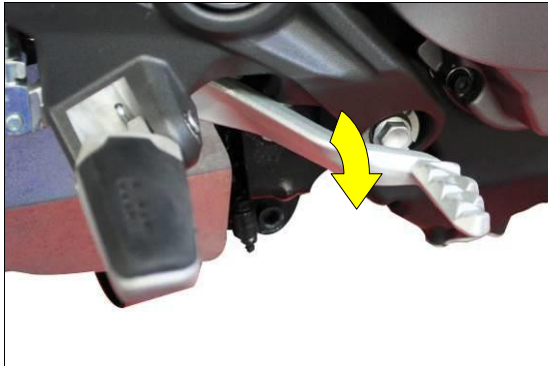
Part 5: Rear brake system filling and bleeding

Proceed with the DOT4 fluid filling inside the rear brake system and bleed the system following the procedure indicated in the bulletin SRV-TTB-17-003 valid for the Monster 821 model.

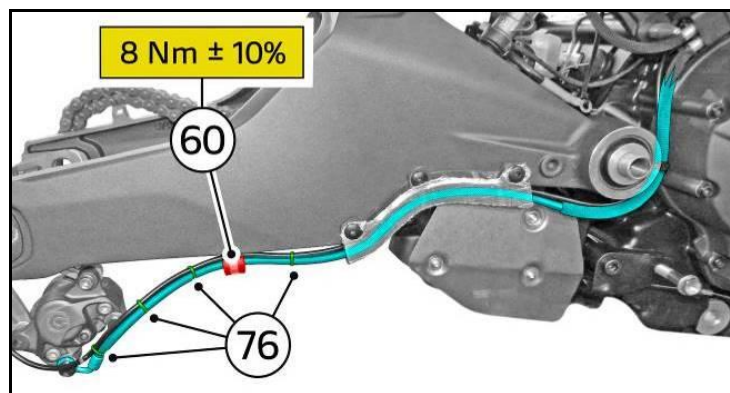


WARNING

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.
Damage due to brake fluid contact with vehicle component is NOT covered by warranty and is the responsibility of the dealer to repair.



1. Fasten **brake hose (A)** to the swinging arm through **hose grommet (60)** and tighten the relevant retaining screw to **8 Nm \pm 10%**.
2. Tie the **brake hose (A)** to the rear speed sensor cable using the **4 small self-locking ties (76)**, aiming these latter as shown in the figure.





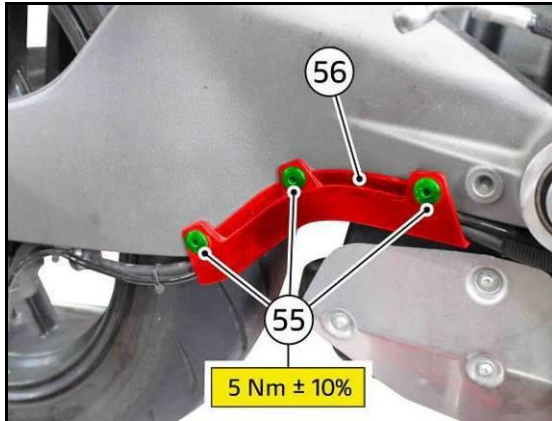
CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

Part 6: Vehicle Refitting

1. Install **cable guide (56)** on swinging arm by tightening the **3 screws M5x12 (55)** to **5 Nm \pm 10%** applying **LOCTITE 243** on threads.
2. Position the crank case breather hose on vertical cylinder head and secure it to head cover using the **2 large self-locking ties (77)**, aiming these latter as shown in the figure.



3. Install the **cover (54)** following the procedure below:
 - Fit the cover and position it as shown in figure
 - Turn cover upwards to insert it between exhaust manifold and vertical head belt cover guard
 - Position cover inside its seat





CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

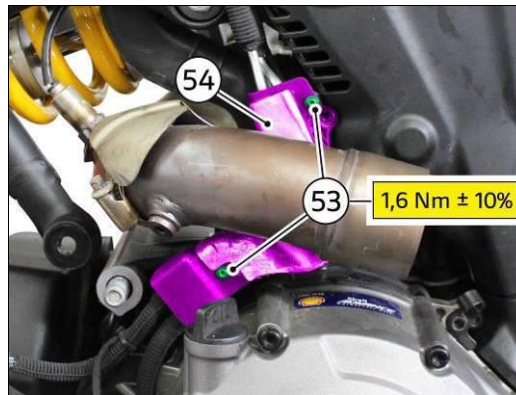
Technical Service Bulletin SRV-TSB-20-004

