

BRAKE SYSTEM

BERINGER®

AN ADVANCED TECHNOLOGY BRAKE SYSTEM

CATALOGUE 2008

Indice B du 19 mai 2008

www.beringer.fr

**BRAKING
SYSTEMS**
motorbikes
and ATVs



**Quality
and performance
since 1985**

- **BRAKE MASTER CYLINDER RADIAL AEROTEC®**
- **CLUTCH MASTER CYLINDER RADIAL AEROTEC®**
- **CALIPERS 2, 4 and 6 PISTONS** machined from billet
- **FLOATING CAST IRON DISCS**
- **SUPERMOTO KITS**
- **4D AEROTEC®** patented 4-disc braking system
- **REAR MASTER CYLINDER**
- **PROPORTIONING VALVE**
- **SINTERED METAL PADS**

AEROTEC®
PATENTS

An advanced technology: the COMPETITION



TEAM PHASE ONE

TEAM BOLLIGER



**ENDURANCE: World Champion
in 2000, 2002 and 2003.**

**In 2006 4 out of the 6 Top riders chose
Beringer® brakes!**



**B. Carlson
unlimited
2007
US AMA
Champion**

**Team Aprilia Factory
Rip It**

**Supermoto 2007:
Worldwide the
champions chose
Beringer® : USA,
Great Britain,
France, Belgium,
Spania, Cyprus,
Canada, Brasil**



**Troy Herfoss
3. US AMA
450
2007 Champ**

Team KTM/HMC

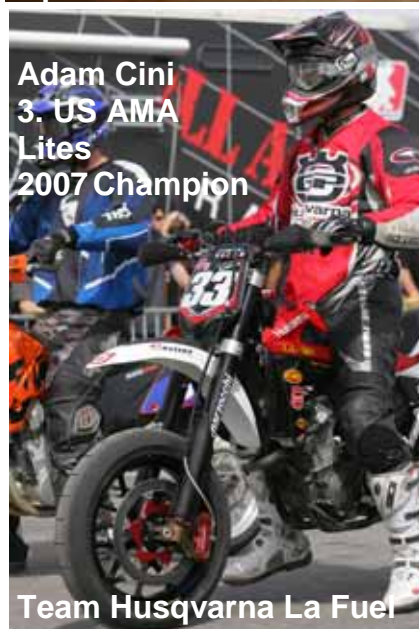


B. Carlson & Darryl Atkins

Team Aprilia Factory Rip It



**David Baffeuf
US AMA
Unlimited
2007
2008 Team
Husqvarna
La Fuel**



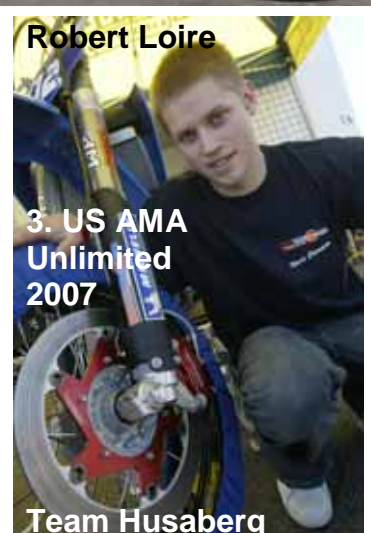
**Adam Cini
3. US AMA
Lites
2007 Champion**

Team Husqvarna La Fuel



**Kurt Nicoll 2. US AMA unlimited
2007**

Team KTM/HMC



Robert Loire

**3. US AMA
Unlimited
2007**

Team Husaberg

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TÜV approved

ISO 9001 UTAC



FINISH of the parts: (for Harley, see page 14)

RED ANODISE is the standard color for disc hubs, callipers and master cylinders.

Other colors are available on special order at an additional cost of **FA** per batch of parts, with a 3-week lead time.

Add the following suffix to part # : Black, BLue, Gold, Silver, Purple, Titanium, Red

WARNING: - Chrome plating is available but with a lead time and an extra cost of **FB per part (caliper, disc, CC) or AP (master cylinder)**: this finish is strictly reserved for an occasional use. Under no circumstances, water or corrosive products (like removal of snow salt) must not stay on the chrome plating. This would cancel the warranty. In the same way, chips caused by fine gravel would invalidate the warranty as well.

- polishing is also available but with a lead time and an extra cost of **AA per part**.

EACH PART IS DELIVERED WITH AN ASSEMBLY AND WARRANTY INSTRUCTION SHEET
BRAKING PARTS ARE HIGH SAFETY ELEMENTS
YOU MUST READ THE SHEET COMPLETELY AND GIVE IT TO THE CUSTOMER.

Beringer discs are offered in oem diameter except when specified.
Beringer calipers mount in the original location except when noted.

As the fluid inlet into BERINGER Callipers is located lower than stock, it is often necessary to install a longer brake line.
 All Beringer calipers are loaded d with *BERINGER street-grade* sintered pads (ABE approval).
 Illustrations and photos are not contractual; Parts can be modified in the constant search for improvement.

RADIAL MASTER CYLINDERS part numbers & prices

BRAKES 4 types of levers are available (-2,-3,-4,-5)		Part n°	Utilisation	Price
	RADIAL AEROTEC ® brake m. cylinder with built-in reservoir (15cc) (with fluid level visual)	BRO-10	for 1 caliper 4 piston (axial or radail fixing) and for OEM Enduro/Cross caliper for QUADS: with 2 front BERINGER calipers	MCO
	RADIAL AEROTEC ® brake m. cylinder with built-in reservoir (15cc) (with fluid level visual)	BRO-12	for 1 caliper 6 piston, or 1 caliper 4 piston radial for QUADS: with 2 front calipers (+ 1 rear caliper)	MCO
	RADIAL AEROTEC ® brake m. cylinder	BR 12	for 1 caliper 6 piston, or 1 caliper 4 piston radial for QUADS: with 2 front calipers (+ 1 rear caliper)	MC
	RADIAL AEROTEC ® brake m. cylinder with built-in reservoir (15cc) (with fluid level visual)	BROH-12	for HARLEY DAVIDSON Øhandlebar: 1 inch 1 caliper 6 piston, or 1 caliper 4 piston radial	MCO
	RADIAL AEROTEC ® brake m. cylinder with built-in reservoir (27.8cc) (with fluid level visual)	BRO-14	for 2 calipers 4 or 6 piston or 4D système	MCO
	RADIAL AEROTEC ® brake m. cylinder	BR 14	for 2 calipers 4 or 6 piston or 4D système	MC
	RADIAL AEROTEC ® brake m. cylinder with built-in reservoir (27.8cc) (with fluid level visual)	BROH-14	for HARLEY DAVIDSON Øhandlebar: 1 inch 2 calipers 4 or 6 piston	MCO
HYDRAULIC CLUTCH 4 types of levers are available (-2,-3,-4,-5)		Part n°	Utilisation	Price
	kit radial hydraulic clutch , built-in reservoir (without fluid level visual), including o'ring seal for clutch cylinder (to be used with DOT4 fluid) , specific grease and instructions	CRO-9	for HUSABERG, KTM and HUSQVARNA for scooters (left hand brake)	MCC
	Hydraulic clutch m. cylinder RADIAL AEROTEC®	CR12	for DUCATI, APRILIA, HONDA, BMW, GUZZI for scooters (left hand brake)	MC
	Hydraulic clutch m. cylinder RADIAL AEROTEC® built-in reservoir (without fluid level visual)	CRO-12	for DUCATI, APRILIA, HONDA, BMW, GUZZI for scooters (left hand brake)	MCO
	Hydraulic clutch m. cylinder RADIAL AEROTEC® built-in reservoir (without fluid level visual)	CRO-14 CROH-14	for YAMAHA, SUZUKI, KAWASAKI for HARLEY DAVIDSON Øhandlebar: 1 inch	MCO
	Hydraulic clutch m. cylinder RADIAL AEROTEC®	CR14	for YAMAHA, SUZUKI, KAWASAKI	MC
CABLE CLUTCH 3 types of levers are available (-2,-3,-4)		Part n°	Utilisation	Price
	Cable clutch AEROTEC®	CC	For all bikes	MCR
	Cable clutch AEROTEC® for HARLEY DAVIDSON	CCH	for HARLEY DAVIDSON Øhandlebar: 1 inch	MCR
ACCESSORIES for BRAKE and CLUTCH		Part n°	Utilisation	Price
	mirror holder as option delivered with the master cylinder	OPTSR	Para BR, BRO, CRO, CC	AE
	KIT RESERVOIR 15cc (small reservoir + engraved solid aluminium cap with same anodized colour as the master cylinder with logo BERINGER+ hose+ stainless steel bracket + aluminium spacer + bolts)	BO1	for BR12, BR14, CR12, CR14	YP
	KIT RESERVOIR 35cc (big reservoir + engraved solid aluminium cap with same anodized colour as the master cylinder with logo BERINGER+ hose+ stainless steel bracket + aluminium spacer + bolts)	BO2	for BR12, BR14, CR12, CR14	YO
	Braking and clutch ELECTRICAL SWITCH kit	CS1	for BR, CR, BRO, CRO, CC	AG
REAR MASTER CYLINDER		Part n°	Utilisation	Price
	12.7 ultra-light rear braking master cylinder : 74g entirely mounted with ball ends (aeronautical quality)	MC12.7 x 22	Rear master cylinder. It is also made to be mounted in serie with another master cylinder (for example : thumb master cylinder).	MCR
	feeding nipple aluminium+banjo screw+3 cooper washers	Elbow kit	For MC12.7x22	AT
	simple banjo screw with bleeder+banjo screw+ cooper washers	Banjo serial kit	For MC12.7x22	AT

for spare parts (levers, repair kits, mirror holders...) see page 16

HOW TO CHOOSE A BERINGER BRAKING MASTER CYLINDER

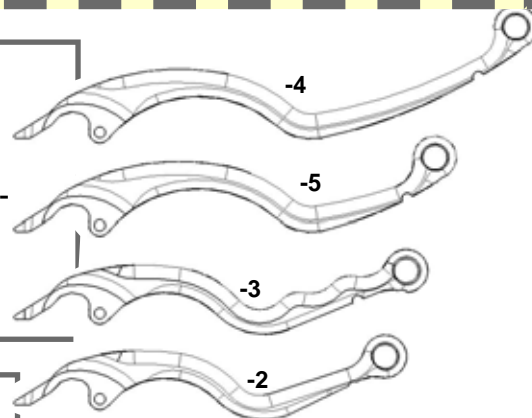
BR14 and BRO-14 (piston diameter= 20,5)	→ for sport bikes (2 calipers and 2 discs)
BR12 and BRO-12 (piston diameter= 17,5)	→ for bikes with 1x 6 piston caliper and 1 disc
BRO-10 (piston diameter= 14,5)	→ for bikes with 1x 4 piston caliper and 1 disc

4 lever designs are available and can be mounted on every brake and clutch master cylinder

The part numbers are : **-2, -3, -4, -5**

Levers **-2** and **-3** are dedicated to race bikes (with small electrical switches)

Levers **-4** and **-5** are dedicated to road and sport bikes (for big electrical switches)



MIRROR HOLDERS fit all BERINGER brake and clutch master cylinders. They are specific per side (B=Brake; C=Clutch) and per bike application.

When you order them as a spare part use following part # :

MHOLDB (brake side)

MHOLDC (clutch side)

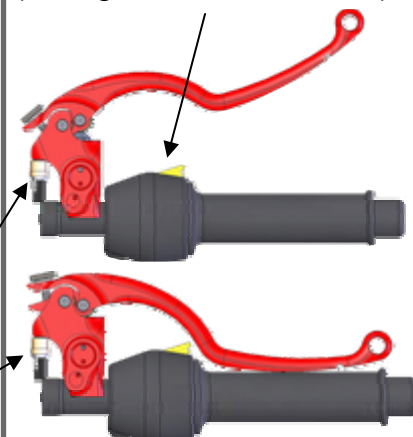
MHOLDBH (brake side, HARLEY)

MHOLDCH (clutch side, HARLEY)

When you order them with the master cylinder, please add **OPT** before these part #.



levers **-4** and **-5** are dedicated to road and sport bikes (for big electrical switches)



BRO-12, BRO-14, BRO-10, CRO-9

The letter **O** means with Built-in reservoir



Stop switch
to order separately



BR12, BR14, CR12, CR14

mean to be mounted with a remote reservoir (to be ordered separately)



A large range of brake and clutch master cylinders :

24 models available in 7 different colors

Black, Blue, Gold, Silver, Purple, Titanium, Red

EXAMPLES OF PART # FOR MASTER CYLINDERS ORDERS

BRO-12-3 B	→ means BRO-12 (built-in reservoir) with lever -3 BLACK
BR14-4 BL	→ means BR14 (reservoir to be ordered separately) with lever -4 BLUE
CC-2 G	→ means CC (cable clutch) with lever -2 GOLD

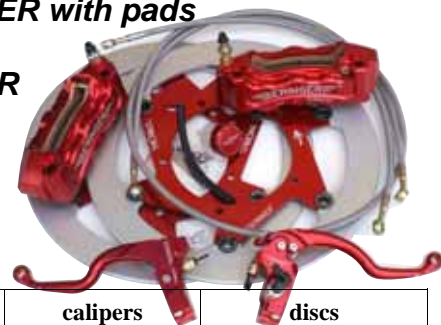
WARNING: master cylinders are not compatible with ABS systems

BRAKING KITS: HYPERSPORT & SUPERMOTO

DIRECT MOUNTING : NO BRACKET: 4 and 6-piston BERINGER® calipers are CNC machined from billet and are designed to mount directly on the forks, without adapter plates. Beringer AERONAL discs are direct replacements to the oem parts and can be installed with no modifications.

KITS HYPER SPORT complete kit: price from SP1

- 6 PISTON AEROTEC® or 4 PISTON RADIAL AEROTEC® CALIPER with pads
- AERONAL FULL FLOATING DISC
- RADIAL AEROTEC® MASTER CYLINDER BR14-2 + RESERVOIR
- HYDRAULIC CLUTCH or CABLE LEVER (short lever)
- RACING BRAKE HOSE
- stop & clutch switches

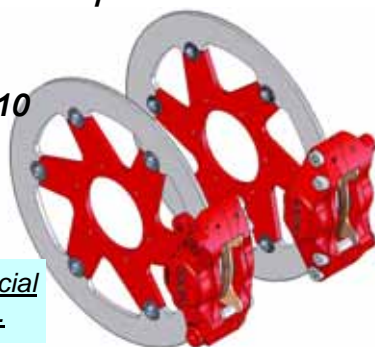


MOTORBIKE	Réf . KIT	U. price	clutch	Brake M. Cyl	calipers	discs
DUCATI 999 2005	STRDU1	SP4	CR12	BR14	4R12A+4R02A	D1R-G+D1R-D
HONDA 1000 CBR RR 2006-07	STRHO1	SP4	CR12	BR14	4R11A+4R01A	H14R-G+H14R-D
KAWASAKI ZX10R 1000 2004-07	STRKA1	SP1	CC	BR14	4R11A+4R01A	K13L-G+K13L-D
SUZUKI GSXR 1000 2005-2006	STRSU1	SP1	CC	BR14	4R11A+4R01A	S14L-G+S14L-D
SUZUKI GSXR 1000 2007	STRSU2	SP2	CR14	BR14	4R11A+4R01A	S14L-G+S14L-D
TRIUMPH SPEED TRIPLE 05-07	STRTR1	SP3	CC	BRO-14	4R11A+4R01A	T7R-G+T7R-D
YAMAHA R1 2007 -08	STRYA1	SP1	CC	BR14	6R11A+6R01A	Y12L-G+Y12L-D
YAMAHA R1 2004-06	STRYA2	SP1	CC	BR14	4R11A+4R01A	Y11L-G+Y11L-D

For other motorbikes please contact us

Supermotard : TWIN DISC : price SD

- Two 2 PISTON calipers AEROTEC®
- two AERONAL floating discs
- Master cylonder radial AEROTEC® BRO10
- Racing hose
- semi-racing AEROTEC® PADS



CAUTION : this kit requires 2 special fork bottoms and a specific wheel.

