



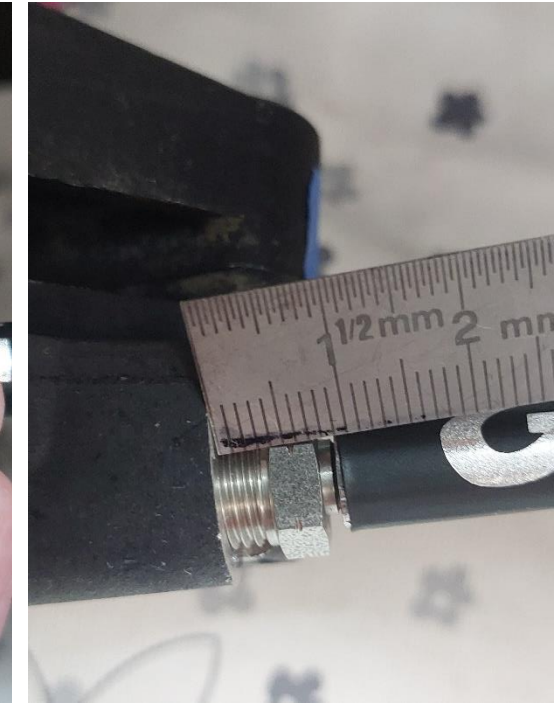
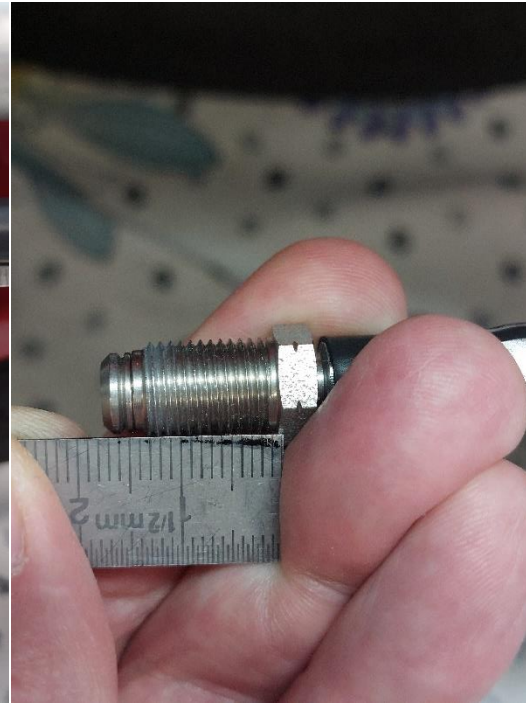
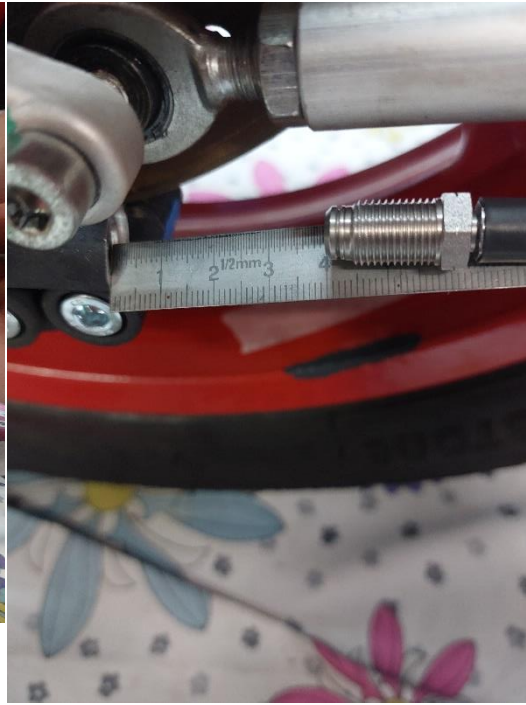
Line fixed on Rear Master Cylinder:
Cannot mount angled Banjo the other way round as the line would then hit the aluminium Bracket near the Hex screw head. So can only mount it in this position.



Zoom on resulting pipe routing :
Angled Banjo leads to a slight contact of brake line with engine clutch casing behind kickstarter Lever; It works but it is not perfect.



My suggestion:
Banjo on Master cylinder cylinder could probably be straight instead of angled, should still pass just in front of Aluminium bracket, and would avoid Line rubbing with engine housing



Resulting situation on slaver cylinder side:
The M10 fitting is 40 mm away from the
Caliper M10 hole !!

M10 fitting:
17mm length under hex head

M10 fitting completely
screwed in caliper: 4mm
free thread

Conclusion:

- With the current angled Banjo on the Master cylinder side, the pipe length is way too short on caliper side!!
=> **Pipe should be $40 + 17 - 4 = 53$ mm longer as it currently is, if an angled Banjo is used on Master cyl. Side**

- If a straight Banjo is used on Master cyl. Side, the pipe does not need to be 53 mm longer, but it is hard to say how much longer it should then be (straight banjo will not pre-route the line in front direction on master cyl side, so maybe 15 to 20mm will be won)
My guess is, that with a straight Banjo on Master cyl. side, the line should be 33 mm longer than current length.