4. Tighten the 2 self-tapping screws (53) securing cover (54) to 1.6 Nm \pm 10%.



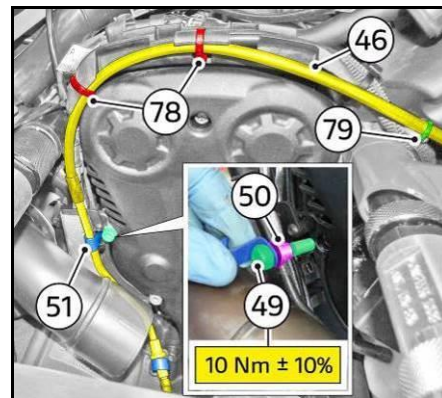
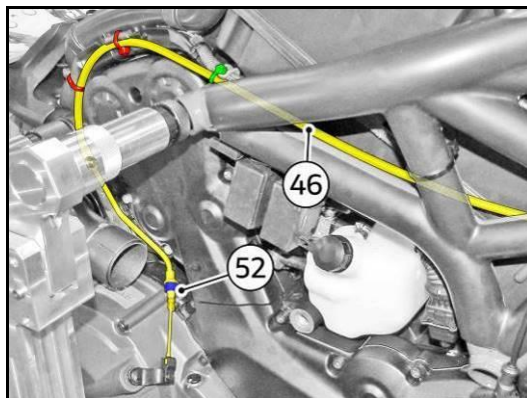
NOTE

Before carrying on with the tightening, start the 2 self-tapping screws (53) taking care to start them in the original thread already present.



5. Fit clutch nipple and position clutch cable (46) as shown below:

- Route clutch cable (46) inside cable guide (52)
- Position clutch cable (46) inside cable guide (51)
- Install cable guide (51) with spacer (50) and tighten screw M6x25 (49) to = 10 Nm \pm 10% applying LOCTITE 243 on threads
- Secure clutch cable (46) to wiring protection on vertical head using the 2 large self-locking ties (78), aiming these latter as shown in the figure
- Secure clutch cable (46) to frame using the small self-locking tie (79), aiming this latter as shown in the figure