Supermoto : KIT TOP RACE : price ST

- 6 PISTON AEROTEC® or 4 PISTON RADIAL AEROTEC® CALIPER with semi-racing pads
- AERONAL FULL FLOATING DISC
- RADIAL MASTER CYLINDER AEROTEC® BR12 or BRO-12
- KIT RESERVOIR
- RACING HOSE
- semi-racing AEROTEC® PADS



Brake master cylinders :
BR12 + RESERVOIR or BRO-12 (built-in reservoir) for 6P AEROTEC® caliper
BRO-10 (built-in reservoir) for 4P radial AEROTEC® caliper



Supermoto : KIT RACE : price SR

- 4 PISTON CALIPER
- AERONAL FULL FLOATING DISC
- semi-racing AEROTEC® PADS

List of the motorbikes: page 7

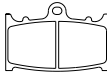

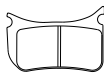
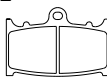




SUPERMOTO BRAKING KITS

MOTO		KIT TOP RACE		KIT RACE	
APRILIA	450 & 550 SXV (Ø320 OEM) 450 & 550 SXV (Ø310)	TRAP1 * (Ø320 OEM)	ST		
		TRAP2 * (Ø310)	ST		
HONDA	250CR, 450CRF, 500CR 95-03	TRH01	ST	RH01	SR
	400XR, 600XR, 650XR, Enduro 06	TRH02	ST	RH02	SR
	125CRF 06-07, 250CR, 450CRF 04-08, 500CR 2004-2005, HM CRE 250+450	THR03	ST	RH03	SR
	HM 450 CRM F	TRH04 *	ST		
SUZUKI	125 RM, 250 RM, 400DR, DRZ, DRZ S (not SM)	TRSU1	ST	RSU1	SR
	450RMZ -08	TRSU2	ST	RSU2	SR
KAWASAKI	250KX + KXF -06	TRKA1	ST	RKA1	SR
	450KXF + 250KX + KXF 07-08	TRKA2	ST	RKA2	SR
YAMAHA	YZ85	TRYA2 (with 4P caliper)	ST		
	YZ + WR, YZF + WRF : all types 1998-	TRYA1	ST	RYA1	SR
	250YZF 07 + 450YZF 07-08	TRYA3	ST	RYA3	SR
KTM	85SX	TRKT5 (with 4P caliper)	ST		
	Enduro all types + SM -1999			RKT3	SR
	Enduro all types 2000-08+ SM 1999-2003	TRKT1	ST	RKT1	SR
	Duke 2 & SM 04	TRKT2	ST		
	SMR 2005-06	TRKT4 *	ST		
	690 SM 07 + 690 SMR 08 + 690 Duke	TRKT6 *	ST		
	690 SMC 08	TRKT7 *	ST		
HUSQVARNA	Husqvarna with radial caliper (ask for the fitting distance)	TRHA2 *	ST		
	Other types 2000- + 125CR/WR 08 + 610SM 08	TRHA1	ST		
	250+450 TC -TE 08	TRHA3	ST	RHA3	SR
HUSABERG	Other types -04	TRHG1	ST	RHG1	SR
	SM 05	TRKT4 *	ST		
BETA	Supersmoto	TRBE1	ST	RBE1	SR
SHERCO	enduro	TRSH1	ST		
	SM	TRSH2 *	ST		
VERTEMATI	Other types	TRVE1	ST	RVE1	SR
VOR	Other types	TRVO1	ST		
GAS GAS	Enduro	TRGG1	ST	RGG1	SR
CCM	Enduro	TRCC1	ST	RCC1	SR

*: with AEROTEC® radial 4 piston caliper)

When you order a top race kit, give us the dimension of the hoses. Other motorbikes, please ask us.

USE		BERINGER® 4 piston caliper	BERINGER® AEROTEC® 6 piston caliper	BERINGER® RADIAL AEROTEC® 4 piston caliper
ROAD/COMPETITION	<ul style="list-style-type: none"> Sport riding on normal roads Occasional competition only Wet and slippery racing conditions 	2654 S  U (price of 1 pair)	1100 S  Y (price of 1 pair)	1200 S  Y (price of 1 pair)
COMPETITION	<ul style="list-style-type: none"> Only for races (<u>absolutely prohibited on the road</u>) Very good attack, very good behaviour when hot.	2654 R2  V (price of 1 pair)	1100 R2  Z (price of 1 pair)	1200 R2  Z (price of 1 pair)

The letter **R** means **RACING** quality. Pads with this letter R in their part number are **ABSOLUTELY PROHIBITED ON THE ROAD. Their using is ONLY FOR COMPETITION.**

spare parts for SM kits (also page 16)

- RADIAL AEROTEC® master cylinder and hydraulic clutch price : MC
 - Kit reservoir, anodise aluminium cover, bolts, hose, bracket price : YP
 - Cap from solid aluminium, anodise, engraved price : AL
 - AEROTEC® 6 piston caliper with pads price : P
 - 4 piston caliper with pads price : S
 - 4 P radial AEROTEC® caliper price: P
 - Cast iron AERONAL disc price : EL
 - Spare hub with floaters kit price : DA
 - Brake hose 125, 140 or 155 mm price : YP
 - Repair kit for 6P (see page 16 for all types) price : AH
 - Repair kit for radial 4P caliper (see page 16 for all types) price : AH
 - Repair kit for 4P caliper (see page 16 for all types) price : AJ
 - Repair kit for master cylinders BR and BRO (see page 16) price: MCK
- (when you order, please give us the type of master cylinder)

FINISH of the parts: RED ANODISE

is the standard color for disc hubs, callipers and master cylinders. Other colors are available on special order at an additional cost of **FA** per batch of parts, with a 3-week lead time. **Add the following suffix to part # : Black, Blue, Gold, Silver, Purple, Titanium, Red.** (see page 3)

EXAMPLE of part # for your orders

- TRKT4 BRO-10-2 B → means TRKT4 kit, BRO-1(built-in reservoir), lever -2, BLACK
- TRH03 BR12-3 G → means TRH03 kit, BR12, lever -3 GOLD
- RH03 P → means RH03 kit, Purple

master cylinders: see page 4

MOTORBIKE	AEROTEC® clutch		AEROTEC® BRAKE master cylinder		AEROTEC® CALIPER 6 piston or 4 piston			AERONAL DISC		
	Part n°	price	Part n°	price	left	right	price	left	right	price
125 RS	CC	MCR							H10R-D	F
125 RS 04-05	CC	MCR	BR12	MC		4R01A	P		H10R-D	F
250 RS	CC	MCR	BR14	MC				H10R-G	H10R-D	F
400XR	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	XRA or 4XR		P or S	H16L-G		EL
250/500 CR -94 Ø310	CC	MCR	*1 BRO-10; *2 BRO-12	MCO						
250/500 CR 95-03 Ø310	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	XRA or 4XR		P or S	H8L-G		EL
250/500 CR 04- Ø310	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	H15 or 4H15		P or S	H8L-G		EL
250/450 CRF 05-08	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	H15 or 4H15		P or S	H8L-G		EL
250/450 HM CRE 08	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	H15 or 4H15		P or S	H8L-G		EL
400 FJS Silverwing 08	CRO-12	MCO	BRO-12	MCO						
450 HM CRM F08	CC	MCR	BRO-10	MCO	4R12A		P	H8L-G		EL
500 CB	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	H12		P			
500 CBF 04-05	CC	MCR	*1 BRO-10; *2 BRO-12	MCO		H02A	P			
500 CBF S 06	CC	MCR	*1 BRO-10; *2 BRO-12	MCO		H02A	P		H2L-D	EL
500 CBS 06	CC	MCR	BRO-12	MCO					H2L-D	EL
600 Hornet -05	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H02A H12A	+ spacers	P	H10R-G	H10R-D	EL
600 Hornet 06	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P	H10R-G	H10R-D	F
600 Hornet 07-08	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P	H13R-G	H13R-D	F
600 CBF 04-05	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P			
600 CBF S 06	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P	H2L-G	H2L-D	EL
600 CBR 95-98	CC	MCR	BR14	MC	H12A	H02A	P	H10R-G	H10R-D	F
600 CBR -99	CC	MCR	BR14	MC	H11A	H01A	P			
600 CBR RR 03-	CC	MCR	BR14	MC	H11A	H01A	P	H18R-G	H18R-D	F
600 CBR RR 04-05	CC	MCR	BR14	MC	H11A	H01A	P	H18R-G	H18R-D	F
600 CBR RR 06-08	CC	MCR	BR14	MC	4R11A	4R01A	P	H18R-G	H18R-D	F
600 CBR F-FS 01-02	CC	MCR	BR14	MC	H11A	H01A	P	H13R-G	H13R-D	F
600 CBR F-FS 04-05	CC	MCR	BR14	MC	H11A	H01A	P	H13R-G	H13R-D	F
600 CB S 06	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P	H2L-G	H2L-D	EL
600 FJS Silverwing 08	CRO-12	MCO	BRO-12	MCO						
600XR 650XR Ø310	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	XRA or 4XR		P or S	H16L-G	H16L-D	EL
650 NTV Deauville	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P			
650 NTV Deauville 06	CC	MCR	BRO-14	MCO	H12A	H02A	P	H2L-G	H2L-D	EL
650 NTV Reverse	CC	MCR	BRO-12	MCO	H12A		P			
750 Seven Fifty	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P			
VT 750 Shadow 06-07	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	H12A		P	H2L-G	H2L-D	EL
VT 750C Shadow Spirit 08	CCH1	MC	BROH-12	MCO						
750 VFC	CC	MCR	BRO-12	MCO	H12A		P			
750 VFR 89-93	CR12	MC	*1 BR12; *2 BR14	MC	H12A	H02A	P			
750 VFR 94-	CR12	MC	*1 BR12; *2 BR14	MC	H12A	H02A	P	H10R-G	H10R-D	F
800 VFR -06	CC	MCR	BR14	MC						
900 CBR -93	CC	MCR	BR14	MC	H11A	H01A	P			
900 CBR 94-97	CC	MCR	BR14	MC	H11A	H01A	P	H10R-G	H10R-D	F
900 CBR RR 98-99	CC	MCR	BR14	MC	H11A	H01A	P			
900 CBR 00- (Ø330)	CC	MCR	BR14	MC	H11A	H01A	P			
900 Hornet 02-	CC	MCR	BRO-14	MCO	H11A	H01A	P	H13R-G	H13R-D	F
900 Hornet 06-08	CC	MCR	BRO-14	MCO	H11A	H01A	P	H13R-G	H13R-D	F
1000 CBF 06-07	CRO-12	MCO	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P	H13R-G	H13R-D	F
1000 CBR 89-92	CR12	MC	BR14	MC	H12A	H02A	P			
1000 CBR RR 04-05	CR12	MC	BR14	MC	4R11A	4R01A	P	H18R-G	H18R-D	F
1000 CBR RR 06-07	CR12	MC	BR14	MC	4R11A	4R01A	P	H14R-G	H14R-D	F
1000 CBR RR 08	CC	MCR	BR14	MC	4R11A	4R01A	P	H14R-G	H14R-D	F
1100 VTShadow Ace 95					H12A		P			
1000 VTR	CR12	MC	BR14	MC	H11A	H01A	P	H10R-G	H10R-D	F
1000 VTR F 04-05	CR12	MC	BR14	MC	H11A	H01A	P	H10R-G	H10R-D	F
1000 VTR SP1	CR12	MC	BR14	MC	H11A	H01A	P	H14R-G	H14R-D	F
1000 VTR SP2 04-05	CR12	MC	BR14	MC	H11A	H01A	P	H14R-G	H14R-D	F
1000 Varadero 99-	CRO-12	MCO	BRO-14	MCO						
1100 ST Pan European	CRO-12	MCO	BRO-14	MCO						
1100 CBR XX -98	CR12	MC	BR14	MC				H3R-G	H3R-D	F
1100 CBRXX 99-	CR12	MC	BR14	MC				H7R-G	H7R-D	F
1100 CBRXX S 06-07	CR12	MC	BR12	MC				H7R-G	H7R-D	F
1300 CB 04-08	CRO-12	MCO	BRO-14	MCO	H11A	H01A	P	H18R-G	H18R-D	F
1300 VTX	CC	MCR	BRO-12	MCO		H02A	P			
1500 F6C	CROH-12	MCO	BROH-14	MCO	H12A	H02A	P			
			* 1: OEM caliper * 2: with AEROTEC® caliper					H7L-D (D means right) H7L-G (G means left)		

master cylinders: see page 4



MOTORBIKE	AEROTEC® clutch		AEROTEC® BRAKE master cylinder		AEROTEC® CALIPER 6 piston or 4 piston			AERONAL DISC		
	Part n°	price	Part n°	price	left	right	price	left	right	price
250 KX + KXF 94-	CC	MCR	*1 BRO-10; 2* BRO-12	MCO	XRA or 4XR		P or S	K11L-G	K11L-D	EL
450 KXF -05	CC	MCR	*1 BRO-10; 2* BRO-12	MCO	XRA or 4XR		P or S	K11L-G	K11L-D	EL
450 KXF 06	CC	MCR	*1 BRO-10; 2* BRO-12	MCO	XRA or 4XR		P or S	K14L-G		EL
600 ER6 + ER6F -08	CC	MCR	BRO-14	MCO	S12A	S02A	P	K13L-G	K13L-D	EL
600 ZZR -07	CC	MCR	BR14	MC	K11A	K01A	P	K3R-G	K3R-D	F
600 ZX 6R -02	CC	MCR	BR14	MC	S11A	S01A	P	K3R-G	K3R-D	F
600 ZX 6R + RR 03-07	CC	MCR	BR14	MC	4R11A	4R01A	P	K12R-G	K12R-D	F
600 ZX 6R 08	CC	MCR	BR14	MC	4R11A	4R01A	P	K13L-G	K13L-D	EL
650 W -06	CC	MCR	BRO-12	MCO		S02A	P	K3R-G	K3R-D	F
Z 750 04-07	CC	MCR	BRO-14	MCO	S12A	S02A	P	K3R-G	K3R-D	F
Z 750 08	CC	MCR	BRO-14	MCO	S12A	S02A	P	K13L-G	K13L-D	EL
750 ZR-7 -04	CC	MCR	BR14	MC	S12A	S02A	P	K3R-G	K3R-D	F
750 ZXR	CC	MCR	BR14	MC	K11A	K01A	P	K4R-G	K4R-D	F
750 ZXRR	CC	MCR	BR14	MC	K11A	K01A	P	K5R-G	K5R-D	F
750 ZXR 93-	CC	MCR	BR14	MC	K11A	K01A	P	K5R-G	K5R-D	F
750 ZX7 R + RR 96-	CC	MCR	BR14	MC	S11A	S01A	P	K5R-G	K5R-D	F
750 Stinger					K11A	K01A	P	K4R-G	K4R-D	F
750 Zephyr								K3R-G	K3R-D	F
800 VN	CC	MCR	BRO-12	MCO				K10L-G	K10L-D	EL
900 VN	CC	MCR	BRO-12	MCO	S12A		P			
900 ZX9R Ninja -96	CC	MCR	BR14	MC	K11A	K01A	P	K5R-G	K5R-D	F
900 ZX9R 96-97	CC	MCR	BR14	MC	S11A	S01A	P	K5R-G	K5R-D	F
900 ZX9R 98-	CC	MCR	BR14	MC	S11A	S01A	P	K3R-G	K3R-D	F
900 ZX9R 2000-01	CC	MCR	BR14	MC	S11A	S01A	P	K4R-G	K4R-D	F
900 ZX9R 2002	CC	MCR	BR14	MC	H11A	H01A	P	K5R-G	K5R-D	F
1000 GTR 95-	CC	MCR	BRO-14	MCO	K11A	K01A	P	K3R-G	K3R-D	F
1000 Z -06	CC	MCR	BRO-14	MCO	H11A	H01A	P	K3R-G	K3R-D	F
1000 Z -08	CC	MCR	BRO-14	MCO	4R11A	4R01A	P	K13L-G	K13L-D	EL
ZX10R 1000 03-	CC	MCR	BR14	MC	4R11A	4R01A	P	K3R-G	K3R-D	F
ZX10R 1000 04-07	CC	MCR	BR14	MC	4R11A	4R01A	P	K13L-G	K13L-D	EL
ZX10R 1000 08	CC	MCR	BR14	MC	4R11A	4R01A	P	K15L-G	K15L-D	EL
1100 ZZR -93	CR14	MC	BR14	MC	K11A	K01A	P	K4R-G	K4R-D	F
1100 ZZR 93-	CR14	MC	BR14	MC	K11A	K01A	P	K5R-G	K5R-D	F
1100+1200 ZRX 97-	CRO-14	MCO	BRO-14	MCO	S11A	S01A	P	K4R-G	K4R-D	F
1100 Zephyr					K11A	K11A	P	K4R-G	K4R-D	F
1200 ZZR 02-05	CR14	MC	BR14	MC	H01 H11 + spacers		P	K5R-G	K5R-D	F
1200ZRX 04	CR14	MC	BR14	MC	H11A	H01A	P	K4R-G		F
1200ZRX 05-07	CR14	MC	BR14	MC	S11	S01A	P	K4R-G	K4R-D	F
ZX12 06	CC	MCR	BR14	MC	4R11A	4R01A	P	K3R-G	K3R-D	F
ZX12R -03	CC	MCR	BR14	MC	S11A	S01A	P	K5R-G	K5R-D	F
ZX12R 04-05	CC	MCR	BR14	MC	4R11A		P	K5R-G	K5R-D	F
1400 ZZR (1400GTR)	CR14	MC	BR14	MC	4R11A		P	K15L-G	K15L-D	EL
1500VN 95-96								K10L-G	K10L-D	EL
1600VN MS 06	CRO-14	MCO	BRO-14	MCO	4R11A	4R01A	P	K5R-G	K5R-D	F

