



PRODUCTS CATALOG

2021





CAFE RACER



**SUPERMOTARD
SUPERMOTO**



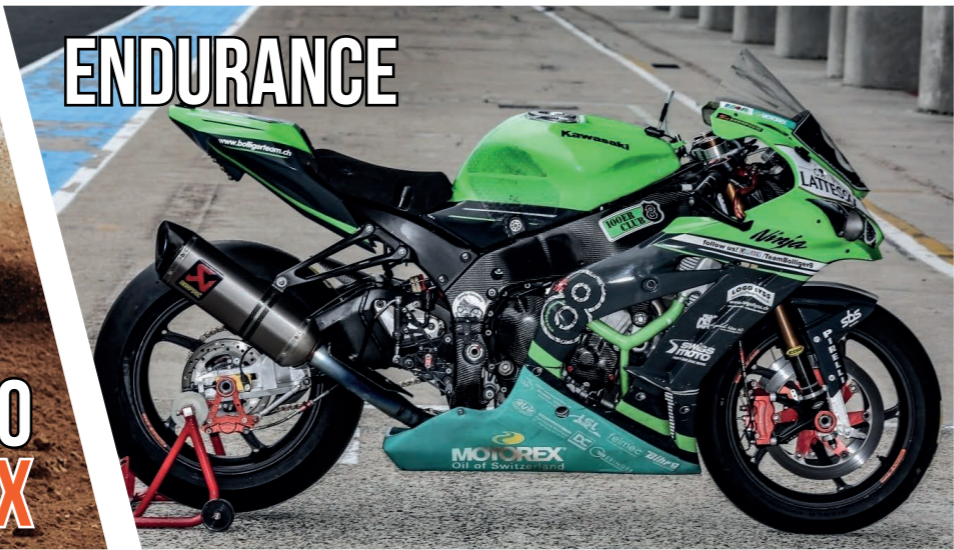
**ROUTE
ROAD**



CLASSIC



**ENDURO
MX**



ENDURANCE



**QUAD
ATV**



**VITESSE
ROAD RACING**

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1985

Birth of Beringer company located in Châtelneuf (Loire, FRANCE) and development of a range of wheels and forks for to side-cars.

1989

Shift to SARL status and complete side-cars manufacturing for several motorcycles: GUZZI, DUCATI, YAMAHA, HONDA, BMW and TRIUMPH.



1986 to 1992

Entry in side-cars Rally and twice France Champion in 1990 (Jean Michel MEURET and Patrick CHUTAUX) and 1991 (Véronique and Gilbert BERINGER).



1993

Sale of the side-cars activity to focus on the technical and commercial development of braking systems. Brake rotors are now available for most bikes along with existing range of brake calipers.

1999

Shift to SA status and capital increase to 250.000 francs. Study and manufacturing of calipers for the Formula 1 in collaboration with Carbone Industrie.

1997

Development of a study branch and of prototypes of brake rotors for all the vehicles (eg cycles, motorcycle, high end and competition automobiles...). Engineering department cover various applications from initial studies to prototypes.

2002

Study of a range of wheels and brakes for civil aviation.

2001

Partnership with the Chambon SA to the development and bring to market a range of calipers for high-end racing cars.



2005

Commercial agreement with LANGE FLUGZEUGBAU, a German manufacturer of electric gliders, to distribute wheels / brakes in Germany. Mountain bikes brakes development for trial bike manufacturer KOXX. Development of braking systems for ATVs.



2010

Relocation to Saint Jean d'Ardières factory with 1500sqm available against 250 previously. Machining from solid and laser engraving are now performed in-house.

2013

Start of an in-house anodizing line.

July 2009

Land-based business acquired by family Di Serio and civil aviation split off as a separate company.





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MASTER CYLINDER

PATENT

Dosage deceleration



Friction reduction

Force applied from the lever to the piston is coaxial to the cylinder so that the piston is subject to no radial force which reduces friction losses.



Better balance

Thanks to the friction reduction, the balance error is reduced to 14% to be compared to 50% using a conventional master cylinder.



More accuracy

Beringer system:
6,2 daN effort to obtain a pressure of 15 bars
Regular system: **7,8 daN** effort to obtain a pressure of 15 bars.



TECHNICAL INFORMATION

Find your lever

Radial lever

Our radial levers fit all our hydraulic clutches and brake master cylinders. These items are suitable for racing, customs and cafe racer motorcycles with small or no electric switches, and also for ATVs with twist handle.



#MX
≈ 14 cm



#2
≈ 14 cm



#3
≈ 14,5 cm

Shape and sizes are perfect for road bikes, sport bikes with large electric switches and ATVs with trigger.



#4
≈ 20 cm



#4 Racing
≈ 20 cm



#5
≈ 16 cm



#5 PM (small hand)



#5 Racing

Axial lever



#A
≈ 16 cm
Standard



#AA
≈ 16 cm
Adjustable

Cable lever



#MX
(≈ 14 cm) Cross



#2*
(≈ 14 cm)



#3*
(≈ 14,5 cm)



#4*
(≈ 20 cm)



#5*
(≈ 16 cm)

*H for Harley Davidson and MG for Moto Guzzi motorcycles

TECHNICAL INFORMATION

Find the right master cylinder

					<---- SOFTER		HARDER --->		
					XXX 8	XXX 10	XXX 12	XXX 14	
					Ø12,7	Ø14,5	Ø17,5	Ø20,6	EXAMPLES
	NUMBER OF CALIPERS	NUMBER OF OPPOSITE CALIPERS (FIXED CALIPER)	NUMBER OF CALIPERS (FLOATING CALIPER)	Ø PISTON HIGHER OR EQUAL TO					
BRAKE	1	2	1	27	Beringer	OEM			Pit Bike
	1	2	1	32		Beringer	OEM		Classic Road
	1	2	1	38		Beringer	OEM		Classic Racing
	2	2	1	27		Beringer	OEM		Classic small bike
	2	2	1	32			Beringer	OEM	Classic Road
	3	2	1	32			Beringer	OEM Beringer	Integral ATV
	2	2	1	38			Beringer	OEM	Classic Racing
	1	4	2	27	Beringer	OEM			MX/ Supermoto/Neoclassic
	1	4	2	32		Beringer	OEM		Supermoto
	2	4	2	27			Beringer	OEM Beringer	Classic/Post classic/Neoretro
	2	4	2	32			Beringer	OEM Beringer	Hypersport
	3	4	2	27				OEM	ATV
	3	4	2	32				OEM	ATV
	1	6		27			OEM Beringer		Supermoto
2	6		27				OEM Beringer	Road	
CLUTCH	European single-cylinder DOT4 --> 2015				x				
	European single-cylinder liquid mineral conversion--> DOT4	O-ring seal KIT CRO9 p/n 11111602 Husqvarna-2011 Ø23,52x1,78 EPDM				x			
	European single-cylinder liquid mineral conversion --> DOT4	O-ring seal KIT CRO9 p/n 11111603 Husaberg/KTM and Husqvarna 2012-2015 Ø29,1x1,6 EP851				x			
	BMW Liquid mineral conversion --> DOT4	O-ring seal KIT CRO12 p/n 11111604 BMW Ø18,64x3,53 EPDM					x		
	Honda & European road motorcycles							x	
	Japanese road motorcycle (except Honda)							x	

MASTER CYLINDER

Master cylinder with integrated reservoir



Standard (BRO/CRO)

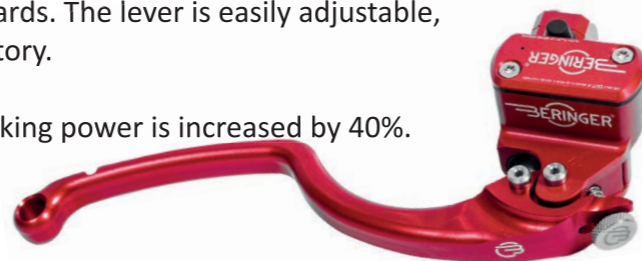
These hydraulic brake and clutch master cylinders with integrated reservoir have been specially designed for Supermoto, Enduro, Moto Cross, Road and Sport applications. They are very compact, very light and easy to fit under the handguards. The lever is easily adjustable, and the piston dead stroke is precisely adjusted in the factory.