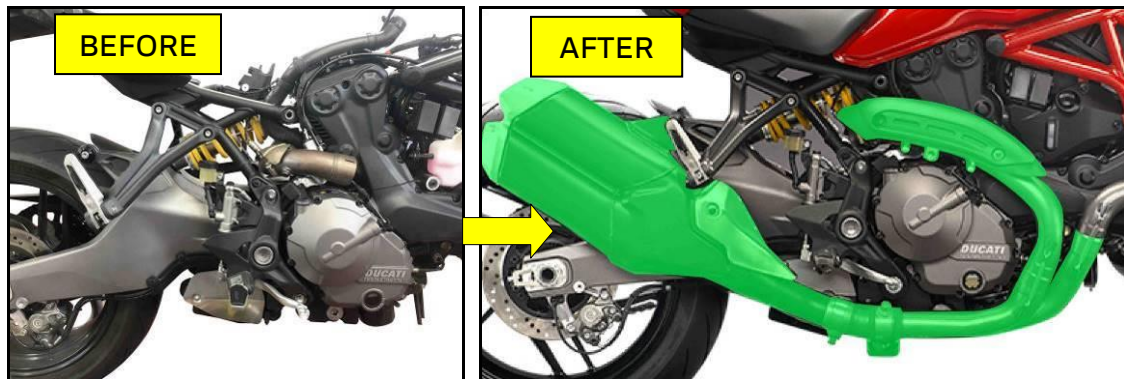


CR191 – Rear Brake Hoses Check and Replace if Required

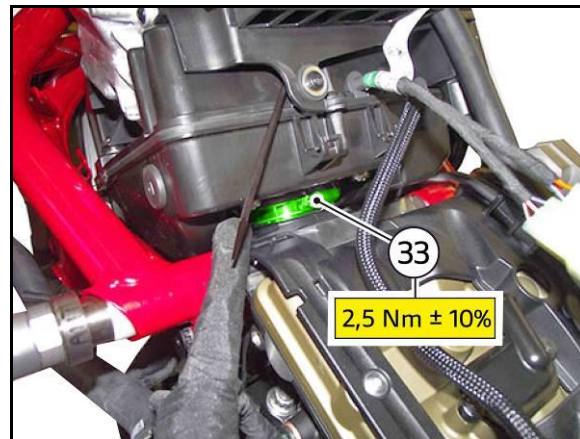
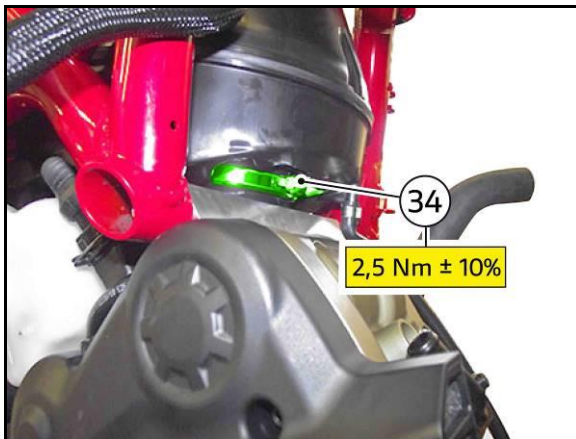
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

6. Fit the vertical head exhaust manifold (See Sec.8: "Fuel/exhaust system – Exhaust system" of the Workshop Manual 2.0).
7. Fit the silencer (See Sec.8: "Fuel/exhaust system – Exhaust system" of the Workshop Manual 2.0).



8. Remove the adhesive tape from the intake manifolds.
9. Install the Airbox on the vehicle making sure that the two intake manifolds are perfectly fitted inside it.
10. Working on vehicle RH side, fasten the Airbox using **clamp (34)** positioned on the horizontal cylinder head and **clamp (33)** positioned on the vertical cylinder head and tighten them to **2.5 Nm ± 10%**.





CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

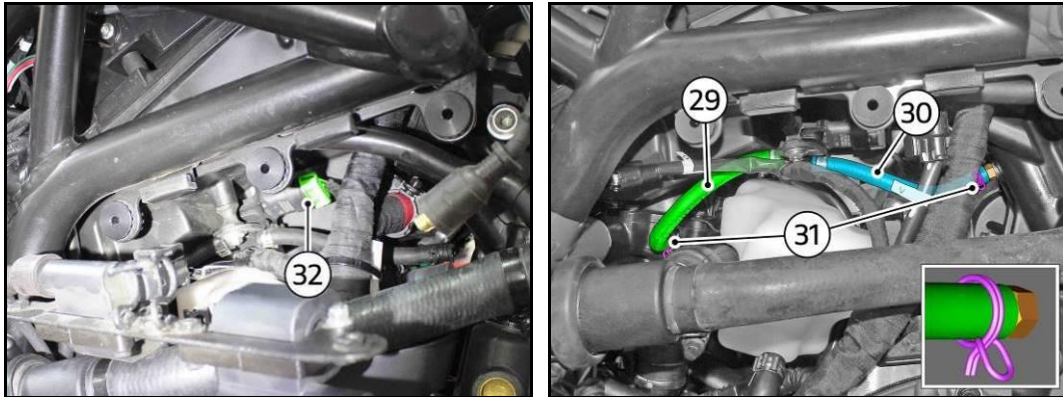
11. Working on vehicle LH side:

- 11 A. Connect map sensor **connector (32)**
- 11 B. Install horizontal head pressure sensor **hose (29)** and vertical head pressure sensor **hose (30)** by applying the **2 ties (31)**