*1: OEM caliper

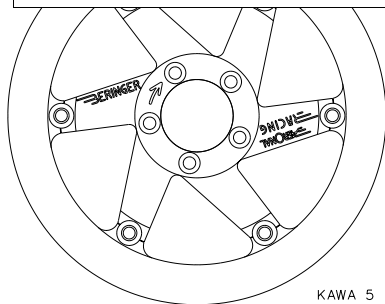
*2: with AEROTEC® caliper

Diameters of the discs :

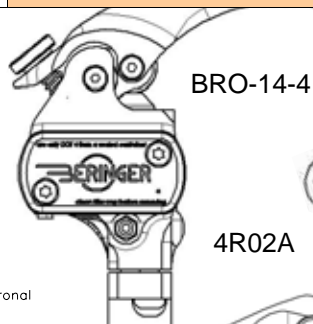
KAWA 3 : Ø300

KAWA 4 : Ø310

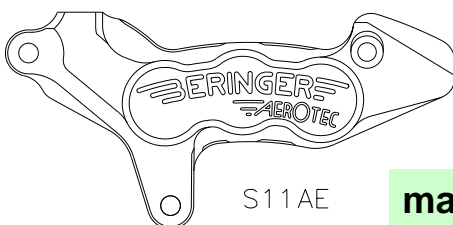
KAWA 5 : Ø320

K5R-D (D= Rechts)
K5R-G (G=Links)

KAWA 5 Aeronal



BRO-14-4



S11AE

4R02A



CC-4

FINISH of the parts: RED ANODISE
is the standard color for disc hubs, callipers and master cylinders. Other colors are available on special order at an additional cost of FA per batch of parts, with a 3-week lead time. **Add the following suffix to part # : Black, Blue, Gold, Silver, Purple, Titanium, Red.** (see page 3)

master cylinders: see page 4

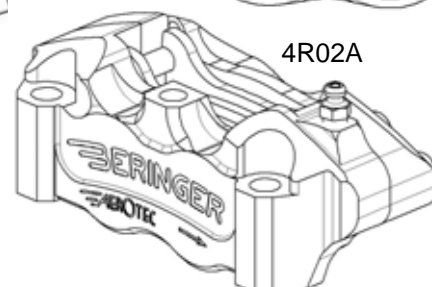
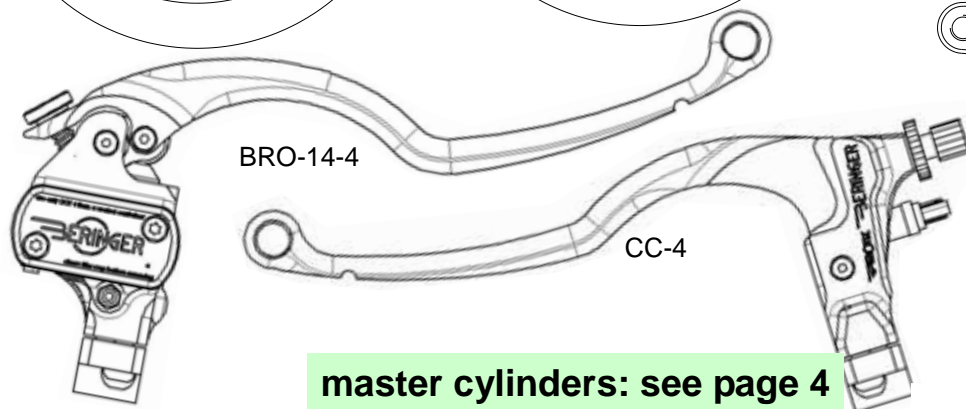
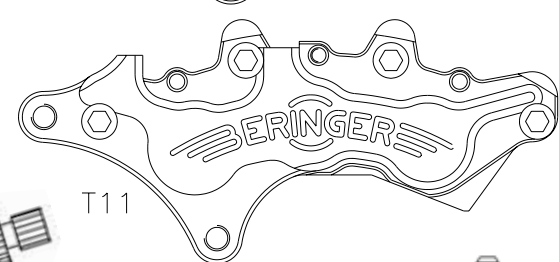
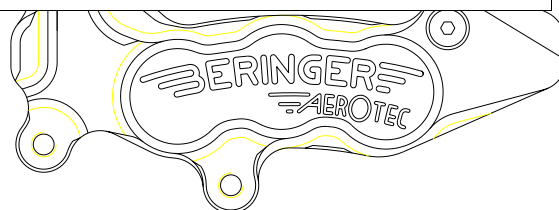
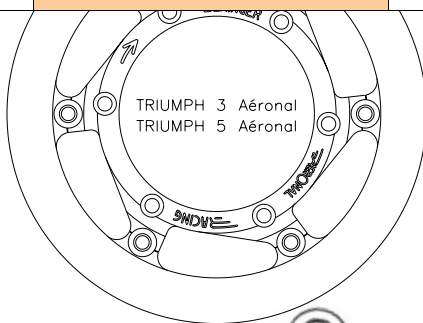
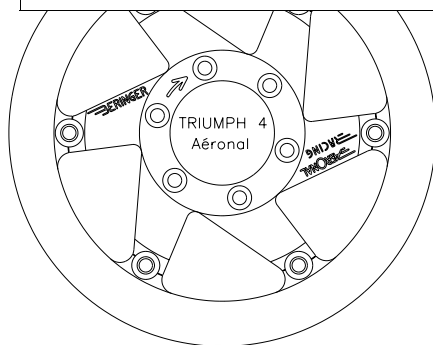
MOTORBIKE	AEROTEC®		AEROTEC® BRAKE		AEROTEC® CALIPER			AERONAL DISC		
	Part n°	price	Part n°	price	left	right	price	left	right	price
125 250 RM 06	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	XRA or 4XR		P or S	S10L-G		EL
400 DR + 400 DRZ S	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	XRA or 4XR		P or S	S10L-G		EL
450 RMZ	CC	MCR	*1 BRO-10; *2 BRO-12	MCO	XRA or 4XR		P or S	S13L-G		EL
500 GSE -06	CC	MCR	BRO-12	MCO		S02A	P		S5R-D	F
600 Bandit GSF	CC	MCR	BRO-14	MCO	S12A	S02A	P	S1R-G	S1R-D	F
600 GSX-F	CC	MCR	BRO-14	MCO	S12A	S02A	P	S1R-G	S1R-D	F
600 GSX-F 06	CC	MCR	BRO-14	MCO	S12A	S02A	P	S15L-G	S15L-D	EL
600 DR Ø300	CC	MCR	*1 BRO-10; *2 BRO-12	MCO				S7L-G	S7L-D	EL
600 GSXR 96-	CC	MCR	BR14	MC	S11A	S01A	P	S9L-G	S9L-D	EL
600 GSXR 01- 03	CC	MCR	BR14	MC	H11A	H01A	P	S9L-G	S9L-D	EL
600 GSXR 04-05	CC	MCR	BR14	MC	4R11A	4R01A	P	S12L-G	S12L-D	EL
600 GSXR 06-08	CC	MCR	BR14	MC	4R11A	4R01A	P	S14L-G	S14L-G	EL
650 Bandit -05	CC	MCR	BRO-14	MCO	S12A	S02A	P	S1R-G	S1R-D	F
650 Bandit 06	CC	MCR	BRO-14	MCO	S12A	S02A	P	S15L-G	S15L-D	EL
650 Bandit 07	CC	MCR	BRO-14	MCO	H11A	H01A	P	S16L-G	S16L-D	EL
650 Bandit 08	CRO-14	MCO	BRO-14	MCO	H11A	H01A	P	S17L-G	S17L-D	EL
650 SV -02	CC	MCR	BRO-14	MCO	S12A	S02A	P	S1R-G	S1R-D	F
650 SV 03-07	CC	MCR	BRO-14	MCO	S12A	S02A	P	S15L-G	S15L-D	EL
650 SV + 650 SV S 08	CC	MCR	BR14	MC	S12A	S02A	P	S11L-G	S11L-D	EL
650 XF Freewind	CC	MCR	BRO-12	MCO				S7L-G	S7L-D	EL
650 GSX-F 08	CRO-14	MCO	BRO-14	MCO	H11A	H01A	P	S17L-G	S17L-D	EL
650 VSTROM 08	CC	MCR	BRO-14	MCO	S12A	S02A	P	S17L-G	S17L-D	EL
750 GSX	CC	MCR	BRO-14	MCO	S12A	S02A	P			
750 GSX-F-05	CC	MCR	BRO-14	MCO	S12A	S02A	P	S1R-G	S1R-D	F
750 GSX-F 06	CC	MCR	BRO-14	MCO	S12A	S12A	P	S15L-G	S15L-D	EL
750 GSXR 89-	CC	MCR	BR14	MC	S11A	S11A	P	S6R-G	S6R-D	F
750 GSXR 96-	CC	MCR	BR14	MC	S11A	S01A	P	S9L-G	S9L-D	EL
750 GSXR 2000- 03	CC	MCR	BR14	MC	H11A	H01A	P	S9L-G	S9L-D	EL
750 GSXR 04-05	CC	MCR	BR14	MC	4R11A	4R01A	P	S12L-G	S12L-D	EL
750 GSXR 06-08	CC	MCR	BR14	MC	4R11A	4R01A	P	S14L-G	S14L-D	EL
800 DR 90-	CC	MCR	BRO-12	MCO				S7L-G	S7L-D	EL
800 Intruder	CC	MCR	BRO-12	MCO				S8L-G	S8L-D	EL
800 C und M Intruder 06	CC	MCR	BRO-12	MCO		S02A	P			
800 VZ Marauder	CC	MCR	BRO-12	MCO		S02A	P			
1000 GSXR 01- 02	CC	MCR	BR14	MC	H11A	H01A	P	S9L-G	S9L-D	EL
1000 GSXR 03-04	CC	MCR	BR14	MC	4R11A	4R01A	P	S12L-G	S12L-D	EL
1000 GSXR 05-06	CC	MCR	BR14	MC	4R11A	4R01A	P	S14L-G	S14L-D	EL
1000 GSXR 07	CR14	MC	BR14	MC	4R11A	4R01A	P	S14L-G	S14L-D	EL
1000 GSXR 08	CR12	MC	BR14	MC	4R11A	4R01A	P	S14L-G	S14L-D	EL
1000 SV -06	CC	MCR	BR14	MC	H11A	H01A	P	S11L-G	S11L-D	EL
650 + 1000 V Strom -06	CRO-14	MCO	BRO-14	MCO	S12A	S02A	P	S11L-G	S11L-D	EL
650 V Strom 07	CRO-14	MCO	BRO-14	MCO	S12A	S02A	P	S17L-G	S17L-D	EL
1000TL S-R	CC	MCR	BRO-14	MCO	S11A	S01A	P	S9L-G	S9L-D	EL
GS 1100G	CRO-14	MCO	BRO-14	MCO	K11A	K01A	P			
1100 GSXKatana	CRO-14	MCO	BRO-14	MCO	S11A	S01A	P			
1100 GSXR 90-	CRO-14	MCO	BRO-14	MCO	S11A	S01A	P	S6R-G	S6R-D	F
1200 Bandit -05	CRO-14	MCO	BRO-14	MCO	S11A	S01A	P	S5R-G	S5R-D	F
1200 Bandit 06	CRO-14	MCO	BRO-14	MCO	H11A	H01A	P			
1250 Bandit 07-08	CRO-14	MCO	BRO-14	MCO	H11A	H01A	P	S17L-G	S17L-D	EL
1300 GSXR 99-	CR14	MC	BR14	MC	S11A	S01A	P	S9L-G	S9L-D	EL
1300 Hayabusa -06	CR14	MC	BR14	MC	S11A	S01A	P	S9L-G	S9L-D	EL
1340 Hayabusa 08	CR14	MC	BR14	MC	4R11A	4R01A	P	S17L-G	S17L-D	EL
1340 B. King 08	CRO-12	MCO	BRO-14	MCO	4R11A	4R01A	P	S17L-G	S17L-D	EL
1400 GSR 06	CC	MCR	BRO-14	MCO	H11A	H01A	P			
1400 GSX 03-04	CC	MCR	BRO-14	MCO	S11A	S01A	P	S9L-G	S9L-D	EL
1400 GSX 05-06	CRO-14	MCO	BRO-14	MCO	H11A	H01A	P	S9L-G	S9L-D	EL
1400 GSXR 01-	CR14	MC	BR14	MC	H11A	H01A	P	S9L-G	S9L-D	EL
1400 Intruder	CRO-14	MCO	BRO-14	MCO				S8L-G	S8L-D	EL
C1500 Intruder 06	CRO-14	MCO	BRO-14	MCO	S12A	S02A	P			
1800 MR Intruder 06	CC	MCR	BRO-14	MCO	4R11A	4R01A	P			
1800 MR Intruder 08	CCH1	MCR	BROH-14	MCO	4R11A	4R01A	P	S14L-G	S14L-D	EL

*1: OEM caliper
*2: with AEROTEC® caliper

S17L-D (D means right)
S17L-G (G means left)

master cylinders: see page 4

MOTORBIKE	AEROTEC® clutch		AEROTEC® BRAKE master cylinder		AEROTEC® CALIPER 6 piston or 4 piston			AERONAL DISC		
	Part n°	price	Part n°	price	left	right	price	left	right	price
AMERICA + BONNEVILLE -08	*4 CCH1	MCR	*4 BROH-12	MCO	H12A		P	T5R-G		F
DAYTONA 650 04-05	CC	MCR	BR14	MC	S11A	S01A	P			
DAYTONA 955 -02	CC	MCR	BR14	MC	Y13A	Y03A	P	T4R-G	T4R-D	F
DAYTONA 955 02-06	CC	MCR	BR14	MC	Y13A	Y03A	P	T8R-G	T8R-D	F
DAYTONA TRIPLE 06	CC	MCR	BRO-14	MCO	4R11A with spacers	4R01A with spacers	P	T7R-G	T7R-D	F
DAYTONA 675 07-08 + STREET TRIPLE 675 FR 08	CC	MCR	BR14	MC	4R11A	4R01A	P	T6R-G	T6R-D	F
SCRAMBLER 06-08	*4 CCH1	MCR	*4 BRO-12	MCO	H12A		P	T5R-G		F
SPEED MASTER -06	CC	MCR	BRO-14	MCO	H12A	H02A	P	T5R-G	T5R-D	F
SPEED TRIPLE 02-04	CC	MCR	BRO-14	MCO	Y13A	Y03A	P	T8R-G	T8R-D	F
SPEED TRIPLE 05-07	CC	MCR	BRO-14	MCO	4R11A	4R01A	P	T7R-G	T7R-D	F
STREET TRIPLE 675F 08	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P	T6R-G	T6R-D	F
SPEED TRIPLE 1050 08	CC	MCR	BR14	MC	4R12A	4R02A	P	T9L-G	T9L-D	EL
SPEED FOUR	CC	MCR	BRO-14	MCO	Y13A	Y03A	P	T6R-G	T6R-D	F
SPRINT ST and RS	CC	MCR	BR14	MC	S11A	S01A	P	T4R-G	T4R-D	F
SPRINT ST 04-08	CC	MCR	BR14	MC	S11A	S01A	P	T8R-G	T8R-D	F
ROCKET III 04-06	*4 CCH1	MCR	*4 BROH-14	MCO	Y13A	Y03A	P	T8R-G	T8R-D	F
THUNDER BIRD	CC	MCR	BRO-12	MCO	H12A		P	T3R-G		F
T. BIRD SPORT	CC	MCR	BRO-14	MCO	H12A	H02A	P	T5R-G	T5R-D	F
TIGER 06	CC	MCR	*1 BRO-12; *2 BRO-14	MCO	H12A	H02A	P			
TIGER 955 i (injection)	CC	MCR	BR14	MC	H12A	H02A	P	T5R-G	T5R-D	F
TIGER 1050 08	CC	MCR	BRO-14	MCO	4R11A	4R01A	P	T7R-G	T7R-D	F
TROPHY 1200			BRO-14	MCO	S11A	S01A	P			
TT600	CC	MCR	BR14	MC	Y13A	Y03A	P	T6R-G	T6R-D	F
TRHUXTON 900 04-08	CC	MCR	BR12	MC	H12A		P	T3R-G		F
			*1: OEM caliper *2: with AEROTEC® caliper *4: electric switch needs to be replaced		T5R-D (D means right) T5R-G (G means left)					



master cylinders: see page 4

FINISH of the parts: RED ANODISE is the standard color for disc hubs, callipers and master cylinders. Other colors are available on special order at an additional cost of FA per batch of parts, with a 3-week lead time. Add the following suffix to part # : Black, Blue, Gold, Silver, Purple, Titanium, Red. (see page 3)

