



19RCS corsacorta™

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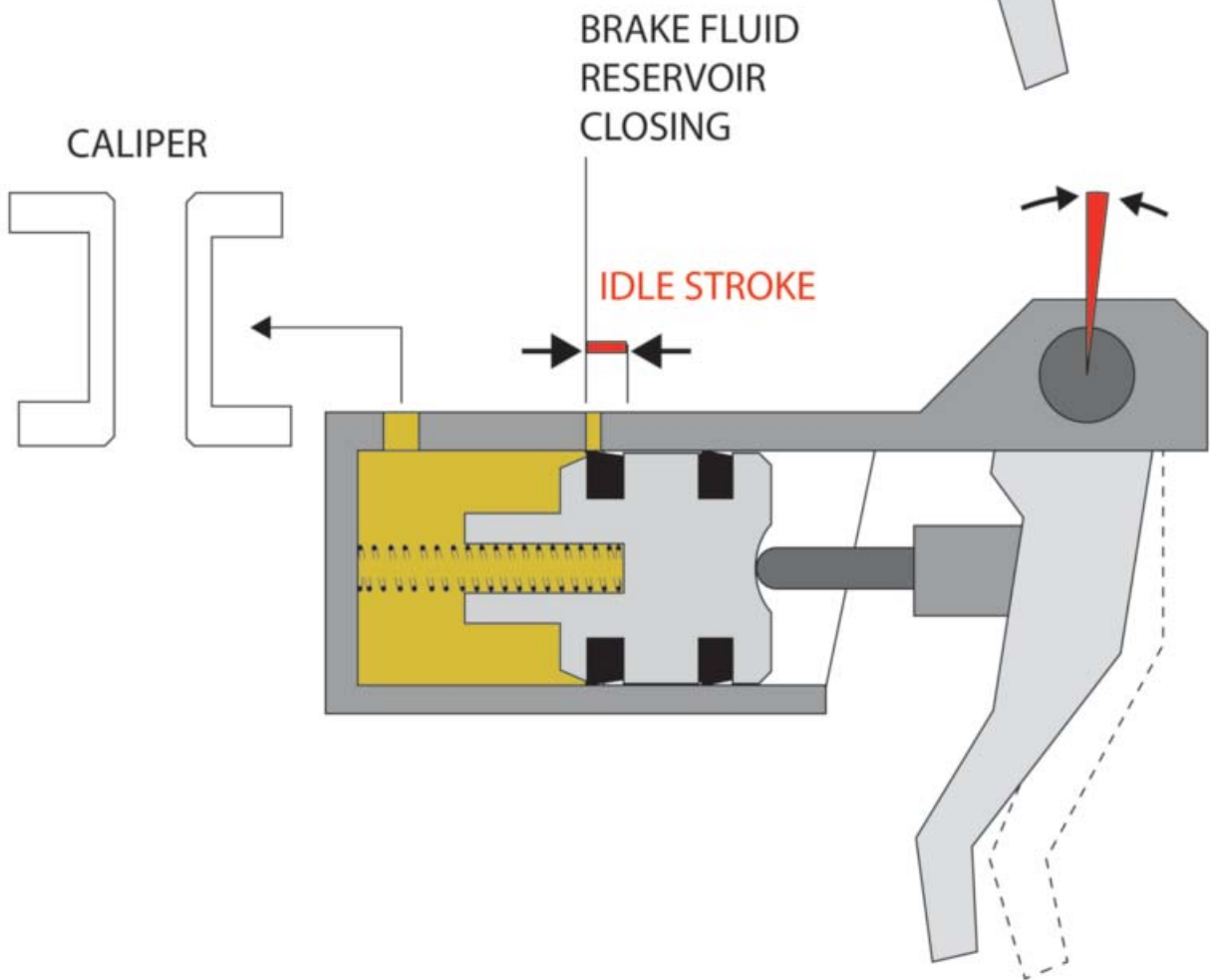
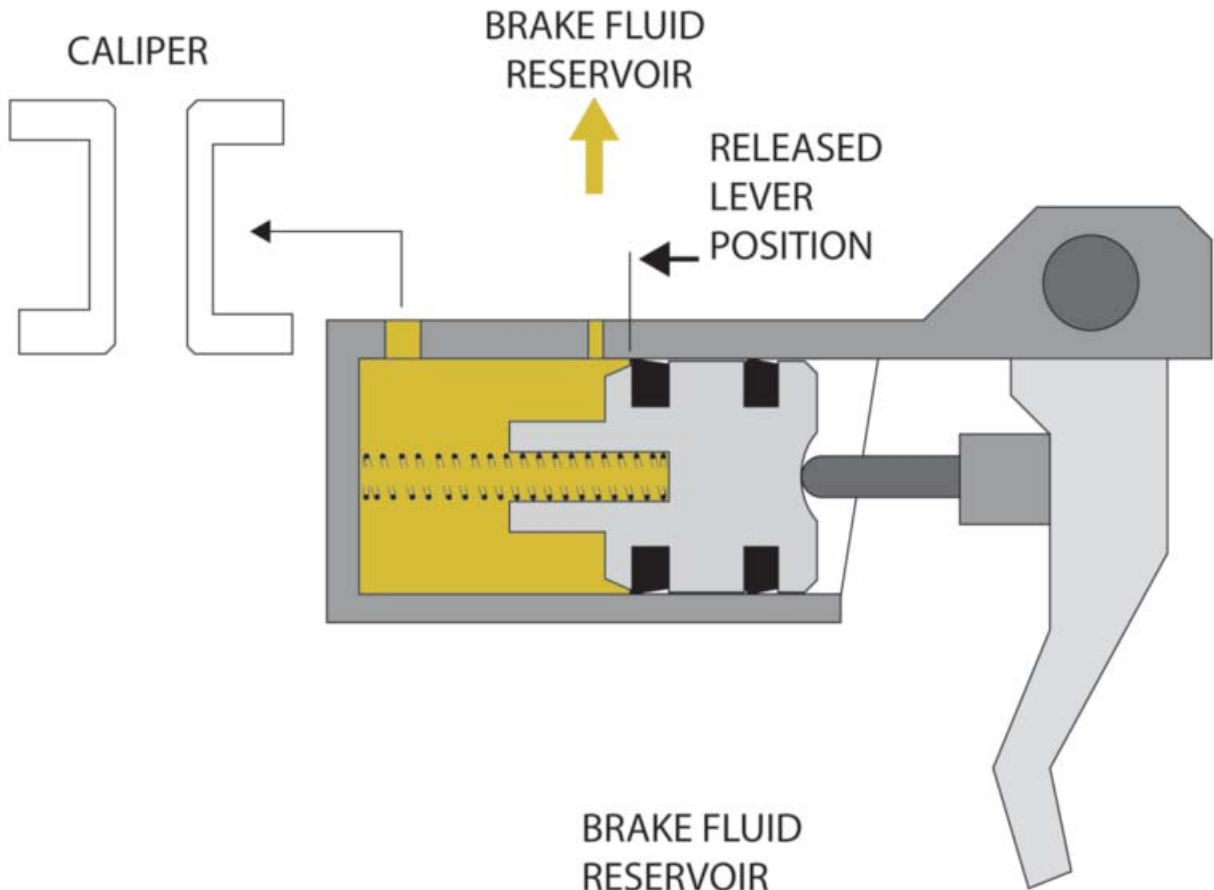