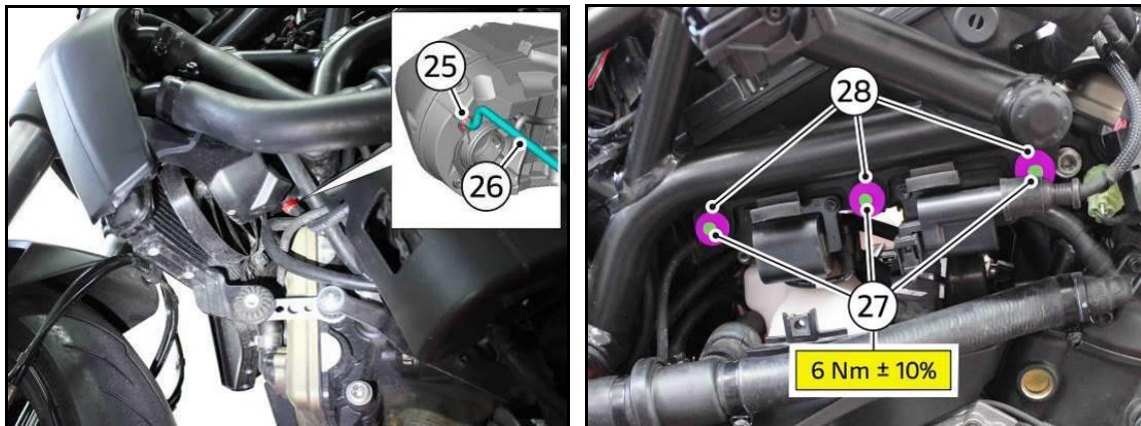


NOTE

Position ties with cut parts side facing downwards, as shown in the figure.



- 11 C. Install Airbox drain **hose (26)** and secure it with click **clamp (25)**.
- 11 D. Install the coil support bracket by tightening the **3 screws M5x20 (27)** with the relevant **spacers (28)** to a torque of **6 Nm ± 10%**.



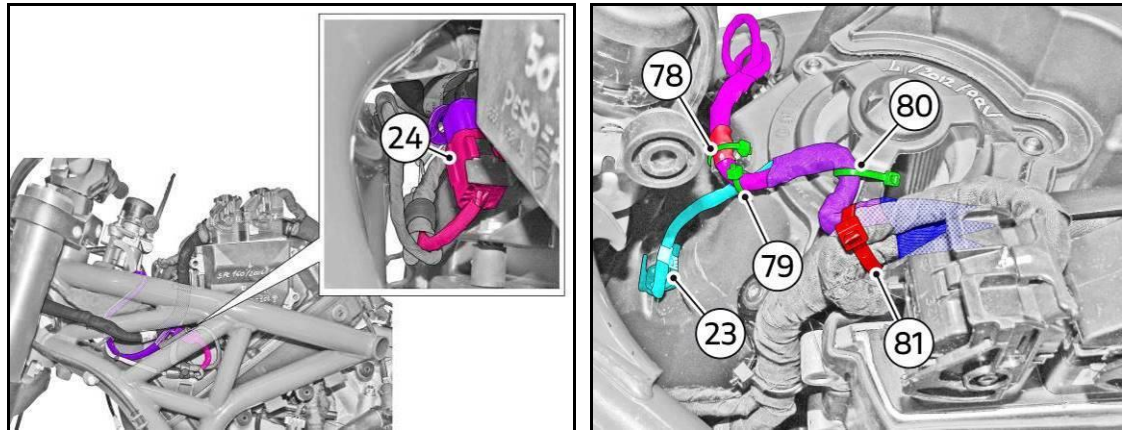


CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

- 11 E. Insert ignition switch **connector (24)** in the relevant tab present on the Airbox.
- 11 F. Connect the air temperature sensor **connector (23)**
- 11 G. Using the small self-locking **tie (78)** join the main wiring front central branch to the airbox clip (close to the red taping and aiming it as shown in the figure).
- 11 H. Using the small self-locking **tie (79)** join the main wiring front branch to the air temperature sensor wiring branch (aim it as shown in the figure).
- 11 I. Using the small self-locking **tie (80)** join the main wiring front branch to the air filter cover (aim it as shown in the figure).
- 11 J. Using the large self-locking **tie (81)** join the ground wiring branch, the ECU wiring branch and the air main wiring front central branch to the main wiring front branch (aim it as shown in the figure).





CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

11 K. Connect **2 connectors (20)** of engine ECU.

11 L. Using the small self-locking **tie (82)** join the main wiring primary front branch to the ECU support (aim it as shown in the figure).