Use only
DOT 4

Thanks to this assembly and radial technology, braking power is increased by 40%.



CROB14



BRO12R (red)

Weight (around): 330g
12 colors available
H digit for 1" handlebar (BROH/CROH)

Brake

- BRO(H)8 (piston Ø12,7mm) for small motorcycle with small calipers.
- BRO(H)10 (piston Ø14,5mm) for one caliper 2 floating pistons or 4 opposite pistons.
- BRO(H)12 (piston Ø17,5mm) for one caliper 4 or 6 opposite pistons. Integral ATV braking.
- BRO(H)14 (piston Ø20,6mm) for 2 calipers 4 ou 6 opposite pistons. Integral ATV braking.
- CROB14 (piston Ø20,6mm) for 4-wheel drive ATVs or with integral brake, is placed on the left as a brake. Braking fluid capacity is similar to the right side.

Clutch

- CRO(H)8 (piston Ø12,7mm) for KTM (>2017), Husqvarna et TM.
- CRO(H)9 (piston Ø14,5mm) for motorcycle with single cylinder.
- CRO(H)12 (piston Ø17,5mm) for middle multi cylinders motorcycle and big engine motorcycle.
- CRO(H)14 (piston Ø20,6mm) for big engine multi cylinder motorcycle.
- CROB14 (piston Ø20,6mm) Clutch with big reservoir, similar to BRO14. For all motorcycles and ATV with integral brake (left hand).

Available in 12 colors

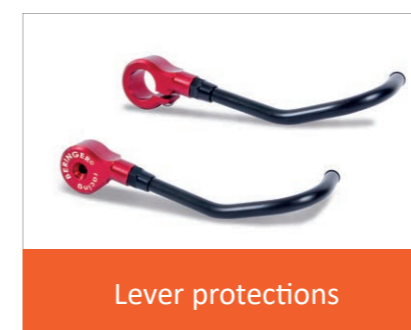


*Additional charge per piece (raw or anodized)

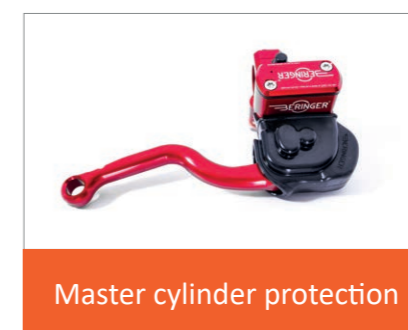
REPAIR KITS

Description	Including	P/Ns
Repair kit for BRO(H)8 - CRO(H)8	All elements except the master cylinder body and lever.	KITREPBRO8
Repair kit for BRO(H)10 - CRO(H)9		KITREPBRO10
Repair kit for BRO(H)12 - CRO(H)12		KITREPBRO12
Repair kit for BRO(H)14 - CRO(H)14		KITREPBRO14
Cap repair kit for BRO(H)/CRO(H)	Billet cap + screw + membrane	ENSCOU2MC
Eye repair kit for BRO(H)	Eye + snap ring + O-ring	KITOEILLETON

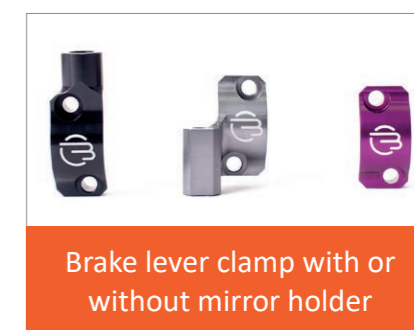
OPTIONS AND SPARE PARTS



Lever protections



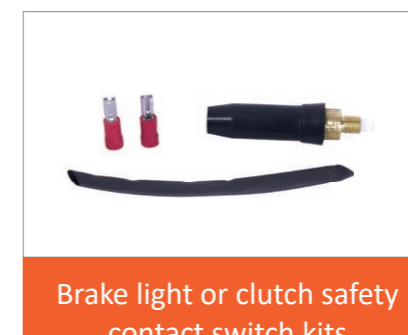
Master cylinder protection



Brake lever clamp with or without mirror holder



Reservoir caps



Brake light or clutch safety contact switch kits



Dual banjo bolt with or without a bleeder valve



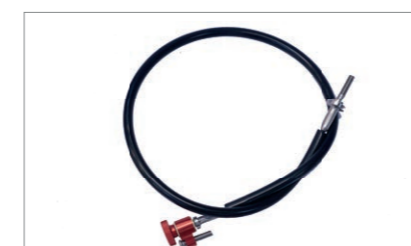
Stainless steel or black sheathed hose.



Mounting guides for piston / screw



Stahlbus bleeder valve (only for BRO8 - CRO8)



Remote lever adjuster

Only for the brake (BRO)

MASTER CYLINDER

Master cylinder with integrated reservoir



Racing (BARR/CARR)

Designed to be mounted on half handlebars, these axial brake (BARR) and clutch (CARR) racing master cylinders are perfectly suitable for your sportsbike.

As of all our products, the master cylinder is machined from solid. The mounting on bearings gives the rider an incomparable braking precision and feeling.

These master cylinders comply with speed and classic endurance regulations.

Weight (around): 380g
12 colors available
H digit for 1" handlebar (BARRH/CARRH)

Use only
DOT 4



BARR14

Brake

- BARR(H)10 (piston Ø14,5mm) for one caliper 2 floating pistons or 4 opposite pistons.
- BARR(H)12 (piston Ø17,5mm) for one caliper 4 ou 6 opposite pistons.
- BARR(H)14 (piston Ø20,6mm) for two calipers 2, 4 or 6 opposite pistons.

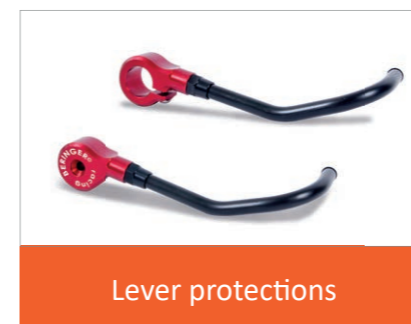
Clutch

- CARR(H)9 (piston Ø14,5mm) for motorcycle single cylinder.
- CARR(H)12 (piston Ø17,5mm) for middle multi cylinders motorcycle and big engine motorcycle.
- CARR(H)14 (piston Ø20,6mm) for big engine multi cylinder motorcycle. Integral quad braking on the left hand.