MOTORBIKE	AEROTEC® clutch		AEROTEC® BRAKE master cylinder		AEROTEC® CALIPER 6 piston or 4 piston			AERONAL DISC		
	Part n°	price	Part n°	price	left	right	price	left	right	price
85 YZ 2006	CC	MCR	BRO-10	MCO	4H15+ bracket Y018		SR	Y14L-G		EL
250 Majesty						4Y02	S			
250 Grand Majesty					4Y11		S			
250 TDR	CC	MCR	BRO-12	MCO	Y11A		P	Y7L-G		EL
250 TZR	CC	MCR	BRO-12	MCO	Y11A		P	Y7L-G		EL
250 WRF + YZ Ø310	CC	MCR	1* BRO-10; 2* BRO-12	MCO	XRA		P	H6L-G		EL
400 Grand Majesty					4Y12	4Y02	S			
400WRF Ø310	CC	MCR	1* BRO-10; 2* BRO-12	MCO	XRA		P	H6L-G		EL
426 YZ Ø310	CC	MCR	1* BRO-10; 2* BRO-12	MCO	XRA		P	H6L-G		EL
450 YZF ET 450 WRF	CC	MCR	1* BRO-10; 2* BRO-12	MCO	XRA		P	H6L-G		EL
500 TMAX one caliper			BRO-10	MCO	4Y11		S			
500 TMAX two calipers	CRO-9-L		BRO-12	MCO	4Y12	4Y02	S			
535 XV Virago	CC	MCR	BRO-12	MCO		Y01A	P		Y8L-D	EL
600 R6 99- 02	CC	MCR	BR14	MC	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
600 R6 03-04	CC	MCR	BR14	MC	Y11A	Y01A	P	Y10L-G	Y10L-D	EL
600 R6 005-07	CC	MCR	BR14	MC	4R11A	4R01A	P	Y12L-G	Y12L-D	EL
600 R6 005-07	CC	MCR	BR14	MC	4R11A	4R01A	P	Y10L-G	Y10L-D	EL
600 Diversion 98-	CC	MCR	BRO-14	MCO				Y8L-G		EL
600 XT(E) Ø310 : bracket+disc for OEM caliper	CC	MCR	BRO-12	MCO				Y4L-G+Y006 years 90-94 Y4L-G+Y005 years 95-03		P
600 XJ	CC	MCR	BRO-14	MCO	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
600 FZ6 -05 FZ6 Fazer -08	CC	MCR	BRO-14	MCO	Y12A		P	Y10L-G	Y10L-G	EL
600 FZ6 06	CC	MCR	BRO-14	MCO	Y11A		P	Y10L-G	Y10L-G	EL
600 FZR	CC	MCR	BR14	MC	Y11A	Y01A	P			
600 FZX Fazer 98-	CC	MCR	BRO-14	MCO	Y11A	Y01A	P			
600 YZF	CC	MCR	BR14	MC	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
650 XVS Drag Star	CC	MCR	BRO-14	MCO				Y8L-G	Y8L-D	EL
660 SZR	CC	MCR	BR12	MC		D01	O		Y7L-D	EL
660 GTX 04-	CC	MCR	BRO-12	MCO	D12 ← with screws M10-30x1.5 or M10-35x1.5		P			
660 XTR 04-	CC	MCR	BRO-12	MCO	S12A ← with spacers 10x20x4 + M10-40x1.25		P	Y8L-G		EL
750 FZR	CC	MCR	BR14	MC	Y11A	Y11A	P			
750 FZR OW01	CC	MCR	BR14	MC	S11A	S11A	P			
750 YZF	CC	MCR	BR14	MC	Y11A	Y01A	P	Y7L-G	Y7L-D	EL
750 YZF R7 OW 02	CC	MCR	BR14	MC	S11A	S01A	P			
850 TDM	CC	MCR	BRO-14	MCO	Y11A	Y01A	P			
850 TRX	CC	MCR	BR14	MC	Y11A	Y01A	P			
900 TDM 02-08	CC	MCR	BRO-14	MCO	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
1000 FZ1 Fazer 06-08	CC	MCR	BRO-14	MCO	Y11A		P	Y11L-G	Y11L-D	EL
1000 FZR	CC	MCR	BR14	MC	Y11A		P	Y7L-G	Y7L-D	EL
1000 FZS Fazer	CC	MCR	BR14	MC	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
1000 YZF -96	CC	MCR	BR14	MC	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
1000 YZF R1 97-03	CC	MCR	BR14	MC	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
1000 YZF R1 04-06	CC	MCR	BR14	MC	4R11A	4R01A	P	Y11L-G	Y11L-D	EL
1000YZF R1 07-08	CC	MCR	BR14	MC	6R11A	6R01A	P	Y12L-G	Y12L-D	EL
1000 YZF R1 SP 06	CC	MCR	BR14	MC	4R11A	4R01A	P	Y15L-G	Y15L-D	EL
1100 BT Bulldog -06	CC	MCR	BRO-14	MCO	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
1100 XVS Drag Star			BRO-14	MCO	Y12A	Y02A	P	Y8L-G	Y8L-D	EL
V MAX 93 -	CRO-14	MCO	BRO-14	MCO	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
1200 XJR	CRO-14	MCO	BRO-14	MCO	Y11A	Y01A	P	Y7L-G	Y7L-D	EL
1200FJ 88-	CRO-14	MCO	BRO-14	MCO	Y11A	Y01A	P			
1300 FJR 03-06	CRO-14	MCO	BRO-14	MCO	Y11A	Y01A	P			
1300 XJR+FJR 06-07	CRO-14	MCO	BRO-14	MCO	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
1300 FJR 08	CRO-14	MCO	BRO-14	MCO	Y11A	Y01A	P	Y13L-G	Y13L-D	EL
1300 XVZ Royal Star	CRO-14	MCO	BRO-14	MCO	Y11A	Y01A	P	Y8L-G	Y8L-D	EL
MT 01 -06	CRO-14	MCO	BRO-14	MCO	4R11A	4R01A	P	Y13L-G	Y13L-D	EL
MT01 07-08	CRO-14	MCO	BRO-14	MCO	6R11A	6R01A	P	Y13L-G	Y13L-D	EL
MT 03	CC	MCR	BRO-14	MCO	Y11A	Y01A	P	Y10L-G	Y10L-D	EL

*1: OEM caliper

*2: with AEROTEC® caliper

Y7L-D (D= right)
Y7L-G (G=left)

master cylinders: see page 4

Y7L-D



APRILIA DUCATI GUZZI *part numbers & prices* VOXAN KTM BMW & other European Motorbikes

MOTORBIKE	AEROTEC® clutch		AEROTEC® BRAKE master cylinder		AEROTEC® CALIPER 6 piston or 4 piston			AERONAL DISC		
	Part n°	price	Part n°	price	left	right	price	left	right	price
APRILIA all types with calliper centre distances=65mm and 320mm disc can be equipped with the 4D AEROTEC system										
450 + 550 SXV 06 0320 OEM	CC	MCR	BRO-10	MCO	4R11A		P	APR1L-G		EL
450 + 550 SXV 06 0310	CC	MCR	BRO-10	MCO	4R11A		P	APR2L-G		EL
1000 FALCO SL	CR12	MC	BR14	MC	D12A	D02A	P	Y7L-G	Y7L-D	EL
1000 RSV R	CR12	MC	BR14	MC	D12A	D02A	P	Y7L-G	Y7L-D	EL
1000 Tuono	CRO-12	MCO	BRO-14	MCO	D12A	D02A	P	Y7L-G	Y7L-D	EL
1000 RSV Factory, R 04-06	CR 12	MC	BR14	MC	4R12A	4R02A	P	Y7L-G	Y7L-D	EL
1000 TuonoR 04-06	CRO-12	MCO	BRO-14	MCO						
BENELLI TNT 1130			BRO-14	MCO	D12A	D02A	P	Y7L-G	Y7L-D	EL
Tornado 04-08	CC	MCR	BR14	MC	4R12A	4R02A	P	Y7L-G	Y7L-D	EL
TNT 1130 (Sport Evo, Titanium, Café Racer 08	CC	MCR	BRO-14	MCO	4R12A	4R02A	P	Y7L-G	Y7L-D	EL
Trek 1130 08	CC	MCR	BRO-14	MCO	D12A	D02A	P	Y7L-G	Y7L-D	EL
BIMOTA -97			BR14	MC				Y7L-G	Y7L-D	EL
BIMOTA 97-			BR14	MC	D12A	D02A	P	Y7L-G	Y7L-D	EL
BMW ANTINOISE REPLACING KIT for BMW ORIGINAL NUTS (floating discs) (12 floaters/12 washers/12 snap rings) low friction steel for long life										AMB
G 650 X Moto + Challenge + Country	CC	MCR	BRO12	MCO						
R + K Ø285 front	CRO-12* or CR12*	MCO or MC	BR14 or BRO-14	MC or MCO	B11	B01	P			
K1100, K1, Ø305, R1100R, RS, RT	CRO-12* or CR12*	MCO or MC	BR14 or BRO-14	MC or MCO	B11	B01	P			
R1100S, GS	CRO-12* or CR12*	MCO or MC	BR14 or BRO-14	MC or MCO	B11	B01	P			
R1200C, 850C	CRO-12* or CR12*	MCO or MC	BR14 or BRO-14	MC or MCO	B11	B01	P			
K1200RS	CRO-12* or CR12*	MCO or MC	BR14 or BRO-14	MC or MCO	B11	B01	P			
from 2001: R1200GS+RT+ST+GT+S+RS SPORT+K1200S	CRO-12* or CR12*	MCO or MC	BR14 or BRO-14	MC or MCO	B12A	B02A	P			
K1200R + R1200R 08					B12A	B02A	P			
F 800 ST+S 06-08	CC	MCR	BRO-14 or BR14	MCO or MC						
*with CRO-12 & CR12: avec o'ring for the engine										free
DUCATI all types with calliper centre distances=65mm and 320mm disc can be equipped with the 4D AEROTEC system										
600 SS + 748 + 750SS-97+ 918 (caliper fitting distance =40mm)	CR12	MC	BR14	MC				Y7L-G	Y7L-D	EL
750 SS 98- + 900 SS 97-	CR12	MC	BR14	MC	D12A	D02A	P	Y7L-G	Y7L-D	EL
851 + 888 + 900SS-96	CR12	MC	BR14	MC				Y7L-G	Y7L-D	EL
748 + 998 ST2 & ST4S + 996 Hypersport 99- (caliper fitting distance =65mm)	CR12	MC	BR14	MC	D12A	D02A	P	Y7L-G	Y7L-D	EL
Monstro 600 + 900	CRO-12	MCO	BRO-14	MCO				Y7L-G	Y7L-D	EL
695 Monstro 08	CRO-12	MCO	BRO-14	MCO	D12A	D02A	P			
Monstro S4R 08	CRO-12	MCO	BRO-14	MCO	4R12A	4R02A	P	D1R-G	D1R-D	F
749 & 999 04-05	CR12	MC	BR14	MC	D12A	D02A	P	D1R-G	D1R-D	F
999 S 05	CR12	MC	BR14	MC	4R12A	4R02A	P	D1R-G	D1R-D	F
1000 DS Supersport, Monstro, Montro S +S4R +1000GT+1000S2S 08	CR12	MC	BRO-14	MCO	D12A	D02A	P	Y7L-G	Y7L-D	EL
Sport Classic 1000 08 + GT 1000 -08	CRO12	MCO	1* BRO-12; 2* BRO-14	MCO	D12A	D02A	P	Y7L-G	Y7L-D	EL
1098S 08 (discs 320mm and not 330 OEM) + 848 08	CR12	MC	BR14	MC	4R12A	4R02A	P	D1R-G	D1R-D	F
Hypermotard 1100S 08 (+ spacers 7.5mm under caliper)	CRO-12	MCO	BRO-14	MCO	4R12A	4R02A	P	D1R-G	D1R-D	F
GUZZI										
V11 sport + all types 04-05	CR12 or CRO-12	MC or MCC	BR14 or BRO-14	MC or MCO	D12A	D02A	P	Y7L-G	Y7L-D	EL
V10 Centauro GT/sport; California EV, special ; Daytona; 1100 sport	CR12 or CRO-12	MC or MCO	BR14 or BRO-14	MC or MCO				Y7L-G	Y7L-D	EL
HUSOVARNA 2000-	CRO-9L or CRO-9K	MCC	1* BRO-10; 2* BRO-12	MCO	HU11A		P	HU1L		EL
125CR+WR + 610SM 08	CC	MCR			HU11A		P	HU1L-G		EL
250 + 450 TC-TE 08	CC	MCR	1* BRO-10; 2* BRO-12		KT13A		P	HU1L-G		EL
HUSABERG 2000-	CRO-9L	MCC		MCO	KT13A or 4KT13		P or S	KT2L-G		EL
SM 05	CRO-9L	MCC		MCO	4R12A		P	KT2L-G		EL
KTM enduro -1999	CRO-9L	MCC	1* BRO-10; 2* BRO-12	MCO	4KT11		S	KT2L-G		EL
enduro 2000-08 + SM 2000-03	CRO-9L	MCC	1* BRO-10; 2* BRO-12	MCO	KT13A or 4KT13		P or S	KT2L-G		EL
SMR 05-06	CRO-9L	MCC	1* BRO-10; 2* BRO-12	MCO	4R12A		P	KT2L-G		EL
Duke 1 -98	CRO-9L	MCC	BRO-12	MCO						
Duke 2 99- + SM 2004	CRO-9L	MCC	BRO-12	MCO	D12A		P	KT3L-G		EL
690 SM 07 + 690 DUKE + SMR 08	CRO-9L	MCC	BRO-10	MCO	4R12A		P	Y7L-G		EL
690 SMC 08	CRO-9L	MCC	BRO-10	MCO	4R12A		P	KT3L-G		EL
950 SMR 08 (+ spacers 7mm under caliper)	CRO-9L	MCC	BRO-14	MCO	4R12A	4R02A	P	Y7L-G	Y7L-D	EL
990 Super Duke -07	CRO-9L	MCC	BRO-14	MCO	D12A	D02A	P	Y7L-G	Y7L-D	EL
990 Superduke R 08	CRO-12	MCO	BRO-14	MCO	4R12A	4R02A	P	Y7L-G	Y7L-D	EL
MOTO MORINI Corsaro 1200 Veloce 08 + 912 08	CRO12	MCO	BRO-14	MCO	D12A	D02A	P	Y7L-G	Y7L-D	EL
MV AGUSTA B4 910S	CR12	MC	BR14	MC						
Brutale 910S + F4000 08	CRO14	MCO	BRO-14	MCO	4R12A	4R02A	P			
MZ 1000SF	CR14	MC	BR14	MC	S11A	S01A	P			
SHERCO 4.5 I enduro 08	CRO-9L or CRO-9K	MCC	1* BRO10; 2* BRO12	MCO	HU11A		P	HU1L-G		EL
4.5 I Supermotard	CRO-9L or CRO-9K	MCC	1* BRO10; 2* BRO12	MCO	4R12A		P	HU1L-G		EL
VERTEMATI -2002			1* BRO10; 2* BRO12	MCO	KT13A or 4KT13		P or S	H8L-G		EL
2003-			1* BRO10; 2* BRO12	MCO	XRA or 4XR		P or S	H8L-G		EL
VOR			1* BRO10; 2* BRO12	MCO	HU11A		P	VO1L-G		EL
VOXAN Roadster, Café R.	CR14 or CRO-14	MC or MCO	BR14 or BRO-14	MC or MCO				Y7L-G	Y7L-D	EL
Black Magic	CR14	MC	BR14	MC	D12A	D02A	P	Y7L-G	Y7L-D	EL
Charade	CR14	MC		MC	4R12A	4R02A	P	Y7L-G	Y7L-D	EL
*1: OEM caliper *2: with AEROTEC® caliper										