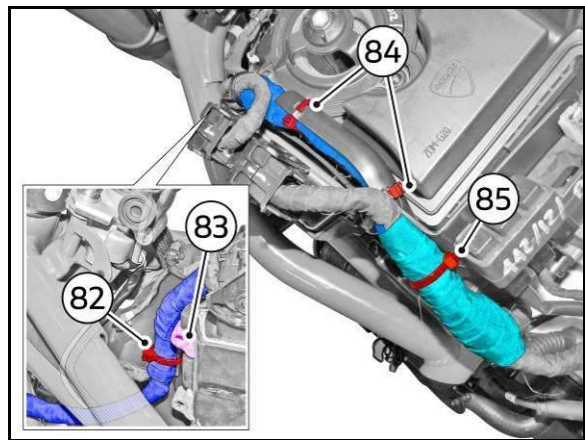
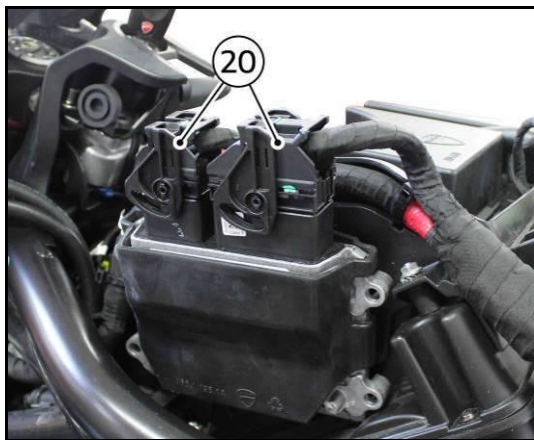


NOTE

The main wiring primary front branch must not interfere with **poppet (83)** of ECU.

11 M. Using the **2 large self-locking ties (84)** join the front branch and the ground jointing braided wiring branch to the control unit-relay support (aim them as shown in the figure).

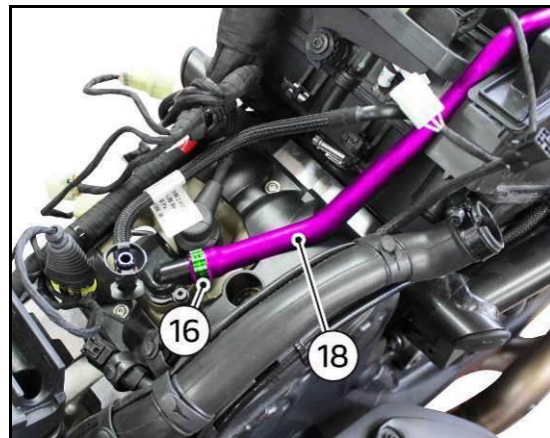
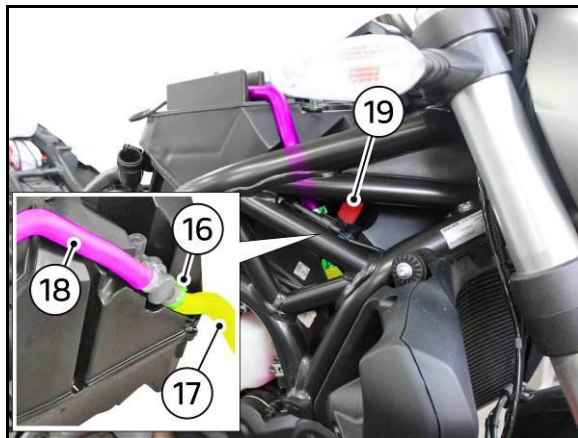
11 N. Using the large self-locking **tie (85)** join the main branch to the control unit-relay support (aim it as shown in the figure).



12. Working on vehicle RH side:

12 A. Connect secondary air (AIS) **connector (19)**.

12 B. Install horizontal head secondary air **hose (17)** and vertical head secondary air **hose (18)** by fastening them with the **2 click clamps (16)**.