REPAIR KITS

Description	Including	P/Ns
Repair kit for BARR(H)10 - CARR(H)10	All elements except the master cylinder body and lever.	KITREPBAR10
Repair kit for BARR(H)12 - CARR(H)12		KITREPBAR12
Repair kit for BARR(H)14 - CARR(H)14		KITREPBAR14
Classic reservoir kit 35cc	Plastic reservoir, billet cap.	BO2CL

OPTIONS AND SPARE PARTS



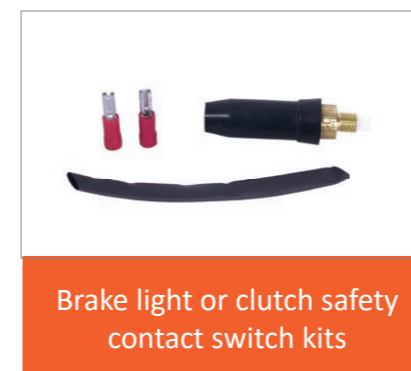
Lever protections



Reservoir caps



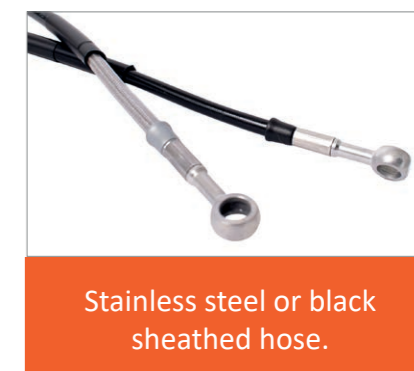
Brake lever clamp with or without mirror holder



Brake light or clutch safety contact switch kits



Mounting guides for piston / screw



Stainless steel or black sheathed hose.



Dual banjo bolt with or without a bleeder valve

Available in 12 colors



*Additional charge per piece (raw or anodized)

MASTER CYLINDER

Master cylinder with integrated reservoir



Classic

The **Classic** range of master cylinders makes no compromise between design and efficiency. Its modern and refine design is perfect match for classic motorcycles. They are machined from solid and mounted on bearings, which gives the rider a unique feeling.

The classic axial master cylinder is available in two versions: with a machined reservoir (BAO(H)/CAO(H)) or with the round plastic reservoir (BAR(H)/CAR(H)).

Use only
DOT 4



Weight (around): 330g
12 colors available

Brake

- BAO(H)/BAR(H)10 (piston Ø14,5mm) for one caliper 2 floating pistons or 4 opposite pistons.
- BAO(H)/BAR(H)12 (piston Ø17,5mm) for one caliper 4 ou 6 opposite pistons.
- BAO(H)/BAR(H)14 (piston Ø20,6mm) for two calipers 2, 4 or 6 opposite pistons.

Clutch

- CAO(H)/CAR(H)10 (piston Ø14,5mm) for motorcycle single cylinder.
- CAO(H)/CAR(H)12 (piston Ø17,5mm) for middle multi cylinders motorcycle and big engine motorcycle.
- CAO(H)/CAR(H)14 (piston Ø20,6mm) for big engine multi cylinder motorcycle. Integral quad braking on the left hand.

Available in 12 colors

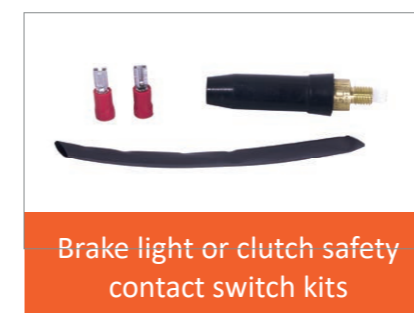


*Additional charge per piece (raw or anodized)

REPAIR KITS

Description	Including	P/Ns
Repair kit for BAO(H)10 - CAO(H)10 master cylinder	All elements except the master cylinder body and lever.	KITREPBAO10
Repair kit for BAO(H)12 - CAO(H)12 master cylinder		KITREPBAO12
Repair kit for BAO(H)14 - CAO(H)14 master cylinder		KITREPBAO14
Repair kit for BAR(H)10 - CAR(H)10 master cylinder		KITREPBAR10
Repair kit for BAR(H)12 - CAR(H)12 master cylinder		KITREPBAR12
Repair kit for BAR(H)14 - CAR(H)14 master cylinder		KITREPBAR14
Plastic reservoir kit 35cc for classic master cylinder	reservoir 35cc, cap.	BO2CL
Reservoir cap kit for BAO(H)/CAO(H)	Billet cap, screw, membrane	ENSCOU2MC
Cap kit with decompressor support BAO(H)/CAO(H)	Billet cap, screw, membrane	ENSCOU3
Eye repair kit for BAO(H)	Eye + snap ring + O-ring	KITOEILLETON

OPTIONS AND SPARE PARTS



Brake light or clutch safety contact switch kits



Reservoir cap



Stainless steel or black hose



Reservoir cap kit with decompressor support



Mounting guides for piston / screw



Dual banjo bolt with or without a bleeder valve



Brake lever clamp with or without mirror holder

MASTER CYLINDER

Master cylinder with separated reservoir

Standard (BR/CR)

Use only
DOT 4

These radial hydraulic brake and clutch master cylinders with separate hydraulic reservoir have been specially designed for supermoto, enduro, motocross and sportsbike use. They come with a 15 or 35cc round reservoir.

They are very compact, very light and easy to fit under the hand guards. The lever is easily adjustable, and the piston dead stroke is accurately adjusted in the factory.



Weight (around): 275g
12 colors available
For Ø22mm handlebar

Frein

- BR8 (piston Ø12,7mm) for small motorcycle with small calipers.
- BR10 (piston Ø14,5mm) for one caliper 2 floating pistons or 4 opposite pistons.
- BR12 (piston Ø17,5mm) for one caliper 4 or 6 opposite pistons. Integral ATV braking.
- BR14 (piston Ø20,6mm) for 2 calipers 4 ou 6 opposite pistons. Integral ATV braking.

Embrayage

- CR8 (piston Ø12,7mm) for KTM (>2017), Husqvarna et TM.
- CR9 (piston Ø14,5mm) for motorcycle with single cylinder.
- CR12 (piston Ø17,5mm) for middle multi cylinders motorcycle and big engine motorcycle.
- CR14 (piston Ø20,6mm) for big engine multi cylinder motorcycle. Integral ATV braking on the left hand.

Available in 12 colors

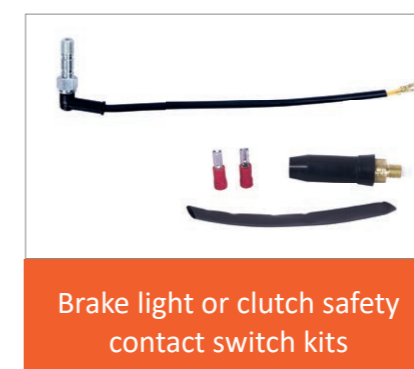
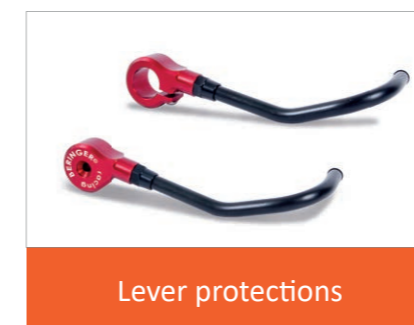


*Additional charge per piece (raw or anodized)

REPAIR KITS

	Description	Including	P/Ns
Recent model	Repair kit for BR12 - CR12 master cylinder	All elements except the master cylinder body and lever.	KITREPBR12
	Repair kit for BR14 - CR14 master cylinder		KITREPBR14
	15cc reservoir kit	Plastic reservoir, billet cap, screws and bolts, hose	BO1
	35cc reservoir kit	Plastic reservoir, billet cap, screws and bolts, hose	BO2
Old model before 2002	Repair kit for BR16 - BR12 master cylinder	All elements except the master cylinder body and lever.	KITREPBR16
	2 fingers lever for BR16 and BR12	Lever, shoulder screw, nut and washer	MLEBR16
	3 fingers lever for BR16 and BR12	Lever, shoulder screw, nut and washer	MLE3BR16
	Clamp for BR16 and BR12 before 2002	Clamp and 2 screws	MDC1

OPTIONS AND SPARE PARTS



MASTER CYLINDER

Master cylinder with separated reservoir

Racing (BRR)

These racing brake master cylinders are specially designed for sport bikes. The spring that guides the piston is reinforced to improve the feeling between the rider and the brake. In addition, the lever is hollow to reduce unwilling braking phenomenon due to very high speed.