MotoGP pilots use master cylinders with calibrated and customized **IDLE STROKES**: now, with the new 19RCS Corsa Corta, you can do the same.

Through the new adjuster, it is possible to choose the Bite Point (the lever position to start braking) and, as a consequence, the braking feeling.



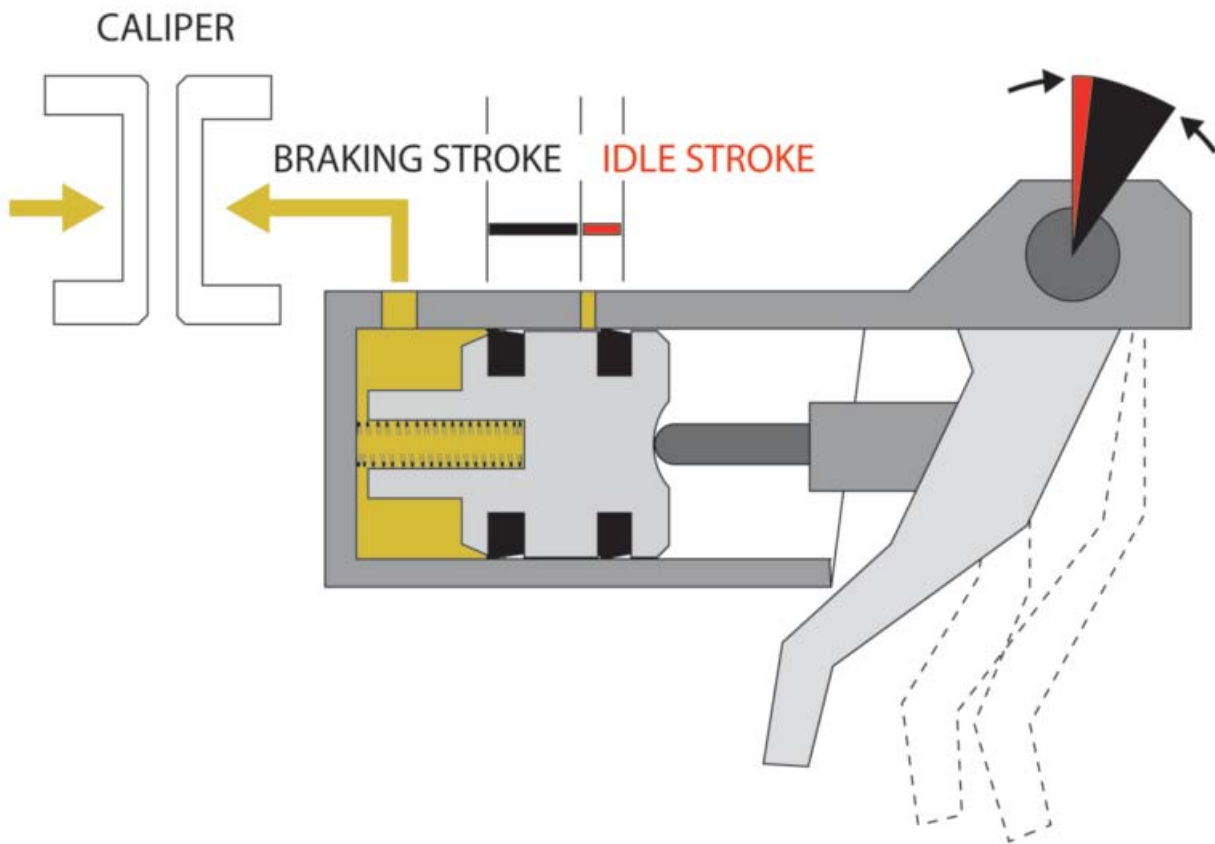
 **brembo**
Racing



How a master cylinder works

The **IDLE STROKE** is the distance between the main seal of the piston in neutral position and the brake fluid inlet hole.

In this first part of the piston travel, the fluid pressure in the circuit remains stable and, consequently, there is no braking action. As soon as the main seal passes the fluid inlet hole, the circuit will be "closed" and the inner pressure will increase up to the achievement of the desired braking power.



How much is the IDLE STROKE?

Depending on the product type (OEM or Racing MC) and on the production tolerances, IDLE STROKE may vary from **few tenths** to **2mm**.

How important is the IDLE STROKE?

Even if very small, this parameter is extremely important. MotoGP pilots use master cylinders with calibrated and customized **IDLE STROKES**, with **few hundredths of a millimetre** variations.



Style

The Corsa Corta is not only a 19RCS with a new adjuster: Brembo engineers have developed this project and worked in close cooperation with a team of designers in order to entirely revise the existing master cylinder, from all points of view. All details of the Corsa Corta have been carefully studied and defined, especially the **IDLE STROKE** adjuster knob which has received special attentions for its look and ergonomics.