CR191 – Rear Brake Hoses Check and Replace if Required

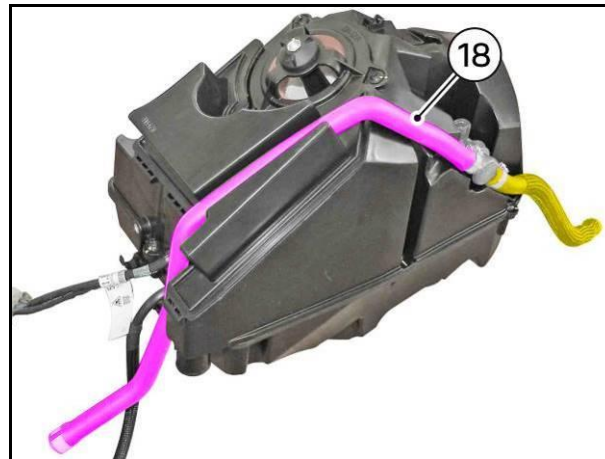
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

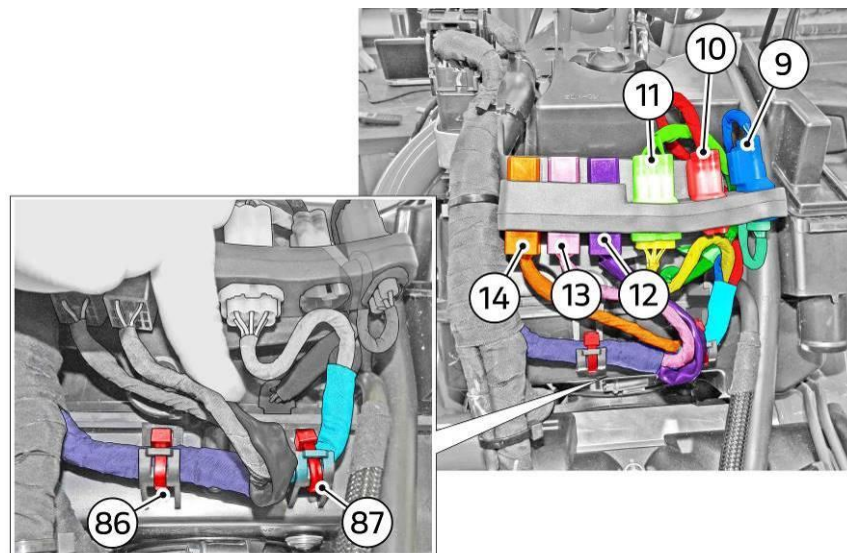


NOTE

Make sure that secondary air hose (18) is correctly positioned on the Airbox.



13. Connect injector wiring connector (9), vertical lambda sensor connector (10), potentiometer wiring connector (11) and insert starter relay (12), injection relay (13) and fuel pump relay (14) in the relevant support as shown in the figure.
14. Using the large self-locking tie (86) join the main wiring primary central branch to the airbox lower cover (aim it as shown in the figure).
15. Using the large self-locking tie (87) join the main wiring secondary central branch to the airbox lower cover (aim it as shown in the figure).



