

Braided Braking

Spiegler Performance Braided Brake Lines



IN ISSUE 319 OF *GARAGE BUILD* WE REPLACED AND upgraded the brake pads on a Honda 919. This helped improve overall braking. Still running stock lines from 2002, I knew the feel and performance was lacking and could be further improved with a brake line upgrade.

I spoke with Brian Hart at Spiegler Performance Parts, who suggested a set of its custom stainless steel lines. They have front and rear kits for the Honda 919 with several color options for both lines and fittings. I went with clear-covered braided lines to showcase the stainless steel material and black fittings because, well, they look cool and match my controls. What better reason?

The rear line is a simple single stainless-steel line replacing the stock set up. But, with the front lines I chose to even further improve performance from a stock 1-into-2 set up, and went with two direct lines from the master cylinder

straight to the calipers. This was one of three brake line options Spiegler offered for this bike.

To purge the brake lines, I used a Brake Bleeder Vacuum Pump Kit from Harbor Freight. This easily cleared the stock lines of fluid, plus saved a ton of time. This tool is well worth its weight in stainless steel. When bleeding the brakes after the installation, I used the tried and true method of loosen bleeder valve, squeeze brake lever, close bleeder valve, release brake, repeat.

Lucas Oil provided a bottle of DOT 4 synthetic brake fluid to fill the new lines. This is a standard fluid but check your bike's owner's manual to find the correct spec brake fluid. As I said in the brake pad install, these are the brakes, somewhat important that they work properly.

Also, check your fluid levels. Make sure you're not starving the system or overfilling the master cylinder. Fluid may leak out of the master cylinder if you've added too much, a common issue, but needs to be corrected. If gone unchecked the brake fluid could heat up and cause your brakes to lock up, not good. So, again, check your manual and make sure you fill to the recommended spec.

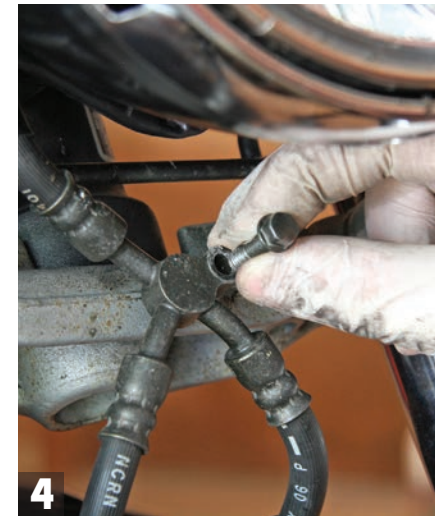
Now, with these Spiegler stainless steel braided brake lines installed, fresh fluid, and meaty pads on the the 919, she stops on a dime and give nine cents change. Here's how it's done.

TOOLS NEEDED

- 8mm socket
- 12mm socket
- 14mm socket
- 5mm Allen
- Phillips screwdriver



1 Here are the stock rubber lines.



4 Using an 8mm socket remove the front brake line splitter valve from the triple tree.



7 With a 5mm Allen remove the rear brake line guide.



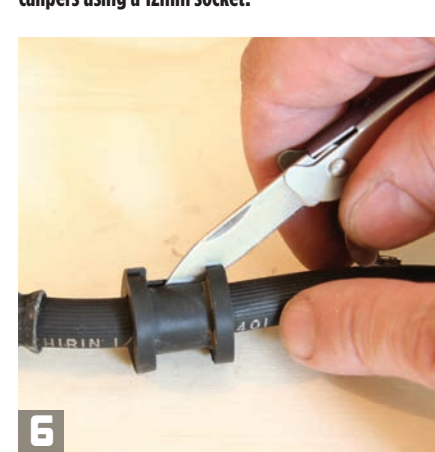
2 Remove the master cylinder cap using a Phillips head screwdriver. Make sure to cover any painted surfaces as brake fluid is very corrosive.



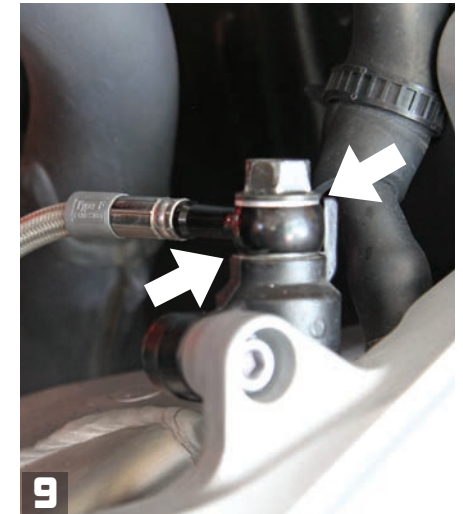
8 Using a 12mm socket, remove the stock rear brake line.



3 Locate the bleeder valve on your caliper, attach the vacuum pump tube, and loosen the bleeder valve. Then simply squeeze the pump a few times and watch the fluid flow.



6 I cut rubber grommets off the stock front brake line to reuse on the new braided lines. These grommets are used to secure the brake lines to a bracket on the forks.



9 Install the new rear brake line using a 12mm socket. Always make sure a new crush washer, provided with this kit, is on the top and bottom of the banjo fitting (arrows).



10 A look at the new Spiegler Stainless Braided rear line in place.



13 Tighten the new front Spiegler braided lines to each caliper using a 12mm socket.



16 Bleed the front and rear brakes. Loosen bleeder valve, squeeze the brake lever or pedal, close bleeder valve, release brake lever or pedal, repeat. Do this until the fluid bleeding out is bubble-free. Make sure the master cylinder doesn't run dry when doing this step, check it often.



11 With the front lines I converted from the stock 1-into-2-line routing, with direct lines to each caliper. This required a new banjo bolt (provided) on the master cylinder that would accommodate two banjo fittings, one for each brake line. Provided crush washers are placed on top, bottom, and between of these fittings.



14 Secure the new front brake lines to the guides located on the front forks using those rubber grommets cut off the stock lines in step 6.



12 With a 14mm socket secure the new banjo bolt to the front master cylinder.



15 Fill both the front and rear master cylinders using a quality brake fluid like this synthetic DOT 4 from Lucas Oil. Check your bike manual to find the appropriate brake fluid spec for your bike.



17 New lines installed and ready for a test run. Go slow at first, periodically check fluid levels, and keep an eye on the fittings and the master cylinders for leaks. GB

SOURCES

Spiegler Performance Parts
Front brake line kit, \$114.95
spieglerusa.com

Spiegler Performance Parts
Rear brake line kit, \$59.95
spieglerusa.com

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Bike Photo: www.brunoratsperger.com



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