Weight (around): 290g with lever.
12 colors available

BRR14B

BRR214R

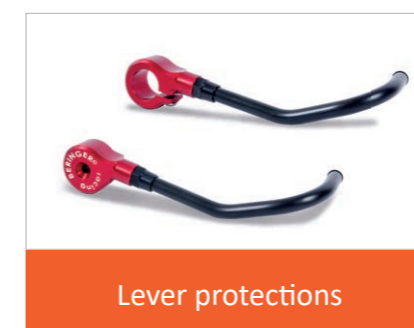
Brake

- BRR14 (piston Ø20,6mm) for 2 calipers 4 ou 6 opposite pistons.
- BRR214 (piston Ø20,6mm) for 2 calipers with big pistons or 4+ caliper.

REPAIR KITS

Description	Including	P/Ns
Repair kit for BR12 - CR12 master cylinder	All elements except the master cylinder body and lever.	KITREPBR12
Repair kit for BR14 - CR14 master cylinder		KITREPBR14
15cc reservoir kit	Plastic reservoir, billet cap, screws and bolts, hose	BO1
35cc reservoir kit	Plastic reservoir, billet cap, screws and bolts, hose	BO2

OPTIONS AND SPARE PARTS



Lever protections



Reservoir cap



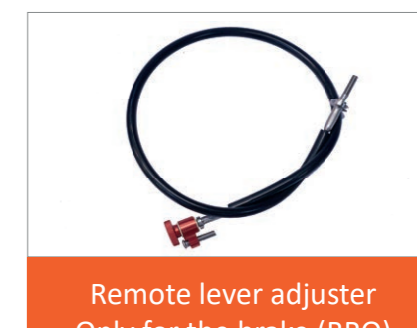
Brake lever clamp with or without mirror holder



Stainless steel or black hose



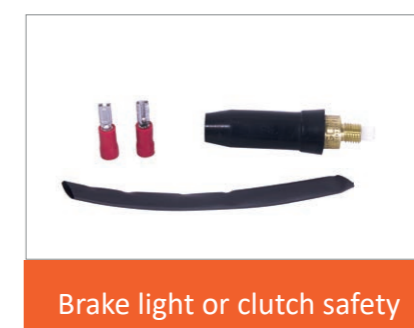
Stahlbus bleeder valve



Remote lever adjuster
Only for the brake (BRO)



Dual banjo bolt with or without a bleeder valve



Brake light or clutch safety contact switch kits



Mounting guides for piston/screw

Available in 12 colors



*Additional charge per piece (raw or anodized)

MASTER CYLINDER

Master cylinder with separated reservoir

Classic Range (BA/CA)

Use only
DOT 4

The **Classic** range makes no compromise between design and efficiency. Its modern and refined design is a perfect match for classic motorcycles. This axial master cylinder with separate reservoir can be used as a clutch (CA) or brake (BA).

It's mounted on bearings like the rest of the range. With no guard adjustment, the lever with its innovative design will allow you to have the desired feeling, depending on the position of your finger.



BA10B

Weight (around): 330g
12 colors available

Frein

- BA10 (piston Ø14,5mm) for one caliper 2 floating pistons or 4 opposite pistons.
- BA12 (piston Ø17,5mm) for one caliper 4 or 6 opposite pistons.
- BA14 (piston Ø20,6mm) for 2 calipers 4 ou 6 opposite pistons.

Embrayage

- CA10 (piston Ø14,5mm) for motorcycle with single cylinder.
- CA12 (piston Ø17,5mm) for middle multi cylinders motorcycle and big engine motorcycle.
- CA14 (piston Ø20,6mm) for big engine multi cylinder motorcycle. Integral quad braking on the left hand.

REPAIR KITS

Description	Including	P/Ns
Repair kit for BA10 - CA10 master cylinder	All elements except the master cylinder body and lever.	KITREPBAR10
Repair kit for BA12 - CA12 master cylinder		KITREPBAR12
Repair kit for BA14 - CA14 master cylinder		KITREPBAR14
15cc reservoir kit	Plastic reservoir, billet cap, screw and bolt, hose	BO1
35cc reservoir kit	Plastic reservoir, billet cap, screw and bolt, hose	BO2

OPTIONS AND SPARE PARTS



Stainless steel or black hose



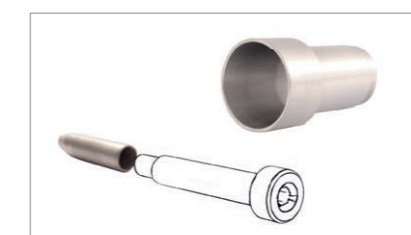
Reservoir cap



Brake lever clamp with or without mirror holder



Stahlbus bleeder valve



Mounting guides for piston / screw



Brake light or clutch safety contact switch kits



Dual banjo bolt with or without a bleeder valve

Available in 12 colors



*Additional charge per piece (raw or anodized)

MASTER CYLINDER

Thumb brake



This part is articulated on bearings which makes its operation smooth and ultra dosable. This complete and independent assembly is fixed between the clutch control and the left handle. It's adaptable on a BERINGER master cylinder, and a special half-shell allows it to be adapted to the handlebars of any motorcycle (necessary width 20.5 mm).

This system is generally applied to the rear brake of the motorcycle but it can also be used for other applications as a front brake or clutch system. The clutch control can also be placed on the right side of the handlebar. These preparations are made to measure with the customer.

This thumb master cylinder is originally delivered with a CR8 housing with a 12,7mm diameter piston. It is also possible to put a piston with a larger diameter: 14.5 - 17.5 or 20.6 on request.



Weight (around): 360g with lever.
12 colors available

Available in 12 colors











*Additional charge per piece (raw or anodized)

REPAIR KITS

Description	Including	P/Ns
Repair kit for BR8 - CR8 master cylinder	All elements except the master cylinder body and lever.	KITREPBR8
Repair kit for BR10 - CR10 master cylinder		KITREPBR10
Repair kit for BR12 - CR12 master cylinder		KITREPBR12
Repair kit for BR14 - CR14 master cylinder		KITREPBR14

Options and spare parts

		
Reservoir 35cc	Reservoir cap	Stainless steel or black hose
		
Brake lever clamp with or without mirror holder	Right thumb lever	Mounting guides for piston / screw
		
Dual banjo bolt with or without a bleeder valve	Brake light or clutch safety contact switch kits	

CABLE CLUTCH CONTROL



The cable clutch control (CC) has the same design as the brake master cylinder range, allowing symmetrical brake and clutch controls for a neat appearance.

It's manufactured with Aerotec® technology, which reduces friction through bearing mounting.

It can be mounted on Japanese motorcycles as well as Enduro, Cross and Supermotard motorcycles with a Ø8mm cable end.