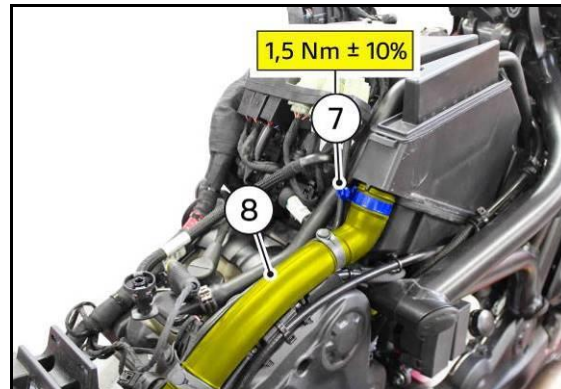


CR191 – Rear Brake Hoses Check and Replace if Required

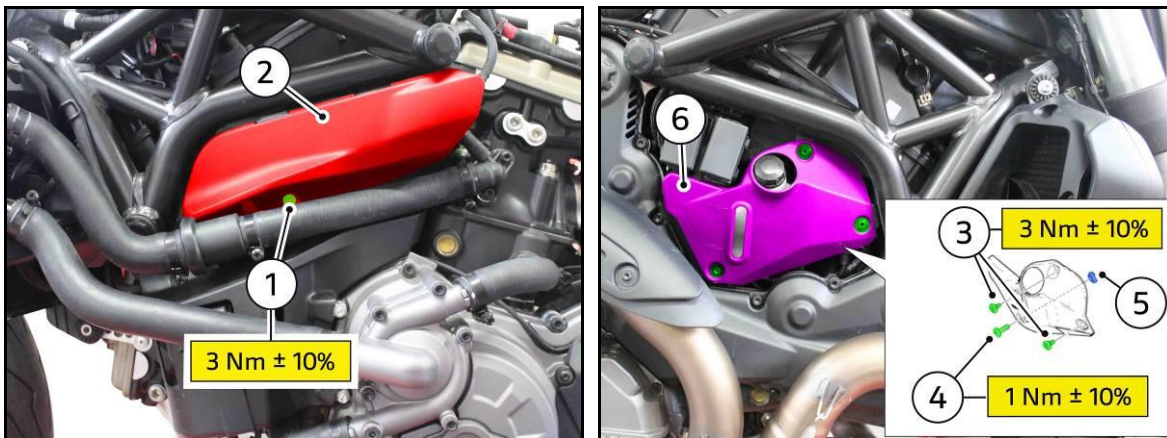
Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

16. Fit the crank case breather hose (8) on the Airbox and tighten clamp (7) to 1.5 Nm ± 10%.



17. Working on the LH side, install cover (2) tightening screw M5x10 (1) to 3 Nm ± 10%.
18. Working on the RH side, install the coolant reservoir cover (6) and tighten the 2 screws M5x9 (3) to 3 Nm ± 10% and screw M6x22 (4) with relevant spacer (5) to 10 Nm ± 10%.



19. Fit the fuel tank (See Sec.8: "Fuel/exhaust system – Fuel tank" of the Workshop Manual 2.0).
20. Start the engine and keep it at idle until reaching the fan activation condition.
21. Connect the DDS 2.0 diagnosis instrument and run a Global Scan.
22. Mount the seat.

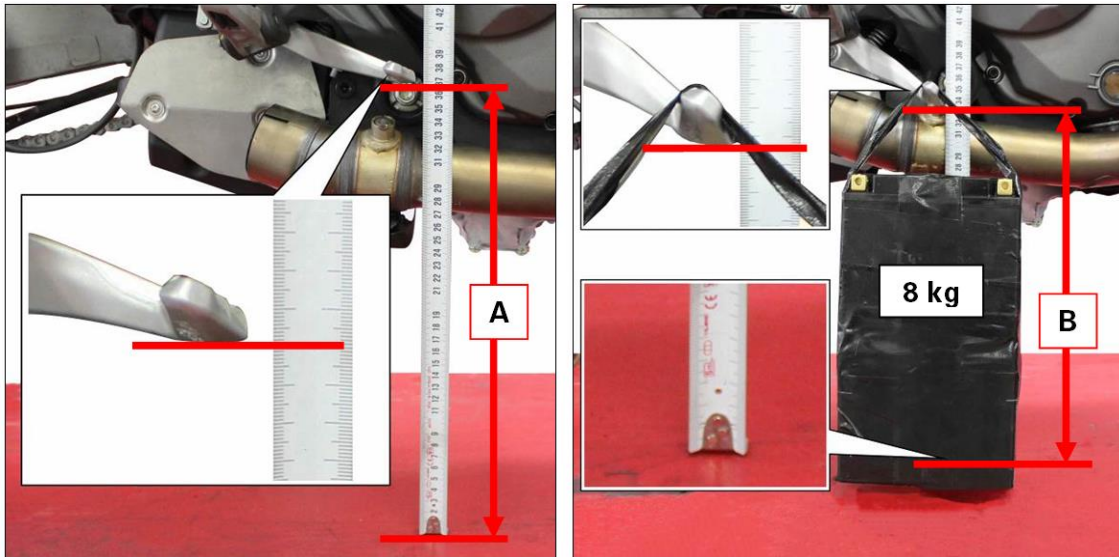


CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

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



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

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

26. Road test 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**

27. Measure again the rear brake lever stroke as referred to in steps 23 and 24



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.

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

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

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

30. If a stroke increase of the rear brake lever is detected, repeat the complete bleed procedure



CR191 – Rear Brake Hoses Check and Replace if Required

Monster 821 Model Year 2018-2020 (all versions)

Technical Service Bulletin SRV-TSB-20-004

31. Once the new bleeding procedure is completed, check that the stroke of the rear brake lever has not increased
32. Perform a soft cleaning of the bike before delivering it to the Customer

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