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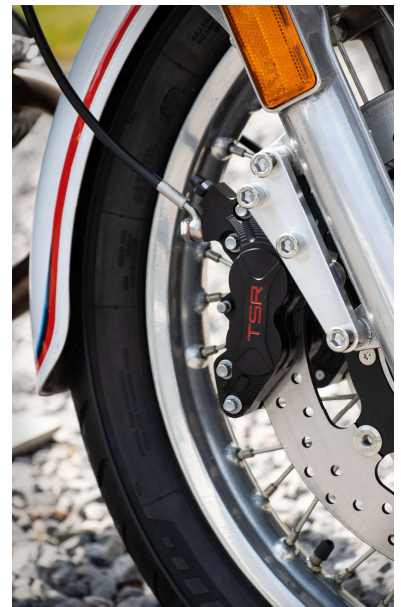
SYMPATHETIC SOLUTIONS TO CLASSIC ISSUES...

TSR TWIN DISC BRAKE UPGRADE KIT (BMW R series 1980-84) £595 including VAT and UK delivery

Please read ALL of this description carefully to ensure that this is suitable for your needs.

This is a front brake upgrade for 1980-84 Airheads fitted with twin discs (single disc kit also available). It works with the original cast wheel or spoked wheel, inner disc carriers ([see note below](#)), and the original 15 or 16mm master cylinder (if you have a choice, a 16mm master cylinder is the best option).

Note re inner disc carrier: We can supply brand new Brembo carriers if required (£60 extra each if ordered with a brake kit), or you can re-use your old ones. Your carriers must be the type with 10 fixings for the outer disc rotor – some have bolt-on rotors (so you simply replace the old rotor with our disc), and some are rivetted (in this case you need to remove the rivets and fit our disc using M6 bolts and Nyloc nuts).



As compared to the original brakes, this kit provides around 45% more power, but more importantly, it gives a much more progressive action, which provides a lot more feel/control with less effort, and makes the bike more suited to modern day use. When designing our kit, we were careful to get the balance right. Most classic bike brakes are less than ideal, so in most cases, more power and feel is a good thing – but old

bikes do not have ABS, so it's important not to over-do it. We think that our kit gets that balance right and provides a very useful and noticeable improvement, without going over the top.

We use traditional axial mounted calipers in black because they provide more than enough power for any situation, and because they are subtle and more in-keeping with classic/retro look.

Everything shown in the above photos is included, along with a caliper piston removal tool (not shown). All parts are brand new, and the only additional parts you need are the original master cylinder, and lower brake hoses to suit your bike. You may also want one of our adjustable brake levers, but in most cases, this is not necessary (see below for more). Apart from proprietary items such as fasteners, brake pads, etc., all parts are unique to us and are not available elsewhere.

Specifically, our brake kit includes:

- 2 x 320mm floating discs made to our specification by a specialist brake disc manufacturer. The disc rotors are stainless steel and the inner carriers are aircraft grade aluminium alloy.
- 2 x 4 piston CNC billet machined alloy brake calipers, made to our specification by a specialist caliper manufacturer.
- SBS sintered brake pads.
- 2 x caliper mounting brackets & spacers in aircraft grade alloy, CNC billet machined by us here in the UK.
- All the necessary fasteners in stainless steel, and detailed fitting instructions.



OPTIONAL ADJUSTABLE BRAKE LEVER: £50 if ordered with a brake kit (£60 + delivery if ordered separately).

These are aircraft grade alloy, CNC billet machined by us here in the UK.

By design, our kit increases brake lever travel slightly so you may want one of our adjustable levers. Whether you'll want our lever or not depends on 2 things...

Master cylinder size: Most twin disc setups have a 16mm master cylinder (the size is stamped on the bottom of the cylinder), but there are some 15mm ones. If yours is 16mm, the standard lever is likely to work fine, but if your master cylinder is 15mm, you may need to use one of our levers instead.

Lever resting position: Your preference for the lever starting/resting position makes a difference – and adjustment on the standard lever is limited. If you like to run with the lever set quite close to the handlebar, you are more likely to need our lever.

Please note: Our calipers are not fitted with additional dust seals for 2 very good reasons... Firstly, dust seals are not all that effective, and when dust gets behind the seals (which it always does), it cannot get out, so it builds up inside, causing wear/corrosion, and making the brakes drag. With no dust seals, the dust still gets in, but crucially, it can also get out again. Secondly, dust seals increase piston friction significantly, which increases brake drag even when the calipers & seals are clean, and makes the brakes less reactive when applied/released. This is why dust seals are not fitted on competition machines for example.

Orders, payment & delivery/collection: If you want to place an order, drop us an email and we'll take it from there. Payment is by bank transfer (preferred) or Paypal. Royal Mail 48 Tracked delivery is free for orders over £150. For smaller orders, it's £7.50. You can collect by appointment if you prefer – we are near Maidstone in Kent.

Important: While our products can be successfully installed by any competent/experienced home mechanic, we strongly recommend that you get your installation checked by a suitably qualified & experienced motorcycle technician. **If you would like your kit professionally installed**, we offer a fitting service at our workshop in Kent (contact us for details).