Y7L-D (D means right) H8L-G (G means left)

master cylinders: see page 4



FINISH of the parts: RED ANODISE is the standard color for disc hubs, callipers and master cylinders. Other colors are available on special order at an additional cost of **FA** per batch of parts, with a 3-week lead time. Add the following suffix to part # : **Black, Blue, Gold, Silver, Purple, Titanium, Red.** (see page 3)

HARLEY and BUELL *part numbers & prices* HARLEY and BUELL

MOTORBIKE	CLASSIC DISC		AERONAL DISC		6 PISTON AEROTEC® CALIPER			4 PISTON CALIPER		
	Part n°	Price	Part n°	Price	right	left	Price	right	left	Price
→ 1999 Ø291 original (11"5)	HD1	EH	HD1L_G (left) HD1L_D (right)	EH	HD01A & HD11 for Springer	HD11A & HD01 for Springer	HD	4HD01	4HD11	HF
→ 1999 Ø320 (12"5)	HD2	EH	HD2L_G o HD6L-G (left) HD2L-D o HD6L-D (right)	EH	HD02	HD12	HE			
→ 1999 Ø254 (10")	HD3	EH						4HD03	4HD13	HF
2000- Ø291 types	HD4	EH	HD4L-G (left) HD4L-D (right)	EH	HD04A & HD14 for Springer	HD14A & HD04 for Springer	HE			
2000- Ø320 types (12"5)			HD6L-G + HD6L-D	EH						
BUELL			BU1	F				4HD03	4HD13	HF

REAR BRACKETS for BERINGER® 6 or 4 piston CALIPERS

MOTORBIKE	Part n°	Price
Rear 1340 Softail for HD11 or 4HD11	HD002	HI
Rear Dyna Glide for HD01 or 4HD01	HD003	HI
Rear Sportster for HD11 or 4HD11	HD004	HI
Rear Softail for HD01 caliper up	HD005	HI
Type 2000 rear Softail for 4HD01	HD006	HI
Type 2000 rear Sportster for HD11 or 4HD11	HD009	HI
Type 2000 rear Dyna for HD01 or 4HD01	HD008	HI

**Calipers are delivered with
BERINGER® sintered metal pads**

for spare parts (repair kits...) see page 16

BROH-12-4 B → means BRO-12 (built-in reservoir)
with lever -4 BLACK
CCH-4 G → means CC (cable clutch) with lever
-4 GOLD

RADIAL AEROTEC® MASTER CYLINDERS

brake or clutch	Part n°	use	Price
RADIAL AEROTEC® brake m. cylinder with built-in reservoir (15cc) (with fluid level visual)	BROH-12	Øhandlebar: 1 inch 1 caliper 6 piston, or 1 caliper 4 piston radial	MCO
RADIAL AEROTEC® brake m. cylinder with built-in reservoir (27.8cc) (with fluid level visual)	BROH-14	Øhandlebar: 1 inch 2 calipers 4 or 6 piston	MCO
Cable clutch AEROTEC® only with 4 finger lever	CCH-4	Øhandlebar: 1 inch	MCR
Hydraulic clutch m. cylinder RADIAL AEROTEC® built-in reservoir (without fluid level visual)	CROH-14	Øhandlebar: 1 inch	MCO
Lever for BRO	Lever -2	Lever, nuts	WR
Lever for BRO	Lever -3	Lever with fingers grips, nuts	WR
Lever for BRO	Lever -4	Lever long plain, nuts	WR
Lever for BRO	Lever -5	Lever plain, nuts	WR
Lever for CCH	Levercch-4	Lever plain, bearings, nuts	WR
Mirror holder for brake master cylinder	MHOLDBH	As an option, add OPT to the part # & price is AE	AJ
Mirror holder for clutch lever	MHOLDCH		AJ

FINISH especially for HARLEY and BUELL :

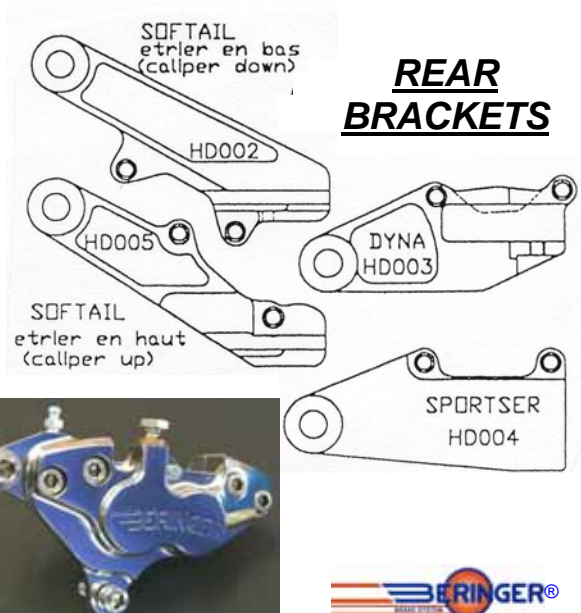
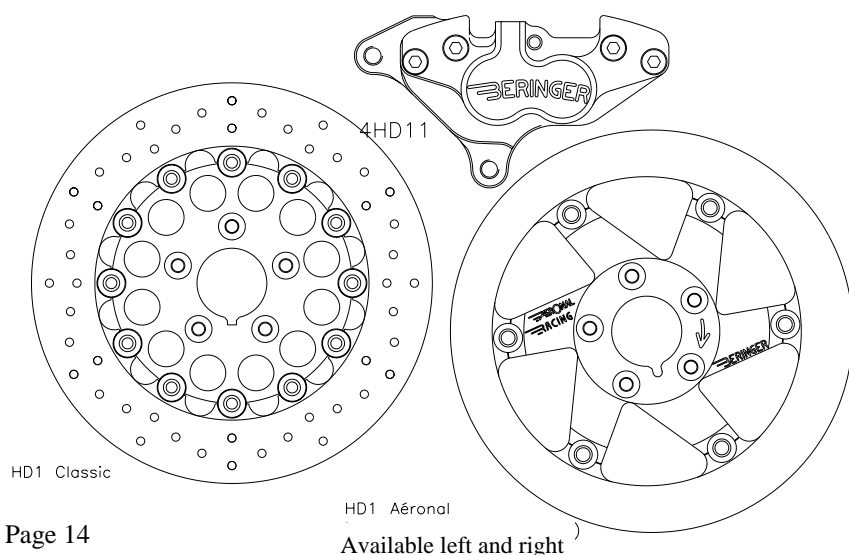
ilver or black anodise are the standard colors for disc hubs, callipers and master cylinders. The cast iron rotor is silver.

Other colours are available on special order at an additional cost of **FA** per batch of parts, with a 3-weeks lead time. **Add the following suffix to part # : Black, BLue, Gold, Silver, Purple, Titanium, Red.**

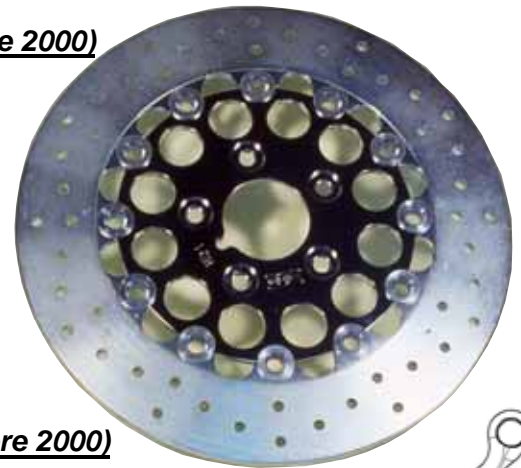
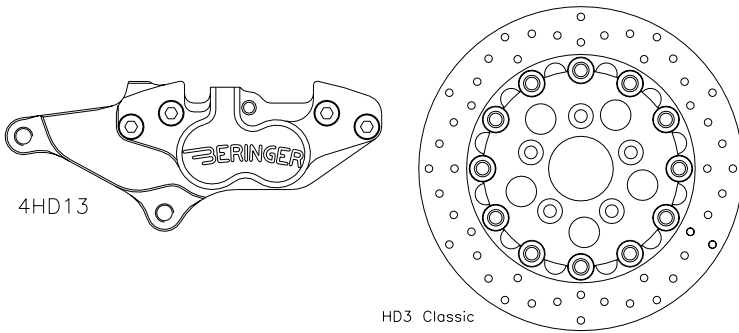
WARNING: - **Chrome plating** is available but with a lead time and an extra cost of **FB per part (caliper, disc, CC) or AP (master cylinder)**: this finish is strictly reserved for an occasional use. Under no circumstances, water or corrosive products (like removal of snow salt) must not stay on the chrome plating. This would cancel the warranty. In the same way, chips caused by fine gravel would invalidate the warranty as well.

- **polishing** is also available but with a lead time and an extra cost of **AA per part.**

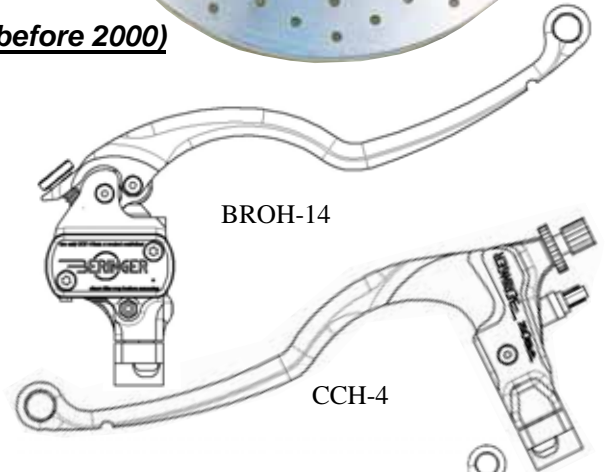
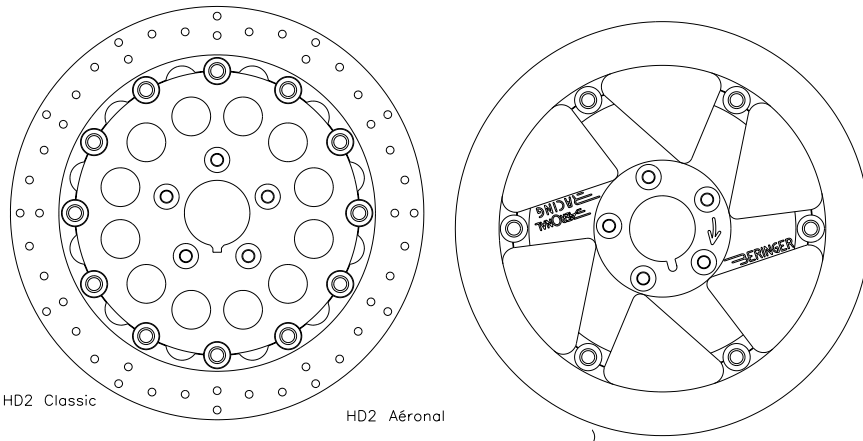
ORIGINAL DIMENSIONS: 11.5 " (before 2000)



DIMENSIONS : 10" = Ø254 = smaller diameter (before 2000)



DIMENSIONS : 12.6" = Ø320 = bigger diameter (before 2000)

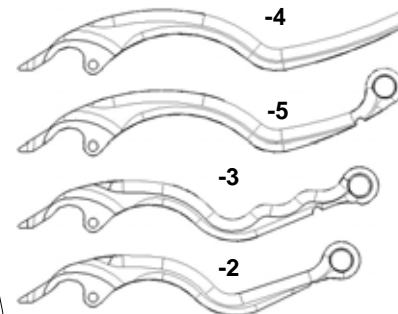
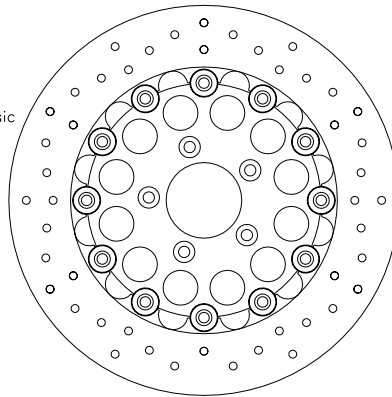


2000 types : 11.5" = Ø291 = original diameter

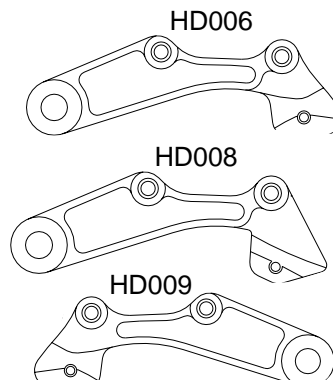
Available left and right



HD4 Classic

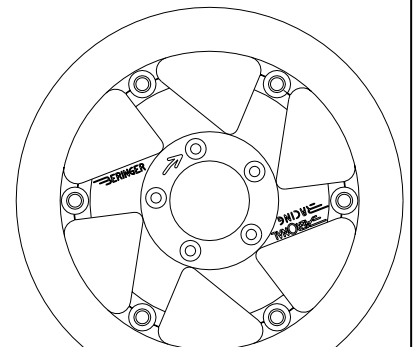
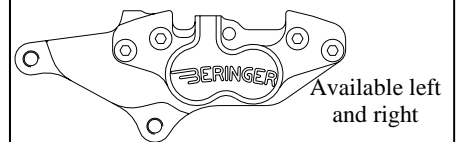


BROH-14-4 CH




KIT for BUELL

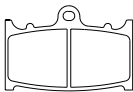




Available left
and right



SPARE PARTS

CALIPERS	contents	Part n°	price
Repair kit for 6P AEROTEC® caliper	Pistons, all seals, screws, pad guides, bleeder	Rep6pcalip	AH
Repair kit for 4P radial AEROTEC® caliper		Rep4prad	AH
Repair kit for 4P caliper		Rep4pcalip	AJ
Repair kit for 6P (old type with 6 pads)		Rep6p6p	AH
MASTER CYLINDERS	contents	Part n°	price
Repair kit for master cylinder BRO-10, CRO-9	All the parts except the aluminium parts (give the type when you order)	RepkitBRO10	MCK
Repair kit for master cylinder BR12, CR12		RepkitBR12	MCK
Repair kit for master cylinder BRO-12, BROH-12, CRO-12		RepkitBRO12	MCK
Repair kit for master cylinder BR14, CR14		RepkitBR14	MCK
Repair kit for master cylinder BRO-14, BROH-14, CRO-14		RepkitBRO14	MCK
Repair kit for MC 12.7	2 cup seal, dust seal, anti rollover ring	RepMC12.7	MCKR
simple banjo screw, bleeder+banjo screw+ cooper washers	Banjo serial kit	banjokit	AT
Lever for master cylinders for racing bikes, 2 fingers	Lever, nuts	Lever -2	WR
Lever for master cylinders for racing bikes, 3 fingers	Lever, nuts	Lever -3	WR
Lever for master cylinders for sport and road bikes, 4 fingers	Lever, nuts	Lever -4	WR
Lever for master cylinders for sport and road bikes, 2 fingers	Lever, nuts	Lever -5	WR
Lever for cable clutch CC-2	Lever for cable clutch (plain lever for two fingers)	LeverCC-2	WR
Lever for cable clutch CC-3	Lever for cable clutch (with three finger grips)	LeverCC-3	WR
Lever for cable clutch CC-4	Lever for cable clutch (plain lever for all fingers)	LeverCC-4	WR
Mirror holder for BR or BRO	 As an option, add OPT to the part # & price is AE	MHOLDB	AJ
Mirror holder for CR, CRO ou CC		MHOLDC	AJ
Mirror holder for BROH (Harley)		MHOLDBH	AJ
Mirror holder for CCH (Harley)		MHOLDCH	AJ
Reservoir cap for BRO, CRO	Engraved solid aluminium reservoir cap	coverBRO	AT
Reservoir cap for KIT RESERVOIR	Engraved solid aluminium reservoir cap	cap	AU
DISCS	contents	Part n°	price
AERONAL hub (flat)	Aluminium hub, floaters, washers, snap rings	Hub flat	DA
AERONAL hub (with offset)	Aluminium hub, floaters, washers, snap rings	Hub offset	DAD
Classic hub (flat)	Aluminium hub, floaters, washers, snap rings	Hub classic	DAC
Floaters kit (for 6mm thick AERONAL disc)	6 floaters, 6 washers, 6 snap rings	Floater 6	AM
Floaters kit (for 5mm thick AERONAL disc)	6 floaters, 6 flat washers, 6 wave washers, 6 snap rings	Floater 5	AM
Floaters kit (for Classic disc)	12 floaters, 12 washers, 12 snap rings	Floater C	AMC
Floaters for BMW: ANTINOISE REPLACING KIT for OEM floating discs	12 floaters, 12 washers, 12 snap rings) in low friction steel for long life	Floater BMW	AMB
External rotor for AERONAL disc or classic disc (ask us)	Plain cast iron rotor	piste	AO

