Triumph Tiger 900 Brake Line Configuration

Disclaimer

The installation of new brake lines should be performed by a certified mechanic to avoid the voiding of warranties or the degradation of braking ability. Installing new brake lines can be a complex process that requires specialized knowledge and expertise. The failure to install brake lines correctly can result in a dangerous situation that can lead to severe injury or even death. Therefore, it is strongly recommended that only certified mechanics perform the installation of new brake lines.

If an individual chooses to install new brake lines without the assistance of a certified mechanic, any resulting damage or injury is the sole responsibility of the individual. In addition, the installation of brake lines by an uncertified mechanic may void the manufacturer's warranty. By installing new brake lines, an individual assumes all risks and liabilities associated with the installation process.

The following details are provided as guidance and have not been - and should not be considered - certified mechanical advice. This is for informational purposes only, to understand what possible costs and configurations would be associated in a new brake line configuration

Components Required

The following components are what I needed to purchase to configure new brake lines:

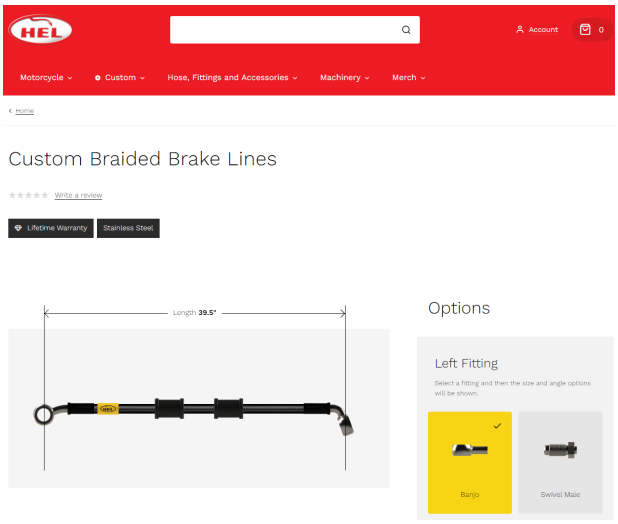
- 2 - Custom Brake Lines - I used HEL Performance
- 1 - Triumph OEM Single Banjo Bolt w/ Bleeder (PN: T2020383)
    - OEM configuration has a dual banjo on the right caliper, can't use with a single line
    - Or if I wanted to be fancy - which I did - you can buy 2 Spiegler Bleeder Banjo Bolts M10x1.0
- 7 - M10 Crush Washers
- 1 - Dual Banjo Bolt (no bleeder) M10x1.0x30
    - This was for the connection to the ABS
- Replacement DOT 4 fluid

HEL Performance Brake Line Configuration

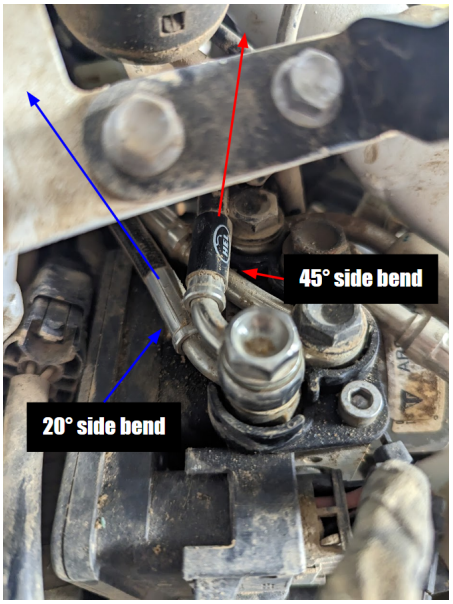
The HEL Performance website was really easy to use and configure my custom lines. They have many regional options, which I used the USA location.

When configuring the lines, I needed to modify them slightly differently so that they could properly fit on the ABS unit and also extend away from the calipers.

Easy to configure, quick delivery, professional brake lines.



Brake Line Configuration I Used	
Line 1 **Left Fitting:** Banjo 10mm Eye **Angle:** 20° Side Bend **Right Fitting:** Banjo 10mm Eye **Angle:** 70° **Stealth Heat Shrink:** Yes **Line Color:** Carbon Fiber Look **Support One:** Rubber Grommet **Support Two:** Rubber Grommet **Length:** 39.5 Inches	**Line 2** **Left Fitting:** Banjo 10mm Eye **Angle:** 45° Side Bend **Right Fitting:** Banjo 10mm Eye **Angle:** 70° **Stealth Heat Shrink:** Yes **Line Color:** Carbon Fiber Look **Support One:** Rubber Grommet **Support Two:** Rubber Grommet **Length:** 39.5 Inches



Brake Line Installation

1. I bled the front brakes completely dry from the left caliper, using a vacuum pump.
2. Removed the OEM brake lines from the calipers and traced it to the ABS module to remove from there too.
    a. I did not need to remove the brake line from the master cylinder (brake lever) to the ABS module.
3. I then installed the brake lines following a similar cross-over like the OEM ones.
    a. When installing on top of the ABS, the 20° side bend was on the bottom, exiting the front to the left. The 45° side bend was on top, exiting to the front right.
    b. Once the brake lines exited the front, they crossed over the top of the front subframe assembly and then dropped behind the triple trees to each caliper. In the images, **BLUE** goes to the front right caliper and **RED** goes to the front left caliper.
    c. Mounting to the calipers, I ensured that the lines were angled away from the wheel and forks.
4. Added back fluid, removed any air in the lines, and then secured the lower grommet with a P-clip to the fork guard. The upper grommet was zip tied to the high fender mount, leaving plenty of slack for full extension of the forks and lock out in both directions of the handlebars.