Weight (around): 190g
12 colors available

A RANGE FOR Ø22 AND Ø25,4MM HANDLEBAR

A range of clutch controls is also available for:

- Harley Davidson (CCH)
- Triumph (CC1)
- Indian (CCI)

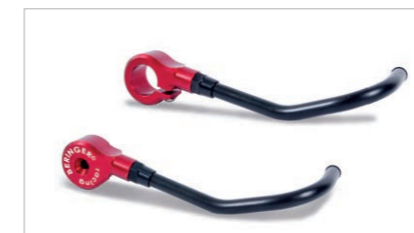
To match a Beringer axial master cylinder to the clutch control, select lever size #5.



REPAIR KITS

Description	Including	P/Ns
Clutch contactor kit	CS3 contactor, 2 pre-insulated terminals and 1 black sheath	KITCS3

OPTIONS AND SPARE PARTS



Lever protections



Brake lever clamp with or without mirror holder



Harley Davidson clutch fixation screw



Adapter for BMW clutch system

Available in 12 colors



*Additional charge per piece (raw or anodized)

MASTER CYLINDER

Simple master cylinder

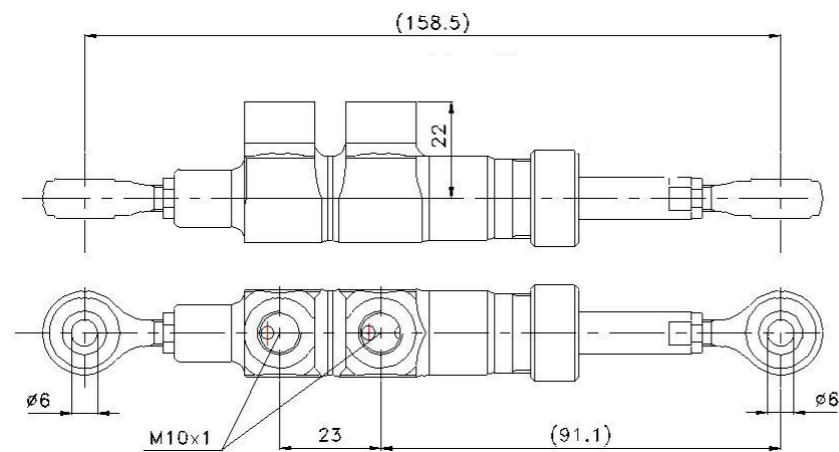


This oscillating master cylinder is entirely mounted on spherical bearings of aeronautical quality. Used in endurance and supermotard, it can also be mounted on a road machine, a hypersport, a quad, an enduro or a car.

Its design also allows it to enter an integral braking circuit coupling front and rear. Its ultra-precise construction gives the rider an extremely precise feeling unknown to standard master cylinders.

Rear master cylinder Ø12.7

Weight: 130g
Piston diameter: 12.7
Piston stroke: 20mm
Type of connection threads: M10x1
Diameter of ball joint bores: 6mm
Ball joint rod: M6x0.8 (mâles)



Piston Ø	A	B	C	Stroke	D	E	F	G	H	I
12,7	95	19-28	2,5-23,5	21	20	Ø6 / M8	6,7	9	22	22

Available in 12 colors



*Additional charge per piece (raw or anodized)

Rear master cylinder Ø12.7 90°



This new version of the MC12.7 master cylinder allows to have an integrated brake fluid reservoir positioned at 90°.

Weight: 210g
Piston diameter: 12.7
Piston stroke: 20mm
Type of connection threads: M10x1
Diameter of ball joint bores: 6mm
Ball joint rod: M6x0.8 (mâles)

REPAIR KITS

Description	Including	P/Ns
Repair kit for 12.7 rear master cylinder	2 cups, dust cap, anti-friction ring	KITREPMC12.7
Cap repair kit	Billet cap + screw + membrane	ENSCOU2MC
Rear MC connection set with reservoir	Single banjo screw + bleed nipple screw + copper washer	KITELBOW
MC rear serial MC connection kit	Single banjo screw + bleed nipple screw + copper washer + single banjo screw	KITBANJOSERIE

OPTIONS AND SPARE PARTS



MASTER CYLINDER

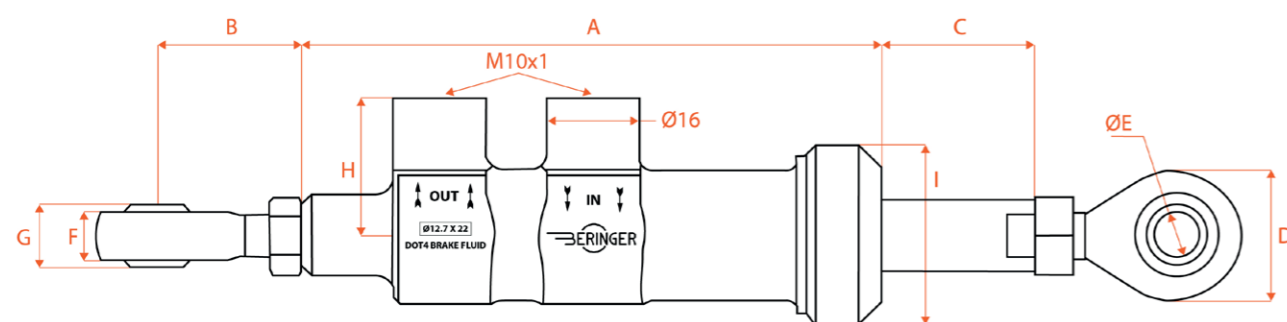
Simple master cylinder

Rear master cylinder Ø15,9

This rear master cylinder format is ideal for use on flat track, side car and automotive applications.



Weight: 160g
 Piston diameter: 15,9
 Piston stroke: 23mm
 Type of connection threads: M10x1
 Diameter of ball joint bores: 8mm
 Ball joint rod: M8x1.25 (mâles)



Ø Piston	A	B	C	Stroke	D	E	F	G	H	I
15,9	100	28-32	23-32	23	22	Ø8 H7	10	13	23,6	31

REPAIR KITS

Description	Including	P/Ns
Repair kit for 15.9 rear master cylinder	2 cups, dust cap, anti-friction ring	KITREPMC159
Rear MC connection set with reservoir	Single banjo screw + bleed nipple screw + copper washer	KITELBOW
MC rear serial MC connection kit	Single banjo screw + bleed nipple screw + copper washer + single banjo screw	KITBANJOSERIE

OPTIONS AND SPARE PARTS



15cc Reservoir



Dual banjo bolt with or without a bleeder valve

Available in 12 colors



*Additional charge per piece (raw or anodized)

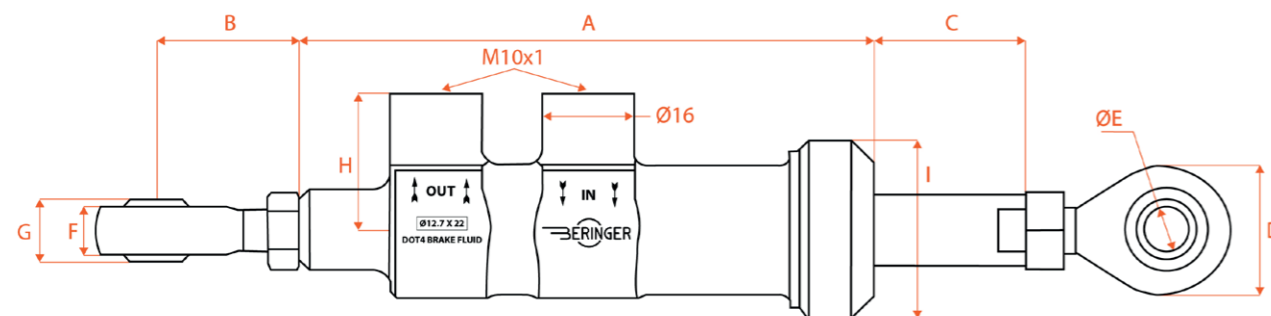
MASTER CYLINDER

Simple master cylinder

Rear master cylinder Ø23.8

This rear brake master cylinder is suitable for rally cars and side cars.