BERINGER® SINTERED METAL PADS

	MOTORBIKE	Part n°	Price 1 pair
	BERINGER 4 PISTON CALIPERS (2 pads) for Harley Davidson bikes	2654F	U
	BERINGER 4 PISTON CALIPERS (2 pads) for Supermoto semi racing use	2654S	U
	BERINGER 4 PISTON CALIPERS (2 pads) for racing WARNING : 2654R2 : ABSOLUTELY PROHIBITED ON THE ROAD	2654R2	V
	BERINGER OLD 6 PISTON CALIPERS (6 pads) for Harley Davidson bikes	2547F	VR
	BERINGER OLD 6 PISTON CALIPERS (6 pads) for road and street bikes	2547S	VX
	BERINGER 2 PISTON CALIPERS (2 pads)	2547	VZ
	BERINGER AEROTEC® 6 PISTON CALIPERS all uses except competition	1100 S	Y
	BERINGER AEROTEC® 6 PISTON CALIPERS only for competition (PADS PROHIBITED ON THE ROAD)	1100R2	Z
	BERINGER ENDURANCE AEROTEC® 6 PISTON CALIPERS (2 pads 12mm thick) only for competition (PADS PROHIBITED ON THE ROAD)	Depending on the development	ask for it
	BERINGER AEROTEC® RADIAL 4 PISTON CALIPERS only for competition (PADS PROHIBITED ON THE ROAD)	1200S	Y
		1200R2	Z

The letter **R** means **RACING quality**. Pads with this letter R in their part number are **ABSOLUTELY PROHIBITED ON THE ROAD. Their using is ONLY FOR COMPETITION.**

4D AEROTEC® BRAKING SYSTEM with 4 discs

The purpose of the 4D AEROTEC system :

To decrease the gyroscopic effect and the weight while increasing the power.

THE ADVANTAGES OF THE QUADRUPLE DISQUE:

- **Power Increase of 20%** compared to a single Ø320mm cast iron disc which allows to the riders to shorten their braking distances significantly. Some comparative tests have shown evidence of this gain as well as a lower temperature of the discs.
- **Manoeuvrability Improvement** : The gyroscopic inertia of the Quadruple Disc is **3 times less** than the inertia of Ø320 discs and **30% less** the inertia of carbon discs : it represents the decisive advantage of this system. For example, the time spent through a chicane or the time necessary to lean on angle is highly reduced.
- **Weight saving** is significant compared to the standard systems
 CAST IRON DISC Ø320 weight: 1950 g QUADRUPLE DISQUE Ø230 weight 1460 g
 The **980 g saved** in non suspended weight improve the grip of the front wheel
- **A much longer working life:** tests have shown very little wear of the system which allows to consider a **working life equal to a full racing season.**



The entire AEROTEC 4D system includes :

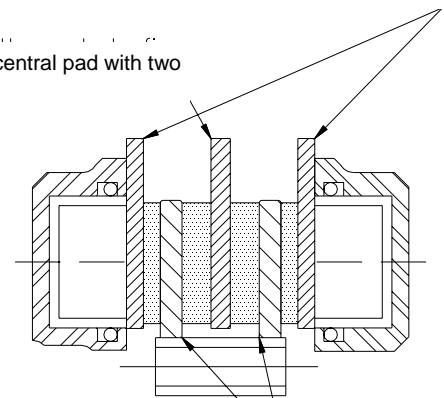
- **2- floating double discs**
- **2- 4 piston calipers AEROTEC 4D with special sintered metal pads**

Each kit is especially designed for each bike and uses the same centre line distances as original parts making the installation as easy as that of original parts, with no risk of mistake.

Caution: this system is not designed for long Endurance races but is very interesting for qualifying.

External pads mounted on AEROTEC guides (World patented)

Static central pad with two sides



Two semi-floating discs Ø230mm

The 4D AEROTEC® system is "direct bolt-on" on the following SUPERSPORT bikes

MOTORBIKE	KIT part n°	Price
YAMAHA R1 – YAMAHA R6 –03	D4Y1	QD
HONDA VTR SP1	D4H1	QD
HONDA 900CBR 2000-	D4H2	QD
SUZUKI GSXR 600, 750 -2000, 1300 Hayabusa, 1000TL	D4S1	QD
SUZUKI GSXR 600 2000-, 750 2000-, 1000 2000-2003, SV 1000	D4S2	QD
DUCATI all types after 98 (with original Ø320mm disc, 65mm center distances caliper)	D4D1	QD
APRILIA all types with original Ø320mm disc, 65mm center distances caliper)	D4D2	QD
KAWASAKI ZX7R 96-, ZX12R(original Ø320mm disc)	D4K1	QD
KAWASAKI ZX9R 2000- (original Ø310mm disc)	D4K2	QD
Pads 4D for 2 calipers (6 pads)	1027S 1027R2	AP



WORLD PATENT

AEROTEC®
PATENTS

ACCESSORIES - EQUIPMENT - STICKERS - CLOTHING

COLOUR SWATCH of available colors and finishes for the disc hubs and the callipers. It is made of aluminium circles anodised in red, purple, blue, gold, titanium, clear; and chromed. **PRICE: AA**



DISPLAY STAND

Free-standing red-anodized aluminium, allows to display a disc and a caliper near vertically
Engraved **BERINGER®** **PRICE: AA**



STICKERS

BERINGER size 15x3cm **PRICE: AD**

BERINGER size 22x94 **PRICE: AF**

BERINGER size 7x30 **PRICE: AG**



EMBROIDED BADGE

thermo-adhesive to apply to clothing and racing suits. 14x4.5cm

PRICE: AG



TEE SHIRT

Dark blue
Front and back printed
(big one on the back)
M L XL

PRICE: AT

CAP

Dark
Front embroidered
PRICE: AT

TEE SHIRT for girl

black
Front printed
S M
PRICE: AU



SHIRT

Sand
Front and back embroidered
M L XL
PRICE: W

BERINGER COMPANY

BERINGER® company has been manufacturing brakes for racing for more than 15 years, with an unequalled spirit of quality and performance.

A decisive technological advance

Very quickly **BERINGER®** braking parts have been appreciated by top racing teams for their exceptional performance and reliability. This enabled **BERINGER®** to enter and stay in the Endurance World Championships, supplying a lot of teams in 12 years and winning the 2000 and 2003 World Champion title with the Phase One Team, and the 2002 title with ZONGSHEN team. This was made possible because of a staff of impassionate Engineers who were able to study and develop new products specific to each use. These patented innovations have allowed **BERINGER** brakes to take a decisive technological advance.

The **4 disc AEROTEC®** used in Superbike races is a good example, as well as the **AEROTEC®** master cylinders mounted on bearings which give the riders an exceptional feeling, or the famous **AERONAL** discs that became Supersport World Champion in 2000 with Team Alpha Technik.

Worldwide Supermoto top riders choose **BERINGER®** brakes

Supermoto top riders around the World use **BERINGER®** Supermoto kits that help them win their national championships. In 2007, **BERINGER®** brakes were French, Belgian, Spanish, British, Canadian, Brazilian, US Champion.

BERINGER® and R&D

Another facet of **BERINGER®** is that of **Engineering** braking system for any kind of vehicle: from mountain bikes to light planes but also cars, scooters or ATVs.

BERINGER® company has always invested a lot in innovations: more than 10% of its profits are dedicated each year to the R&D department which has yielded more than **10 Worldwide patents**.

AEROTEC®

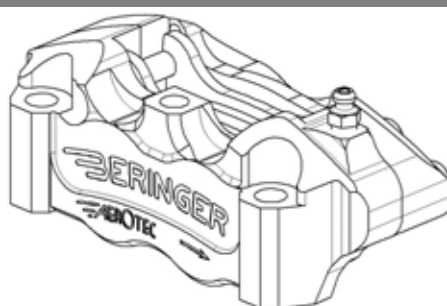
PATENTS

BERINGER® and QUALITY

BERINGER® combines performance and **quality** and always keeps the brakes users absolute in mind, and has thereby obtained several quality label certifications: **ISO 9001, UTAC, TÜV**.

BERINGER makes no difference between the parts for street riders and race pilots. **BERINGER** braking systems are studied to stand up to the stress of competition.

All Beringer users therefore enjoy our constant technological advance.



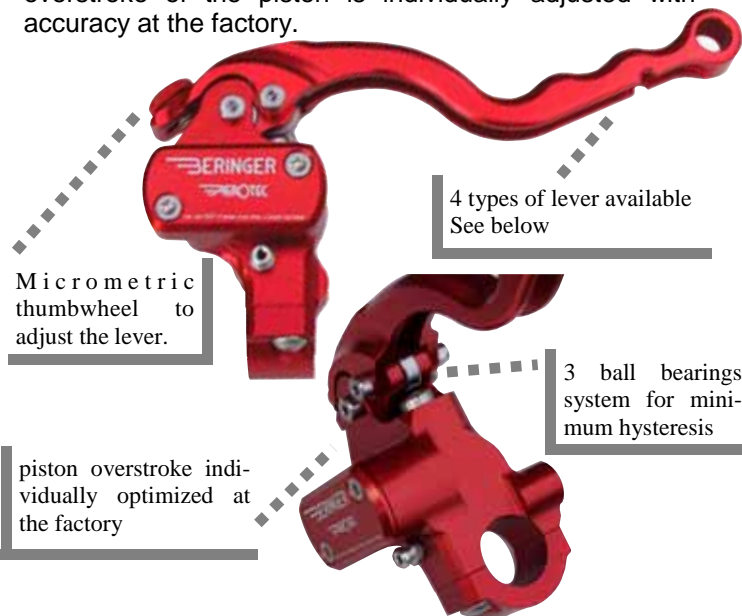
RADIAL MASTER CYLINDERS

AEROTEC®
PATENT

CABLE CLUTCH

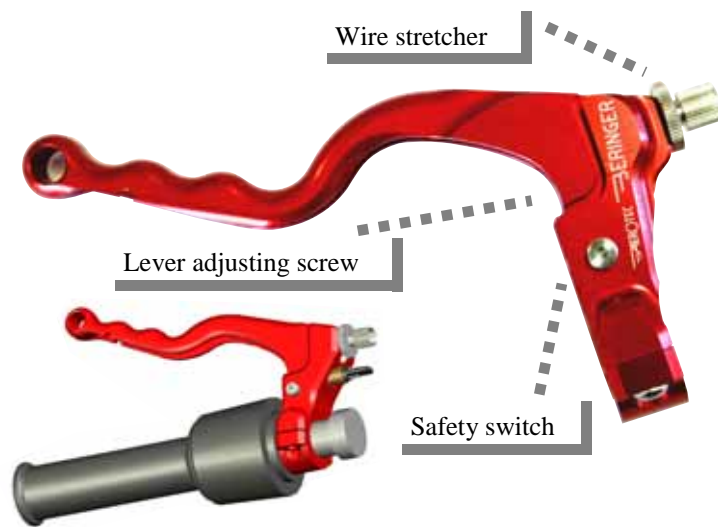
These **BERINGER®** brake and hydraulic clutch **MASTER CYLINDERS** were developed for Supermoto, Enduro, Moto-Cross, Sport bikes.

They are very compact and very light (270g). Fully machined from billet using a three ball bearings system and covered by the AEROTEC® world-wide patents, they bring exceptional feeling. Easy to adjust for reach and with lever finger grips (or plain lever) they provide the ultimate performance. They easily fit under hand guards and the overstroke of the piston is individually adjusted with accuracy at the factory.



AEROTEC® CABLE CLUTCH LEVER Same design as the master cylinder

Currently available, this new cable clutch lever was designed with the AEROTEC® system, using a two bearings system which offers an excellent feel and a reduction of load when pulling the clutch. It features the same design as the brake master cylinders range allowing to have symmetrical brake and clutch levers. Mounts on Japanese bikes and Enduro, Moto Cross and Supermoto bikes that have a Ø8mm cylindrical cable endl.

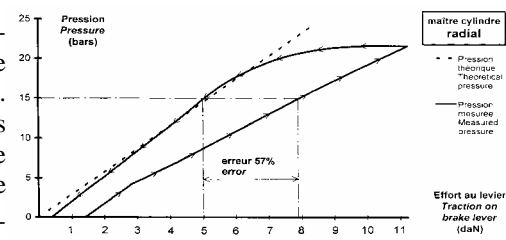
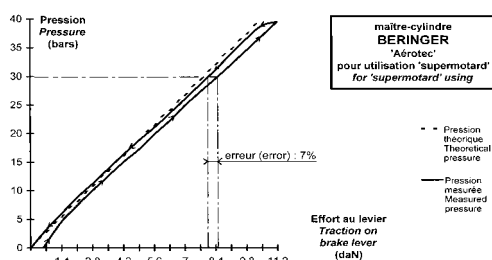


BERINGER® MASTER CYLINDER RADIAL AEROTEC® PATENTED

By reducing friction in the lever and piston movement, brings the actual balance error down to **only 7% !**

An excellent result compared to classical radial master cylinders (see the following graph).

In the quest to improve braking performance it has been normal to change the master cylinder to a classical radial type. However when you view this graph it is immediately noticeable that between the application and release of the lever, there can be up to **57% balance error** leading to inferior braking performance.



12.7 ultra-light rear braking master cylinder : 74g

This oscillating master cylinder is entirely mounted with rod ends (aircraft quality) Part n°: MC12.7 x 22

Weight without spherical rod ends : 74g

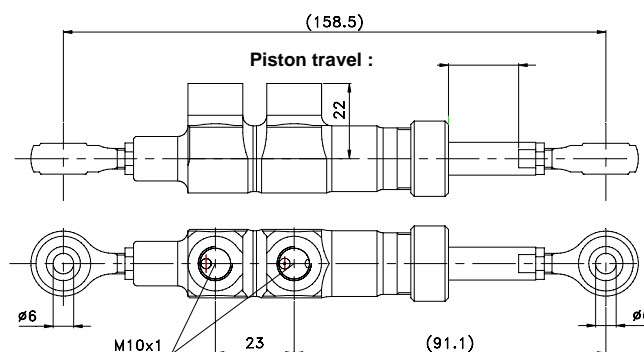
Diameter of the piston: 12.7 mm Piston travel: 22 mm.

Thread type of the connections (fluid inlet and outlet are the same): M10x1

Diameter of the rod end bores : 6 mm (you can have ball bearings rod ends)

Rod end studs: M6x0.8 (male).

This master cylinder is also made to be mounted in series with another master cylinder (for example : thumb master cylinder).



AERONAL CAST IRON FLOATING DISCS

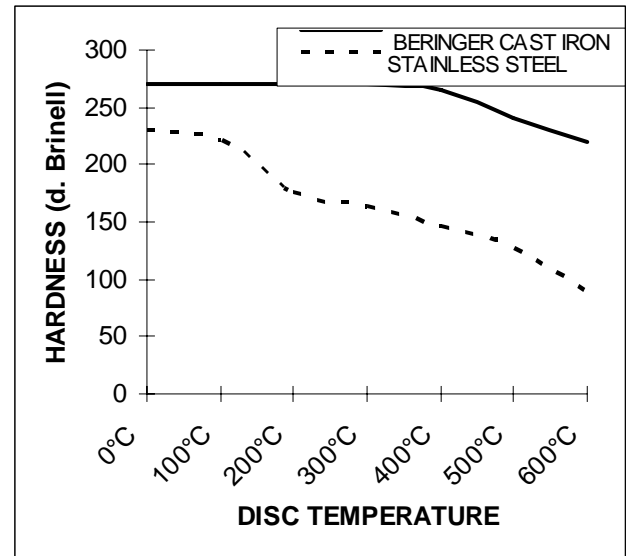
1-CAST IRON : THE BEST MATERIAL FOR BRAKING DISCS

Universally used in car races (F3000, GT, Rallyes) and by all the "high-performance" disc manufacturers, cast iron allows faster heat dissipation than steel and stainless as used in most oem original motorcycle discs (because of the lower cost). Cast iron is also better heat-resistant. **BERINGER** has developed a gray cast iron alloy and heat treatments that assure "a total reliability" of the discs even in very hard conditions. The cast iron rotors are covered with anticorrosion "aluminium plasma".