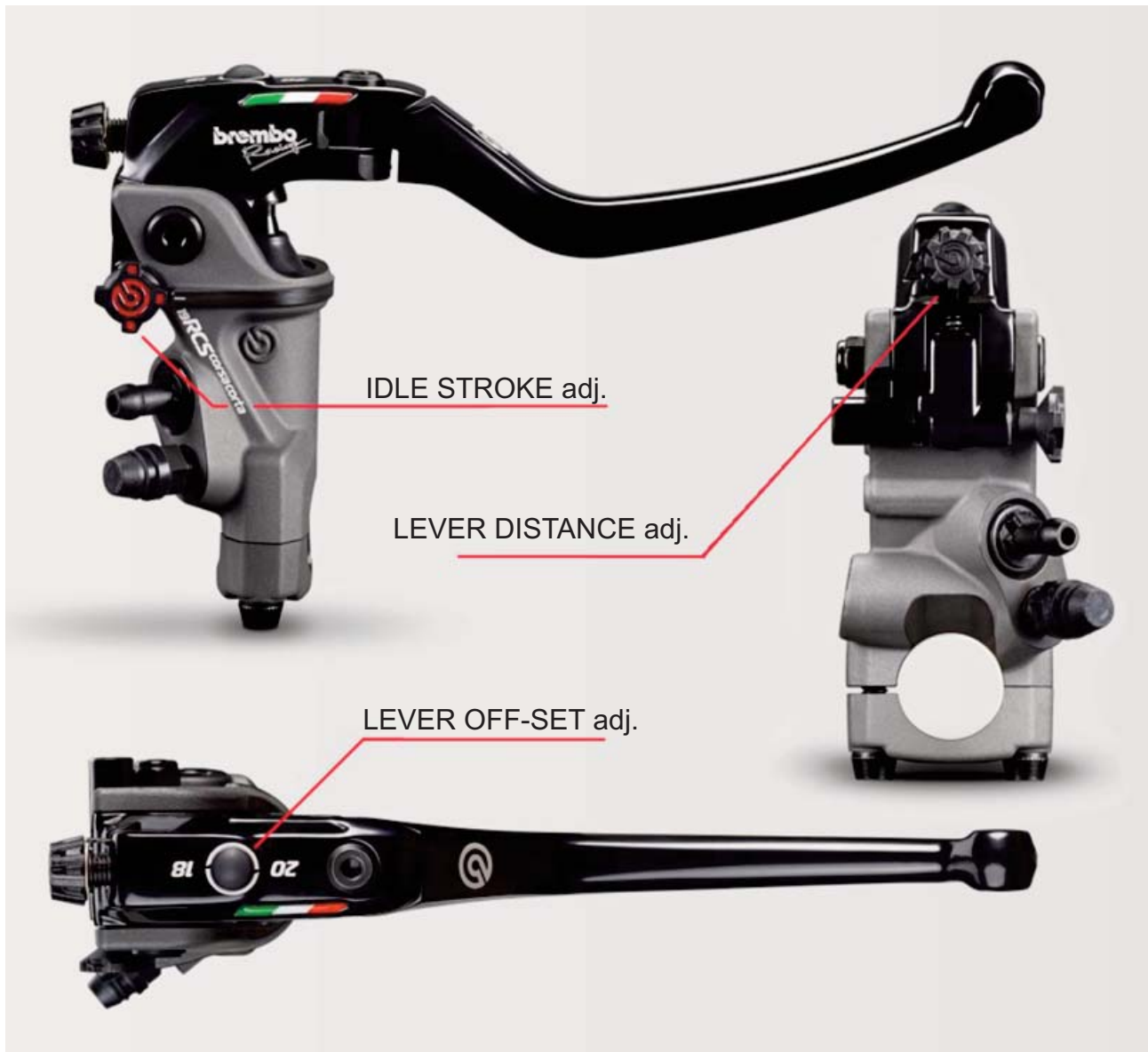
The three main features of the new 19RCS Corsa Corta:

- 1) Further customization with three different settings of **IDLE STROKE**.
- 2) Aggressive style, generated by straight lines, in line with market trends.
- 3) Revisited flag to better identify an Italian product.



The 19RCS Corsa Corta is fully customizable to be tailored for you

- 1) **IDLE STROKE adjustment**
Three positions (R-S-N) to vary the Bite Point in order to accurately map the very first part of the lever travel and get the maximum braking feeling.
- 2) **LEVER DISTANCE adjustment**
Wide adjustment of the lever position through a click-by-click knob in order to perfectly match the pilot needs.
- 3) **LEVER RATIO adjustment**
Two possible settings: 18 mm. for the maximum brake power control, 20mm. for maximum readiness of the brake system.