Weight: 230g
 Piston diameter: 23,8
 Piston stroke: 23mm
 Type of connection threads: M10x1
 Diameter of ball joint bores: 8mm
 Ball joint rod: M8x1.25 (mâles)



Ø Piston	A	B	C	Stroke	D	E	F	G	H	I
23.8 x 2	100	23-31	3,5-26,5	23	24	Ø8 / M8	9	12	27.5	34

REPAIR KITS

Description	Including	P/Ns
Repair kit for 23.8 rear master cylinder	2 cups, dust cap, anti-friction ring	KITREPMC238
Rear MC connection set with reservoir	Single banjo screw + bleed nipple screw + copper washer	KITELBOW
MC rear serial MC connection kit	Single banjo screw + bleed nipple screw + copper washer + single banjo screw	KITBANJOSERIE

OPTIONS AND SPARE PARTS



Available in 12 colors



*Additional charge per piece (raw or anodized)

MASTER CYLINDER

Duplex master cylinder



This master cylinder can be mounted on a car with an X-shaped or separate front/rear brake circuit or on a sidecar.

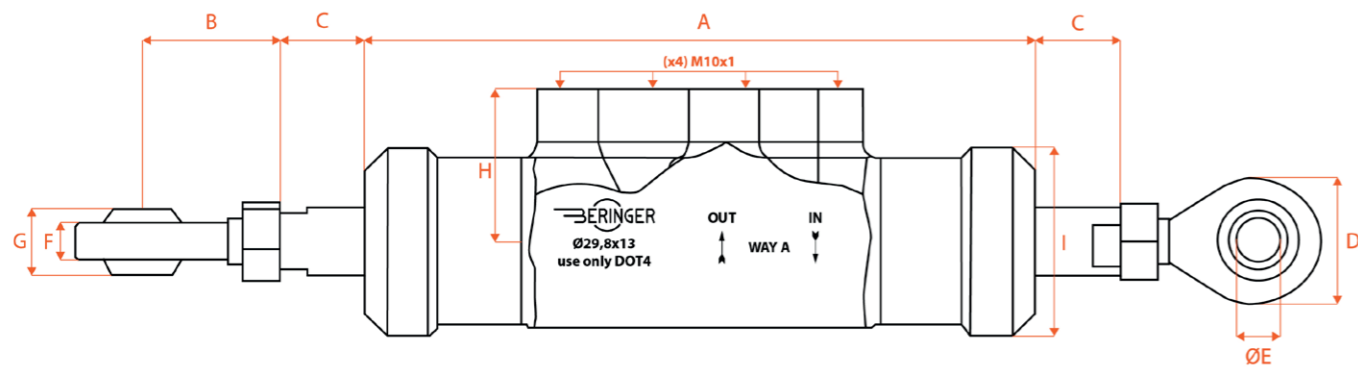
Weight: 310g
 Piston diameter: $\varnothing 23.8$
 Total stroke by circuit: 14mm
 Useful stroke by circuit: 13mm
 Useful volume by circuit: 5780mm³



Use only
DOT 4

It allows to replace:

- 2 $\varnothing 16.8$ master cylinder
- The double pedal
- The proportioning valve with wheel



\varnothing Piston	A	B	C	Stroke	D	E	F	G	H	I
23.8 x 2	138	23-31	1,5-15,5	14	24	$\varnothing 8 / M8$	9	12	27.5	34

REPAIR KITS

Description	Including	P/Ns
Repair kit for 23.8 rear master cylinder	2 cups, dust cap, anti-friction ring	KITREPMC238
Rear MC connection set with reservoir	Single banjo screw + bleed nipple screw + copper washer	KITELBOW
MC rear serial MC connection kit	Single banjo screw + bleed nipple screw + copper washer + single banjo screw	KITBANJOSERIE

OPTIONS AND SPARE PARTS



15cc reservoir



Dual banjo bolt with or without a bleeder valve

Available in 12 colors



*Additional charge per piece (raw or anodized)

PROPORTIONING VALVE

Simple circuit

PATENT PRESSURE REDUCER LIMITER

Beringer brake proportioning valve are manufactured with the patent «Limiter pressure regulator». The part consists of a hollow sealed housing and pistons. It is hydraulically connected to the front and rear wheel braking devices.

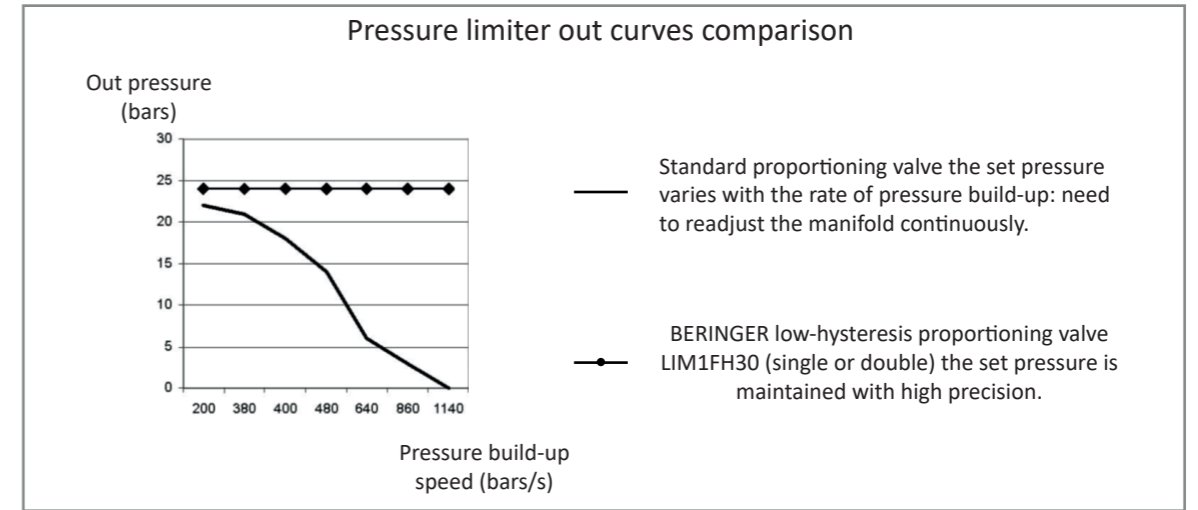
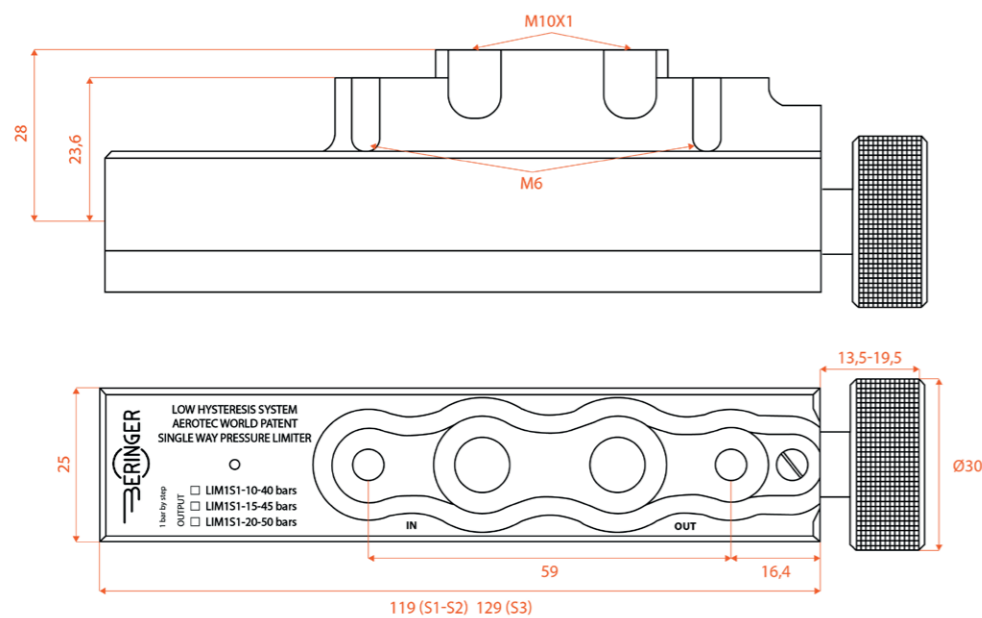
The pressure on the rear wheels can be adjusted with the thumbwheel so that they do not lock when braking too hard. This pressure then decreases in proportion to the pressure exerted at the front of the vehicle.