2- 20% SAVING OF WEIGHT :

The disc can reach much higher temperatures and can be used with sintered metal pads, thanks to **narrow braking surfaces without holes**, associated to new heat treatment.

The hub is manufactured out of a **highly performant aluminium alloy**, used in the **aeronautic industry**.

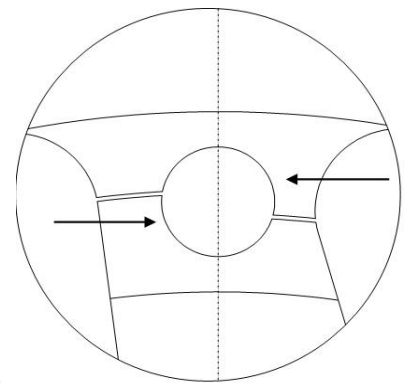
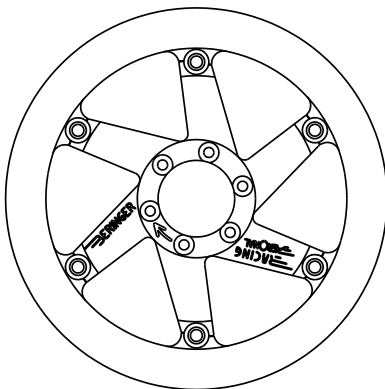


3- LESS CONSTRAINTS :

Thanks to an exclusive offset system **binding the hub and the braking surface which spreads to loads to the supporting areas**, the constraint at this very place is divided by two, and the working life of the disc increases.

3- IMPROVED MANOEUVRABILITY :

The **gyroscopic inertia is appreciably reduced** by the use of narrow braking surfaces and 6 floaters instead of 12, thereby improving the manoeuvrability of the bike.



For several years **BERINGER®** has been developing a range of very high performance cast iron floating brake discs. These discs combine all the important notions to ensure an efficient and constant braking in every circumstances.

The braking surfaces (outer ring of the disc) are entirely CNC machined ensuring an accuracy far superior to that of the stamped stainless discs fitted by motorcycle manufacturers. The material used (gray cast iron) is universally used by all the "high-performance" manufacturers. However, **BERINGER®** has considerably developed this material in its chemical composition, casting processes and heat treatments, to give **BERINGER®** discs their exceptional performance qualities, widely recognized in racing. The specific structure of our cast iron allows an extremely fast dissipation of the heat generated by the contact with the pads, resulting in a better balanced temperature distribution through the disc, between the surface and the inner metal. This dissipation is better than can be obtained with any other material (steel or stainless). To be more precise, although the average temperature of a steel disc or a cast iron disc will be identical (for a given braking situation), the maximum temperature in the cast iron disc will be lower, due to the better distribution between the surface and the inner metal. Also, the hot distortion of a disc is due to the difference between surface temperatures, resulting in uneven expansion of the disc (expansion is proportional to temperature). Thus, the steel or stainless disc becomes warped and conical, resulting in vibration and lower efficiency, and even going as far as cracking. This problem is non-existent in **BERINGER®** cast iron discs.

Thus, the cast iron braking surface remains perfectly plane, resulting in constant braking in all conditions (hot, cold, beginning or end of braking), while accepting far higher temperatures than stainless discs. This increases the braking power available by more than 40%. The coefficient of friction of our cast iron, due to its very fine grain, is also much better, requiring less pressure on the pads, for a given deceleration, than any other material (steel or stainless).

The braking surface on **BERINGER®** discs is subject to very little wear, resulting in a very long life time in normal road use, and more than a season of competition (endurance racing) with the AERONAL Racing.

CALIPERS : a high technology product

All **BERINGER®** brake calipers are :

- **Machined from aeronautic aluminium billet** (better resistance to deformation in high temperatures)

- **Machined on CNC machines** (precision and quality with aeronautic manufacturing process)

This optimized manufacturing process allows the very best materials to be used (unlike cast calipers) together with closely controlled material thicknesses, so that these calipers are actually lighter than OEM calipers fitted by motorcycle manufacturers.

The pistons are stainless alloy, which isolates the caliper from the heat generated by the pads (stainless alloy only conducts one thirteenth of the heat conducted by aluminium) and also eliminates any possibility of corrosion. The pistons are centered against the pressure center of the pads allowing a constant and regular wear of the pads.

The **EXCEPTIONAL RIGIDITY** of these calipers is partly due to the machining technique used, and partly due to the method of assembly of the two parts of the calliper : this minimizes the longitudinal opening of the calliper, when working. The consequences are : incisive braking with a very short response time, constant lever pressure and constant lever travel.

Each type of caliper is specifically designed for each motorcycle. The caliper is mounted directly on the fork without adapter and so ensures a perfectly rigid fastening very close to the fork legs.

The original master cylinder is suitable, despite its disadvantages, because the great gain of rigidity and precision of the caliper minimizes the brake fluid volume required for braking.

BERINGER® calipers are available in several types to answer any kind of use :

AEROTEC® type: The **AEROTEC® caliper** was developed from the knowledge acquired from different competitions in which Beringer® has been involved. Thanks to innovative patents and technical solutions, this caliper has the advantage of reacting more quickly (reduction of hysteresis) and not causing taper wear of brake pads. Performances are better, but this is not the only advantage. They bring an exceptional feeling to the braking. See the characteristics page 22. You will find the AEROTEC® technology in :

- **AEROTEC® 6 piston caliper (with two pads)**

The 6 piston AEROTEC® has replaced the famous 6-pad BERINGER® calliper that started it all.

- **AEROTEC® radial 4 piston caliper**

The new radial 4 piston callipers present the same characteristics as the 6 piston AEROTEC® calipers, and feature a radial type mount.

- **AEROTEC® 2 piston caliper**

This 2 piston AEROTEC® caliper is dedicated to ATVs

BERINGER 4 piston calipers They have a classic guiding of the pads. Intended for small and middle-sized sport bikes, for Supermoto or for bikes which do not need to dissipate great braking energy, these calipers represent an economical option to the 6 piston calipers while maintaining excellent quality, weight and performance characteristics .

BERINGER 2 piston ultra light calipers: 305g are intended for racing sport bikes. They are granted the technological innovations of its cousins with 4 or 6 pistons. Their main use is replacing the rear calipers to improve the rear braking to the maximum of its possibility:

- rear braking for racing (superbike and endurance)
- rear braking for sport, highway and tuned bikes
- front braking for race scooters
- direct mounting on bracket with a center to center distance of 84mm (italian bikes)

PRICE : MCR

Technical innovations:

• Reduction of hysteresis

Thanks to the **AEROTEC**® patented chrome-plated brake pad guiding system and its location in a neutral zone where there is no deformation, hysteresis is dramatically reduced.

• More aggressive and stronger

Only 16.5 bars of line pressure are necessary to reach an equivalent torque, against 20 bars with another caliper. A gain of 20%!

• Improved control

Actually compared to another racing caliper, the error of control is reduced to 17% against 53%. In order to reach again the same torque after having released the brake, 14 bars are necessary with BERINGER caliper and 12 bars with the other systems.



Better behavior :

• No pad taper:

The AEROTEC® system avoids slanted wear, even when the pads are new or worn.

• A better feeling

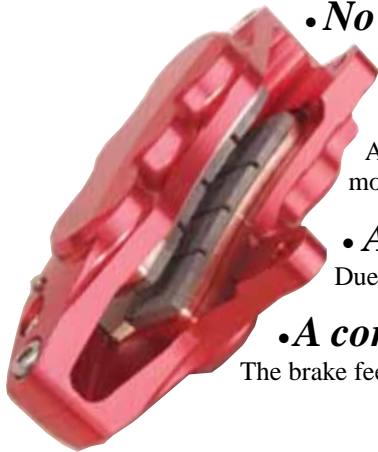
As the pads are not taper worn, they do not touch the disc when you release the brake. There are no more vibrations.

• A longer brake pad life

Due to the optimisation of the pad wear, life time, efficiency and endurance are improved.

• A constant braking feeling

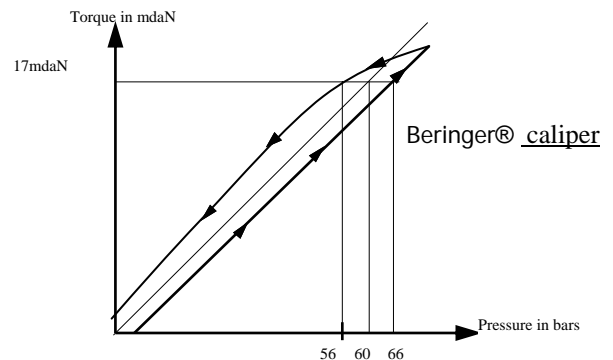
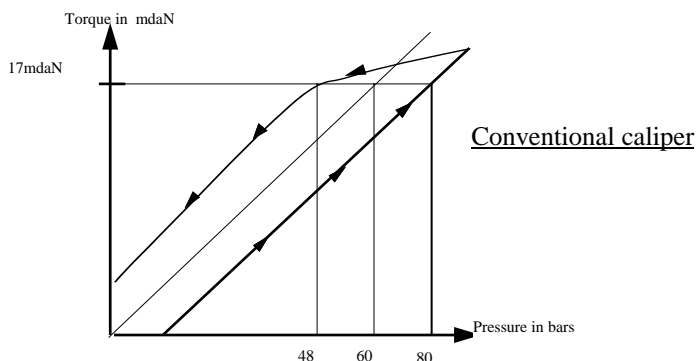
The brake feeling is constant whatever the pad's wear or the temperature conditions.



Brake pad guides : the patent and hysteresis

The patented chrome-plated brake pad guiding system greatly reduces hysteresis of the caliper. The brake pads are mounted on supports equipped with two lugs. These lugs easily slide on the chrome-plated guide bars, even during intensive use under difficult conditions. Thanks to this system and their location in a neutral zone where there is no deformation, hysteresis is dramatically reduced. Only 16.5 bars are necessary to reach an equivalent torque, against 20 with another caliper. A gain of 20%! Actually compared to another racing caliper, the error of control is reduced to 17% against 53%. In order to reach again the same torque after having released the brake, 14 bars are necessary with BERINGER caliper and 12 bars with the other systems.

In this way (see graph), when pressure is put on the brake lever, with a Beringer® caliper a torque of 17 mdaN can be obtained with a pressure of 66 bars, instead of 80 on a standard system.



When the lever is released, to obtain these same 17 mdaN, 56 bars are needed with Beringer® against 48 with a traditional system: the control error is reduced to 17% against 53 %

AEROTEC[®] CALIPERS: 6 piston and RADIAL 4 & 6 P



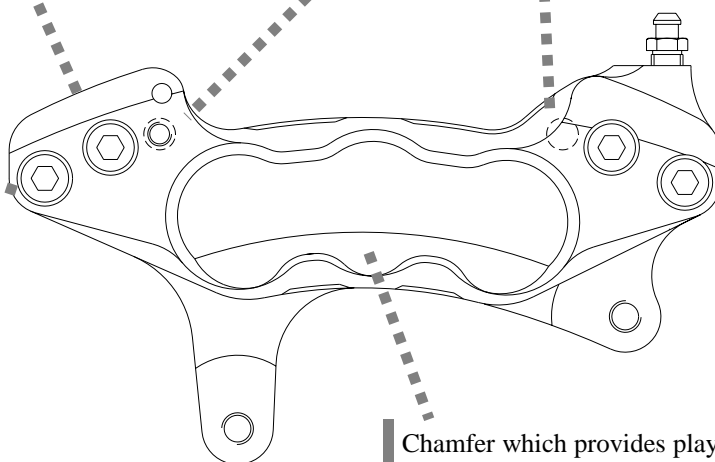
Machined on CNC from a billet of an aeronautic high performance alloy used on the wings of supersonic planes.

AEROTEC[®] chromium-plated guides of the pads

Important chamfer allowing an easy removal of the wheel or the caliper **without removing the pads.** (wheels 17" and 16.5")

Low head screw included into the body

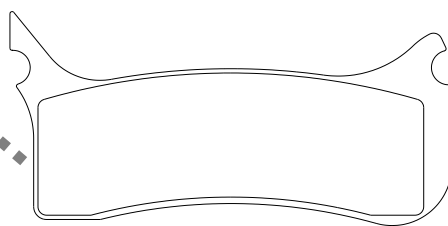
Direct mounting on original or racing fork for the 6 piston and the 4 piston radial calipers.



Chamfer which provides play between the caliper and the spokes

The AEROTEC[®] patented system to guide the pads on the chromium-plated and ground guides allows to reduce considerably the hysteresis of the caliper.

Special designed pads sliding without friction on the chromium-plated guides.





In 1997 BERINGER was innovating by creating a caliper studied and developed with input from major racing teams who already used BERINGER® braking parts. In 2002, BERINGER® has developed the **ENDURANCE AEROTEC® 6P CALIPER** to increase its performance (15 % more rigidity, mounting on forks with 90mm and 40mm center distances).

This caliper, combined with the BERINGER® Aeronal disc remains the must for over half of the Superbike and Superproduction-class field in the World Endurance

Championship. Since 2004, it is also available in **4P AEROTEC® RADIAL ENDURANCE** version.

These two calipers are specifically designed with the constraints of long distance racing in mind and features :

direct mounting on original and "racing" forks

staggered titanium pistons with magnets :

→ weight savings

→ constant and plane wear of the pads (compensation angles and patented AEROTEC® guides)

→ Improved thermal insulation between pads and pistons as titanium is twice less heat conductive as stainless steel which allows a temperature reduction of 20 degrees Celsius which in turn reduces the risk of brake fluid boiling.

→ pads remain in contact with the magnet-equipped pistons during wheel changes (the setting of the magnets allows to limit the thermal flux)

one piece racing 'endurance' pads, 12mm thick

→ improved pad life and longer stretches between pad changes

disc guiding into the caliper when installing the wheel → eliminates the need for chamfering the lower edge of the pads thereby

increasing the available braking surface and pad life

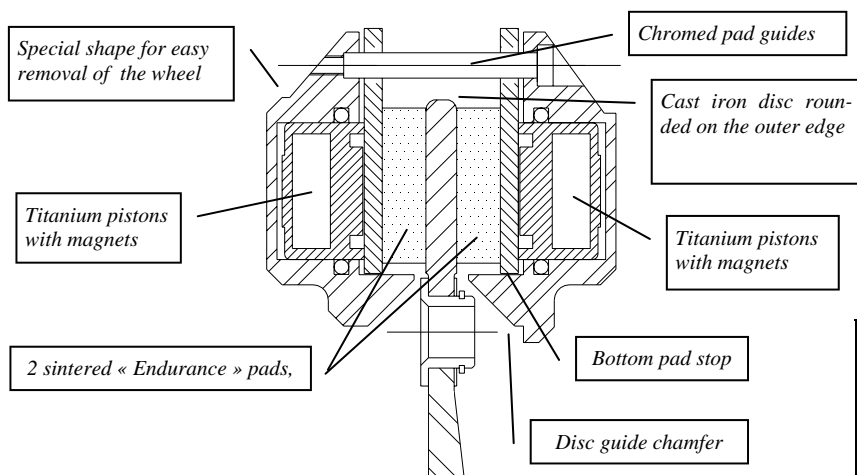
lower pad stops

→ the built-in ridge in the caliper allows to drop the pads in while ensuring a perfect positioning each time

special section making easier the moving back of the front wheel

• **The ENDURANCE AEROTEC® 6P CALIPER is available with two center distances: 40mm and 90mm**