IDLE STROKE adjustment

RACE Position **R**

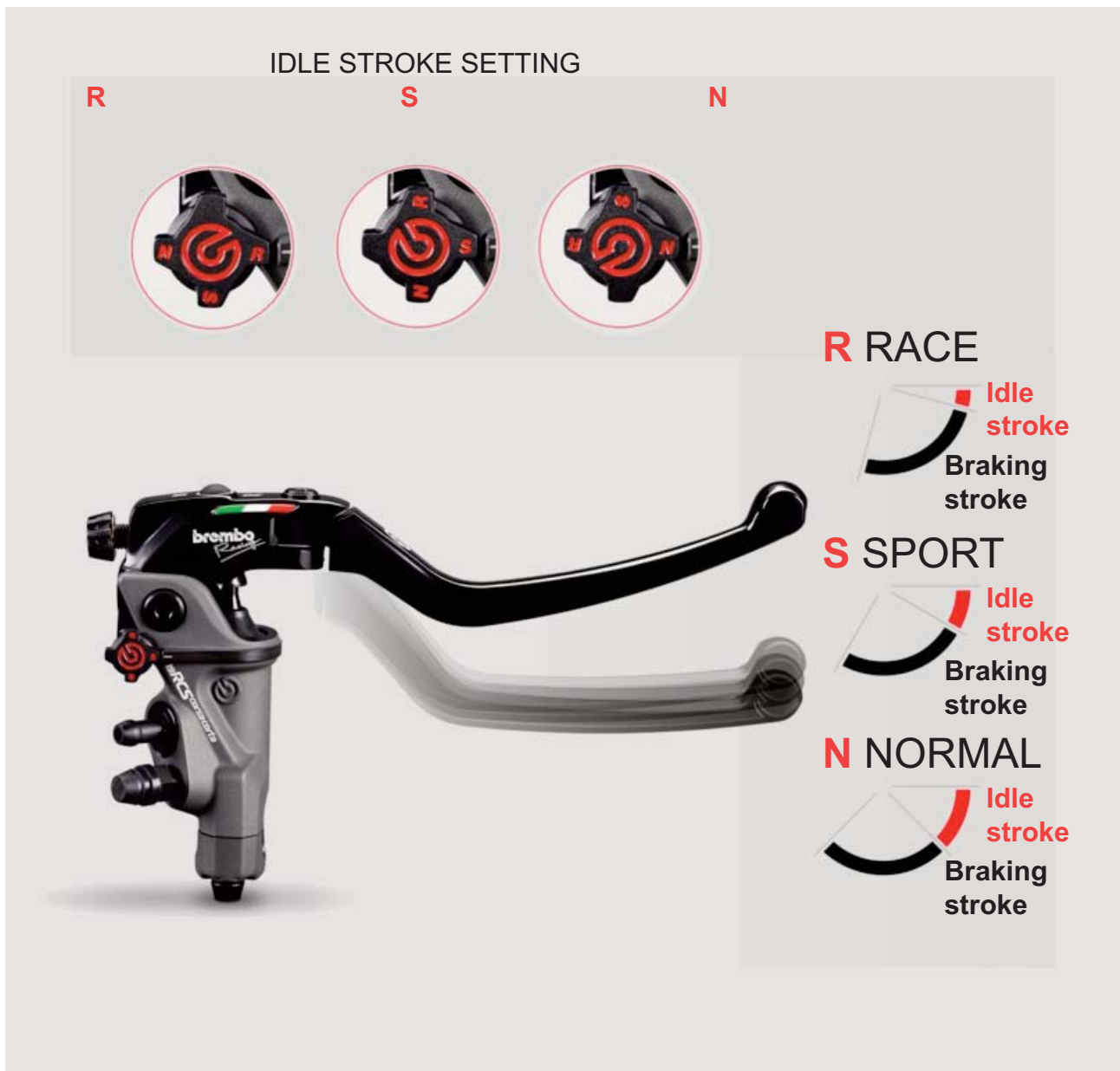
Idle stroke is minimum, bite point is very close and brakes extremely ready.