Beringer offers a range of brake distributors in aluminium cut in the mass and entirely anodized for a perfect protection against corrosion.

The Aerotec® proportioning valve keeps the set pressure at +/- 0.5 bar until pressure build-up times of more than 1000 bar/s are reached.

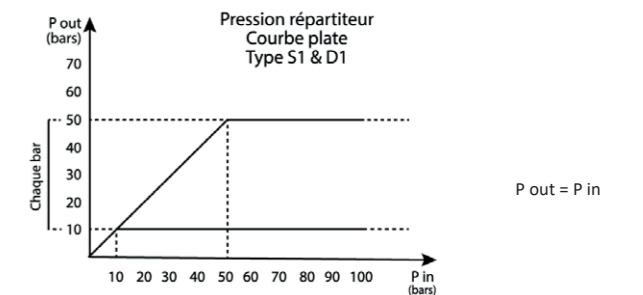


Use only DOT 4



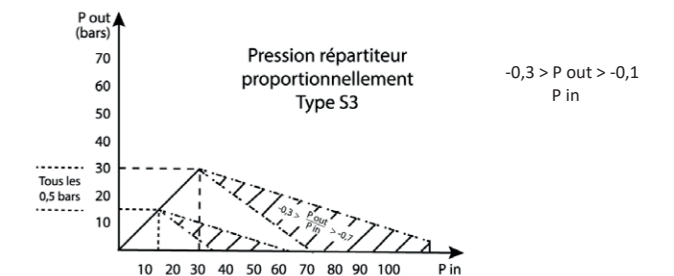
Simple circuit, flat curve

For cars with middle position center of gravity such as rally cars.



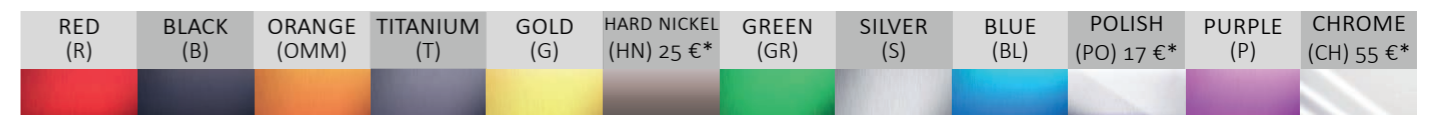
Simple circuit, proportional decreasing curve

It's adapted to front motor cars or relatively high center of gravity with a high mass transfer on the front (up to almost relieve the rear wheels) as passenger cars, off-road cars and quads.



P/Ns	LIM1 S1	LIM1 S3
Descriptions	Simple circuit flat curve	Simple circuit Proportional decreasing curve

Available in 12 colors



*Additional charge per piece (raw or anodized)

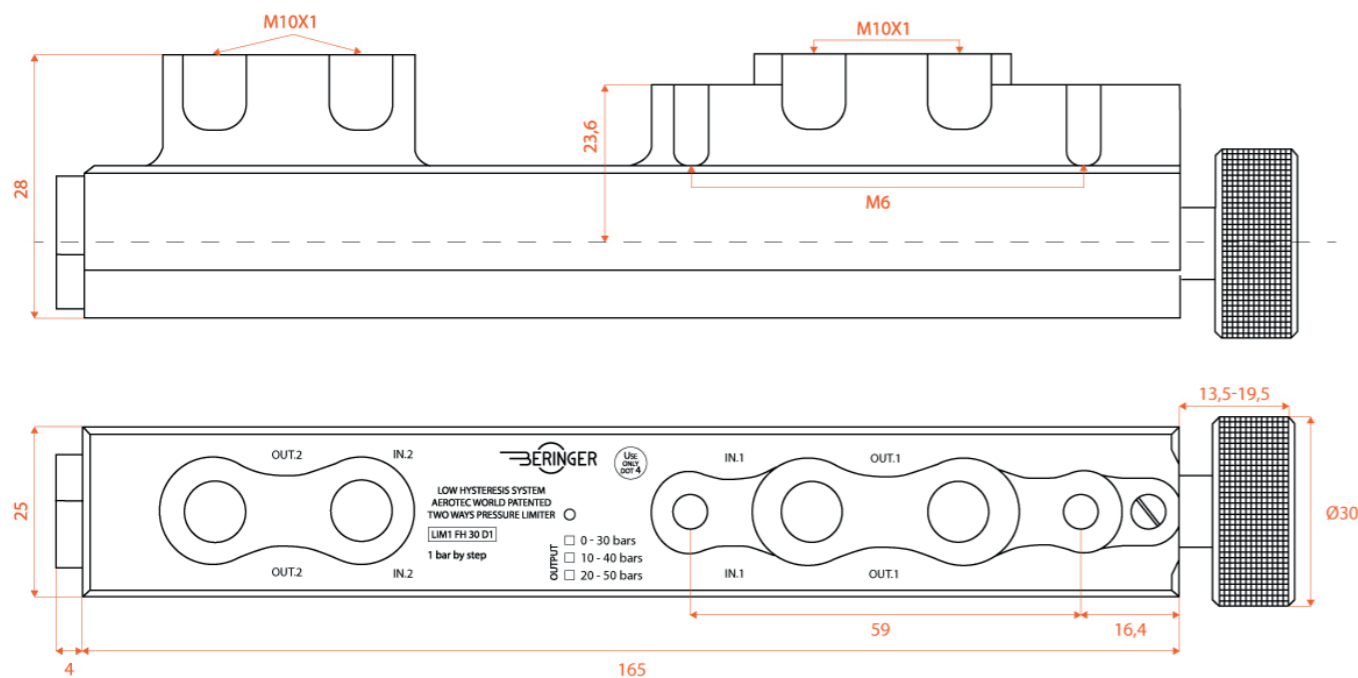
PROPORTIONING VALVE

Double circuit

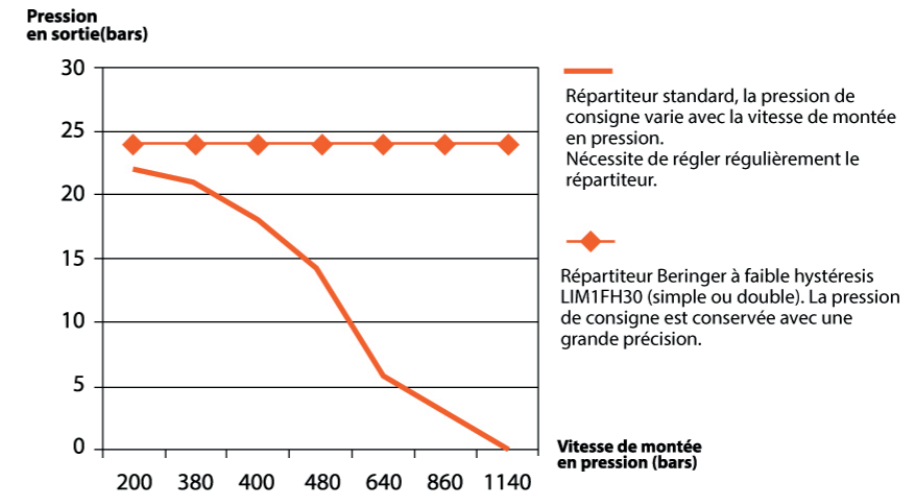
The proportioning valve double circuit is provided for dual brake circuit in X (N group). It guarantees the same cut pressure on each rear wheel.