• **and the 4P AEROTEC® RADIAL CALIPER is available with 108mm x 22mm**



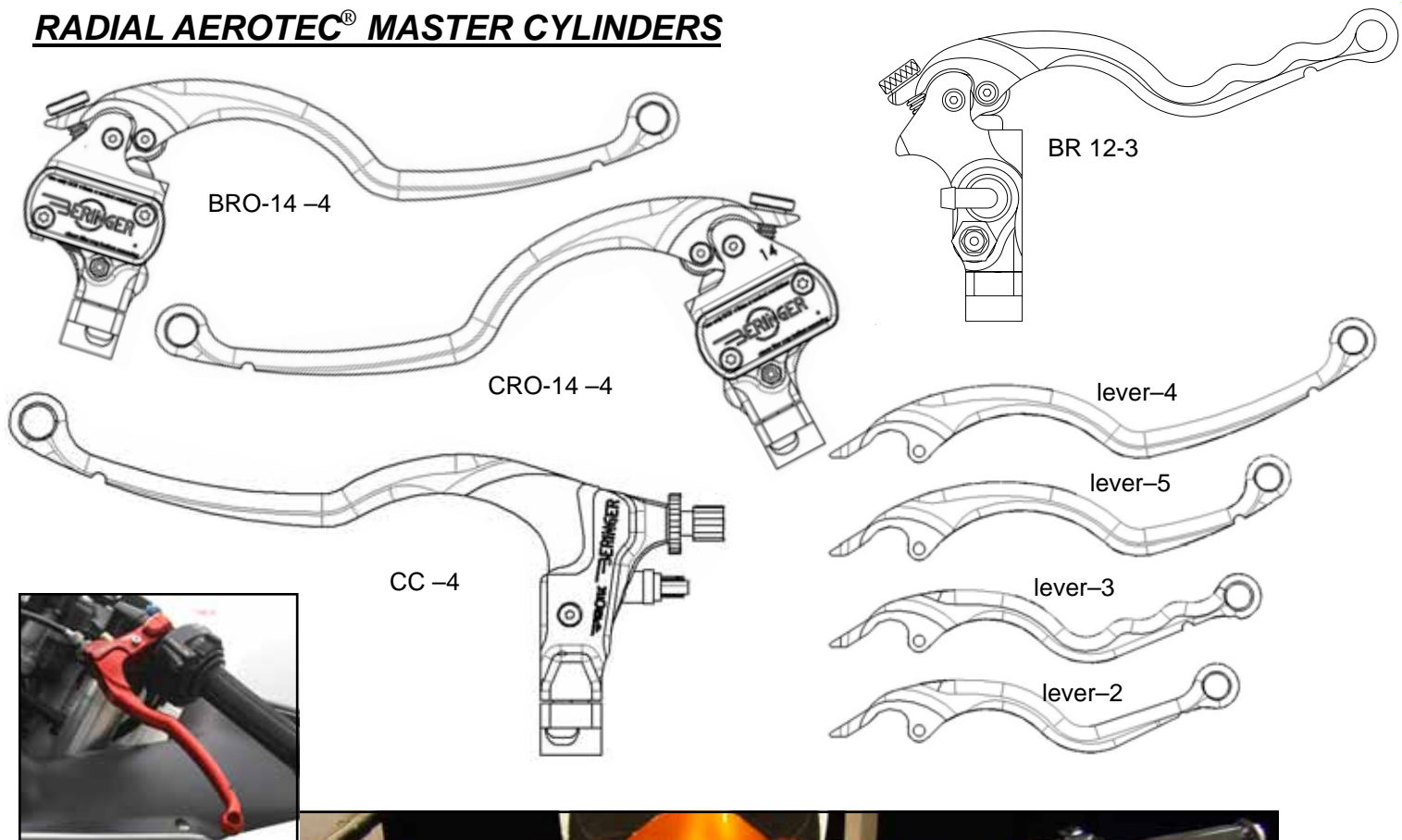
SPECIAL AFTER-SALE SERVICE FOR BERINGER ENDURANCE PARTS:

- complete overhaul at the factory of the calipers, master cylinders and discs: disassembling, test, adjustment, replacement of worn parts, rebuilding, test
- individual help, advices
- help during races

Ask for our special ENDURANCE CATALOGUE

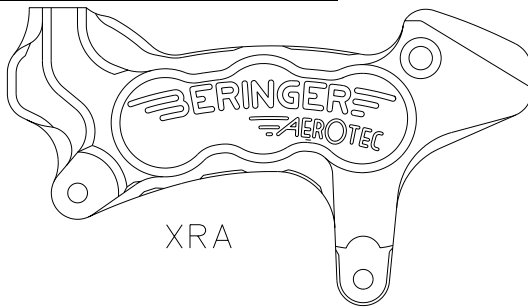
BERINGER® BRAKING SYSTEMS

RADIAL AEROTEC® MASTER CYLINDERS

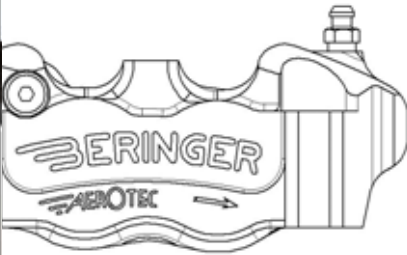


BERINGER® BRAKING SYSTEMS

AEROTEC® 6 PISTON CALIPERS



AEROTEC® RADIAL 4P & 6P CALIPERS

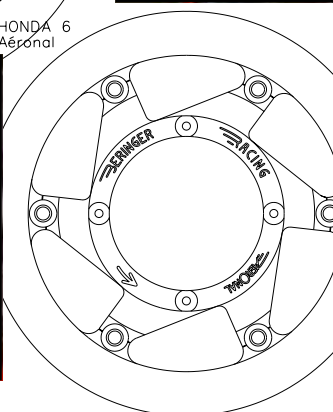
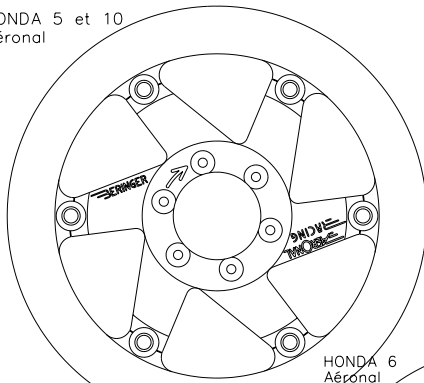


2 PISTON CALIPER



AERONAL DISCS

HONDA 5 et 10
Aéronal



Brake/Clutch systems for QUADS

patents LIGHTEC® and AEROTEC®

Official supplier



Quality and Performance










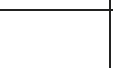


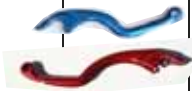
- Caliper AEROTEC®
- Radial AEROTEC® master cylinder
- Disc LIGHTEC®
- Clutch lever AEROTEC®
- Proportioning valve AEROTEC®



AEROTEC®
PATENTS



Brake/clutch systems for ATVs

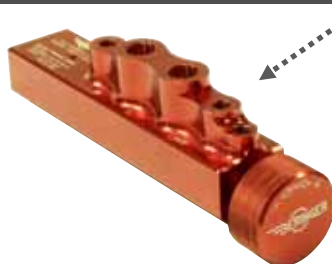
PARTS FOR ATVs	SUZUKI LTR 450	POLARIS 500 Predator	POLARIS Outlaw	YAMAHA Rap- tor & 450YZF- 2005	YAMAHA YZF 2006- 2007	HONDA 400EX & 450TRX		Unit price HT
RADIAL AEROTEC® brake m. cylinder with built-in reservoir (15cc) (with fluid level visual)	BRO-12-2 for twist grip throttle BRO-12-5 for trigger							MCO
Cable clutch AEROTEC®	CC-2							MCR
12.7 <u>ultra-light</u> rear braking master cylinder : 74g entirely mounted with rod ends (aircraft quality) +bracket + screws	MCQS	MCQP	MCQP2	MCQY	MCQY	MCQH		MCP
KIT RESERVOIR 15cc (small reservoir + engraved solid aluminium cap with same anodise color as the master cylinder with logo BERINGER+ hose+ stainless steel bracket + aluminium spacer + bolts)	BO1							YP
Proportioning valve front/rear	LIM1-FH30-S1							PV
Left front caliper AEROTEC® machined from billet with	2S01A	2P1A	2P2A	2Y01A	2Y01A	2H01A		QC
Right front caliper AEROTEC® machined from billet	2S11A	2P1A	2P2A	2Y11A	2Y11A	2H11A		QC
Rear caliper AEROTEC® machined from billet with pads	2Y02A	2P1A	2P1A	2Y02A	2Y03A	2P1A		QC
Front braking disc floating Ø193	S1D	P1D	P1D	Y1D	Y1D	H1D		QA
Rear braking disc flottant Ø193	S2D	P2D	P2D	Y2D	Y3D	H2D		QA
Bracket for rear caliper with associated hardware	S004	P001	P001	No bracket	Y008	H005		U
Complete braking system front and rear, separated circuits (3 discs, 3 calipers, 1 front m. cyl, 1 rear m. cyl with bracket, hoses, rear bracket, 1 reservoir kit)	TAS1	TAP1	TAP2	TAY1	TAY2	TAH1		QS
Complete <u>integral</u> braking system (3 discs, 3 calipers, 1 front m. cyl, 1 rear m. cyl with bracket, proportioning valve, rear bracket, hoses)	TAIS1	TAIP1	TAIP2	TAIY1	TAIY2	TAIH1		QI
Hoses: front bundle	HOFs1	HOFp1	HOFp1	HOFY1	HOFY2	HOFH1		HOF
Hoses: rear bundle	HORS1	HORp1	HORp1	HORY1	HORY2	HORH1		HOR
Hoses: complete bundle for integral braking system	HOIS1	HOIP1	HOIP1	HOIY1	HOIY2	HOIH1		HOI
Braking and clutch electrical switch kit	CS1							AG
Braking pads AEROTEC® for BERINGER caliper : semi racing (enduro, road) (patented)	1158S1							Y
Braking pads AEROTEC® for BERINGER caliper : racing (superquader) (patented)	1158R2							Y
lever for BERINGER AEROTEC® master cylinder	LEVER-2 for BRO-12-2 or LEVER-5 FOR BRO-12-5							WR
lever for BERINGER AEROTEC® cable clutch	LEVIERCC-2							WR
Repair kit for BERINGER AEROTEC® CALIPER (all parts except the aluminium body)	KITREPAEQ							YP
Repair kit for BERINGER AEROTEC® master cylinder: all parts except the aluminium body)	REPKITBRO-12							MCK

WARNING: diameters of BERINGER discs are not original ones.
BERINGER calipers must be mounted with BERINGER discs only.

FINISH of the parts: RED ANODISE is the standard color for disc hubs, callipers and master cylinders. Other colors are available on special order at an additional cost of FA per batch of parts, with a 3-week lead time. Add the following suffix to part # : Black, BLue, Gold, Silver, Purple, Titanium, Red. (see page 3)

Brake/clutch systems for ATVs

Adjustable proportioning valve (low hysteresis) for balanced braking



The patented AEROTEC® brake pad guiding system uses chrome-plated guides to considerably reduce the caliper hysteresis and brake pad drag.

Radial mounting



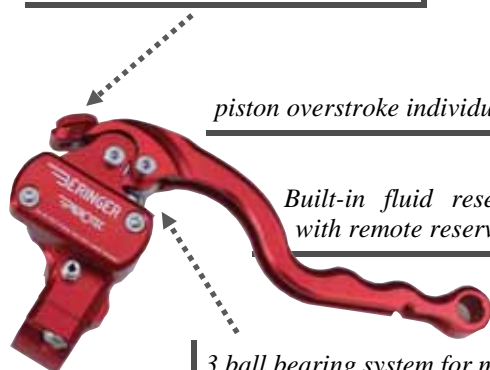
Patented AEROTEC® sintered pads



Stainless steel pistons for thermal insulation of the caliper (available in titanium)

Thumb wheel to adjust lever reach

Rear master cylinder: it is designed to be mounted in series with a front master cylinder and a pressure limiter/proportioning valve (linked braking system).



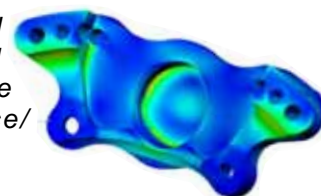
piston overstroke individually optimized in the factory

Built-in fluid reservoir (also available with remote reservoir)

3 ball bearing system for minimum hysteresis

3D FEM

The brakes are optimized with a powerful 3D FEM software guaranteeing the optimum performance/weight ratio.



Plumbing diagram of the ATV linked braking system

Plumbing diagram of the integral braking system for QUADS

Brake master cylinder BRO-10

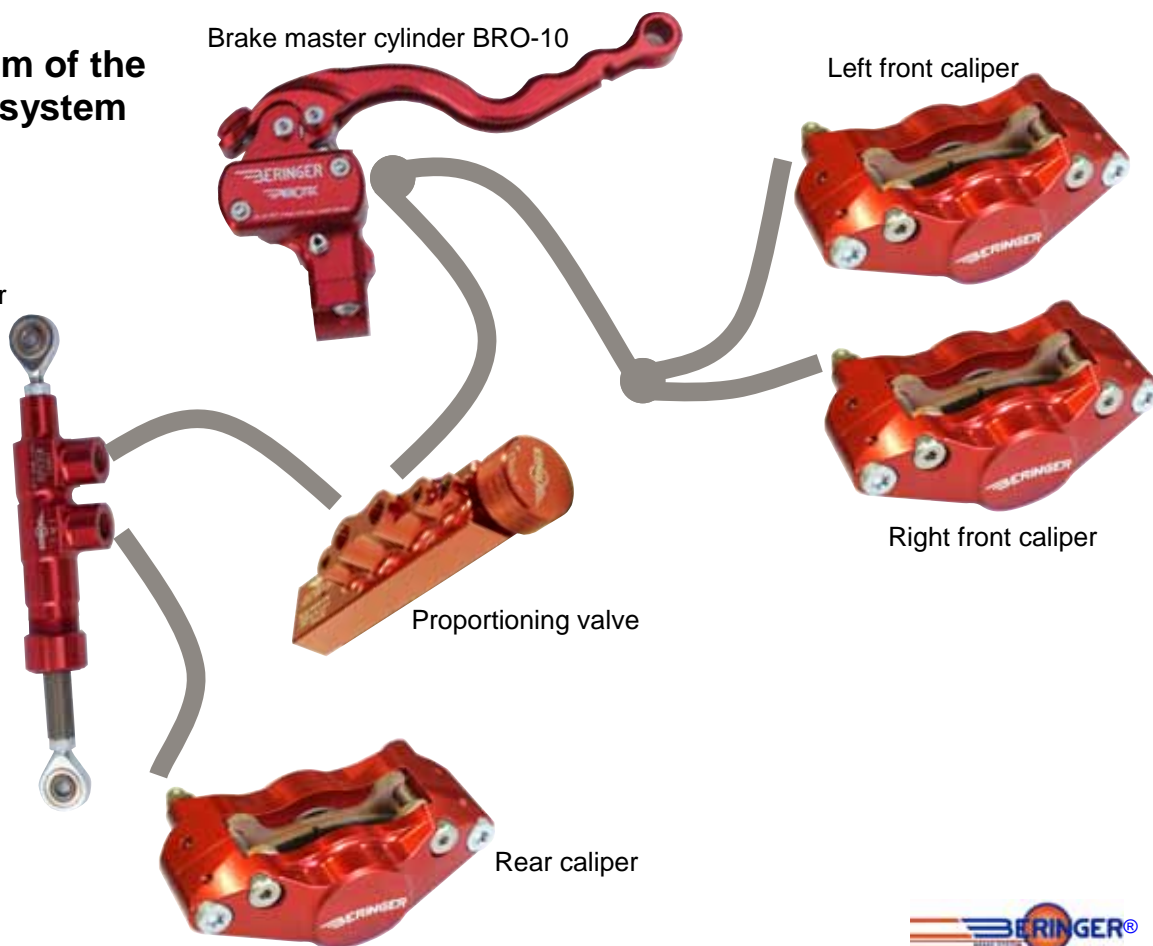
Left front caliper

Rear master cylinder

Right front caliper

Proportioning valve

Rear caliper



Brake/clutch systems for ATVs



An advanced technology: the COMPETITION



↑ John Mitchell
English ACU & Europe
Quadcross 2007 Champ.



↑ Pascal De Palma
3rd Quadcross 2007
French championship



Romain Couprie
Quadcross
Elite
2007
French
Champion



↑ Grzegorz CHOCHOL
Polish SM 2007 Champion 2007



Jeremie
Warnia
Superquader
2007
French
champion

➔ Berengère
Debod, QUAD
Endurance
2007 champ,
Mathieu Bon-
nard 2007
French champ,
Jean Michel
Abfalter (team
manager)
Team Race Su-
zuki Endu-
rance



↓ photo John Zamora from
Street Bike Magazine



← Eric Teboul
& Bob Feeler
motorbike Speed
World record:
290mph/1/4 mile



↓ Krugger Motorbike for
Bonneville races