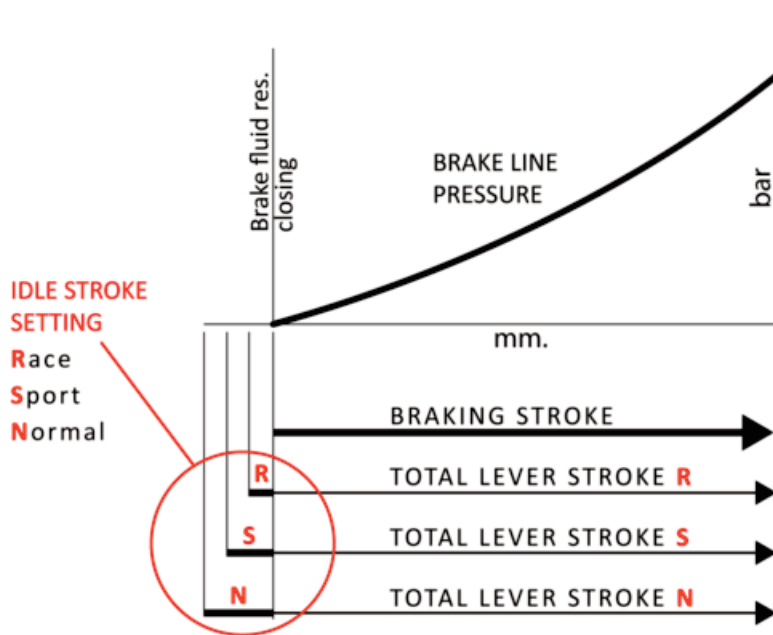
SPORT Position **S**

Idle stroke is medium, feeling will be less aggressive .

NORMAL Position **N**

Idle stroke is maximum, bite point is more distant and the feeling smoother.



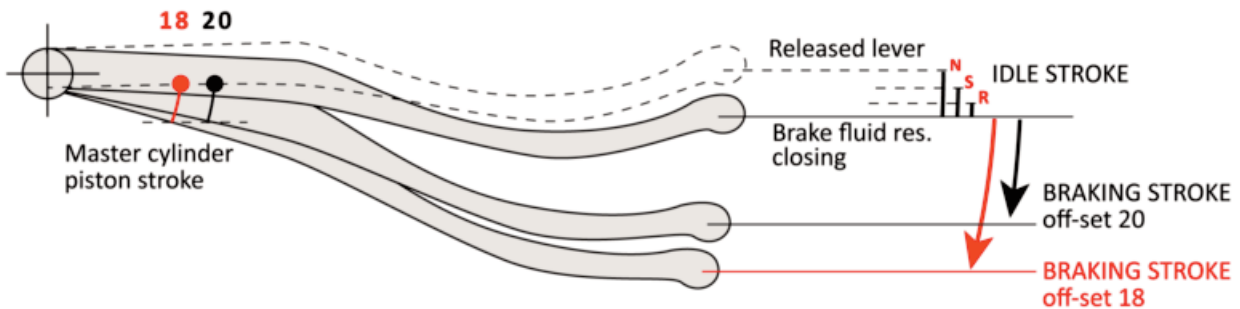


The effective (efficient) lever stroke is the total lever travel - to produce a certain pressure in the brake circuit- minus the idle stroke that is the distance between the main seal of the piston in neutral position and the inlet hole of the brake fluid (coming from the reservoir). Depending on the product type (OEM or Racing MC) and on the production tolerances, this parameter change from product to product. RCS Corsa Corta offers the possibility to set the idle stroke on three positions (R-S-N) and vary the Bite Point in order to accurately map the very first part of the lever travel obtaining the maximum brake feeling.

- Setting R "RACE" Idle stroke is minimum, bite point is very close and brakes extremely ready
- Setting S "SPORT" Idle stroke is medium, feeling will be less aggressive
- Setting N "NORMAL" Idle stroke is maximum, bite point is more distant and the feeling smoother.

The idle stroke adjustment is an additional setting that complete those already existing:

- the lever position adjustment that allows to fix the distance between brake lever and grip,
- the lever ratio adjustment (Ratio Click System) that permits to fix the lever ratio on two possible settings: 18mm for the maximum brake power control, 20mm for maximum readiness of the brake system.





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