Use only
DOT 4

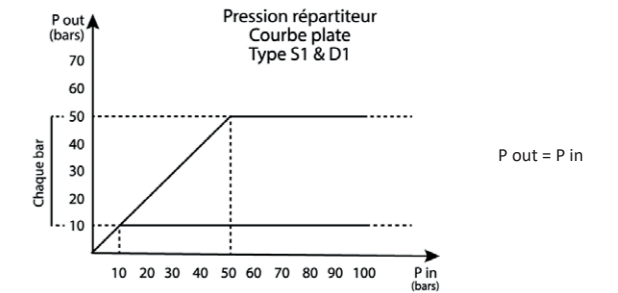


COUBE COMPARATIVE DE PRESSION EN SORTIE DE RÉPARTITEUR



Double circuit, flat curve

For cars with middle position center of gravity such as rally cars.



Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €*	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €*	PURPLE (P)	CHROME (CH) 55 €*
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*Additional charge per piece (raw or anodized)



BRAKE DISC

AERONAL® patent	42
LIGHTEC® patent	43
Brake disc	
AERONAL® range	44
<i>Classic</i> range	44
<i>MX</i> range	44
LIGHTEC® range (Quad)	46

AERONAL® PATENT

For efficient and constant braking



Weight saving

Through the use of narrow, smooth rotors, and a high-performance aluminium alloy used in aeronautics for the hub, a weight saving of 20% is achieved.



More easy to handle

Gyroscopic inertia is reduced by the use of narrow rotor, and 6 bushings instead of 12, thus improving the handling of the bike.



Fewer constraints

Thanks to the hub-track connection system with staggered bearing surfaces, the stress in this area is halved, thus increasing the during life of the disc.



LIGHTTEC® PATENT (Quad)

No compromise between lightweight and efficiency



Remove effort

The use of inserts to join the disk fret eliminates the effort in connecting the two elements.



Regulation of the temperature

The hard metal bonding system creates a thermal barrier and thus slows down wear phenomena.



BRAKE DISC



BERINGER has developed, for several years, a range of very high quality cast iron floating discs. These discs bring together all the important points to ensure efficient and constant braking at all times and under all circumstances.

They are designed for direct mounting on the wheel, instead of the original.



AERONAL

Average weight

- **Hub:** between 200g and 300g.
- **Disc with flat hub:** 1550g with stainless steel rotor and 1440g with cast iron rotor.
- **Disc with offset hub:** 1610g with stainless steel rotor and 1490g with cast iron rotor.

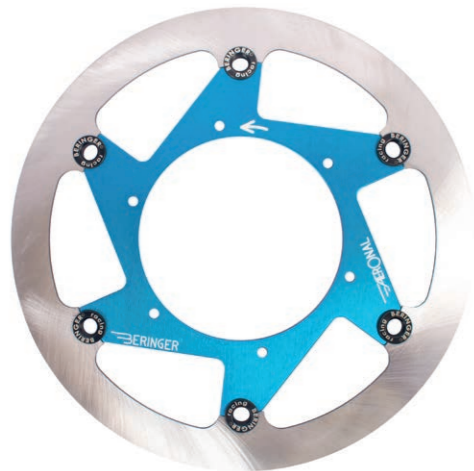
Weight
-20%



Classic

Average weight

- **Hub:** between 200g and 300g.
- **Disc with offset hub:** 1960g with stainless steel rotor and 1730g with cast iron rotor.



Mx

Average weight

- **Hub:** 130g
- **Disc with stainless steel rotor:** 720g

CHOOSE YOUR ROTOR



STAINLESS STEEL



CAST IRON

CONNECTOR KIT

Hub \ Rotor	STAINLESS STEEL	CAST IRON
5mm flat hub or offset	KITDOUILLE5.6	KITDOUILLE5
6mm flat hub	KITDOUILLE6	KITDOUILLE6
3mm flat hub	KITDOUILLEMx	
5mm Ø230 flat hub	KITDOUILLE4	

Description	Including	P/Ns
Connector kit 4	x6 connectors 4, x6 flat washer, x6 curved washer, x6 clamp Ø12	KITDOUILLE4
Connector kit 5*	x6 connectors 1, x6 flat washer, x6 curved washer, x6 clamp Ø14	KITDOUILLE5
Connector kit 5.6*	x6 connectors 2, x6 flat washer, x6 curved washer, x6 clamp Ø14	KITDOUILLE5.6
Connector kit 6*	x6 connectors 2, x6 curved washer, x6 clamp Ø14	KITDOUILLE6
MX Connector kit	x6 connectors 5, x6 flat washer, x6 curved washer, x6 clamp Ø14	KITDOUILLEMx



Connector kit 6

*2 kit for **Classic** disc

Available in 12 colors



*Additional charge per piece (raw or anodized)

BRAKE DISC

Lightec®



We propose a range of floating discs Ø193mm for quads. The discs are manufactured with Lightec® technology and mounted on a stainless steel track.
The front discs are equipped with an anodized aluminum frame while the rear frame is made of stainless steel for a better resistance to possible shocks.



REPAIR KIT

Description	Including	P/Ns
Staples kit for quad disc	Spring plate + stainless steel screw + nut + stopper	KITAGRAF

Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €*	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €*	PURPLE (P)	CHROME (CH) 55 €*

*Additional charge per piece (raw or anodized)





CALIPER

Aerotec® patent	50
Technical information: choose your brake pad	52
2-piston caliper	
2D1 range	54
Aerotec® range	56
MX /Enduro range	58
Classic range	60
Automotive	62
4-piston caliper	
Axial	64
MX /Enduro	66
Radial	68
Radial Endurance	70
Automotive	72
6-piston caliper	
Axial	76
Radial	78
Automotive	80

BERINGER calipers are available in several versions to meet all uses. They are made of aeronautical quality aluminum and have been developed thanks to the knowledge acquired during the various competitions in which BERINGER has been involved for more than 30 years.

Thanks to patents and new technical solutions, they have the advantage of responding faster and thus provide an exceptional braking feeling. They are mounted directly on the bracket.

AEROTEC® RANGE

Brake pad guidance



Reduction of hysteresis

Thanks to the patented chrome-plated brake pad guiding system and its location in a neutral zone, hysteresis is dramatically reduced.



Improved control

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.



More aggressive and stronger

Only 16.5 bars of line pressure are necessary to reach an equivalent torque, against 2 bars with another caliper. A gain of 20%!

No skewed wear of the pads

Thanks to the AEROTEC® system, skewed wear of the inserts is considerably reduced, whatever the wear.

A better feeling

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

A longer brake pad life

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

A constant braking feeling

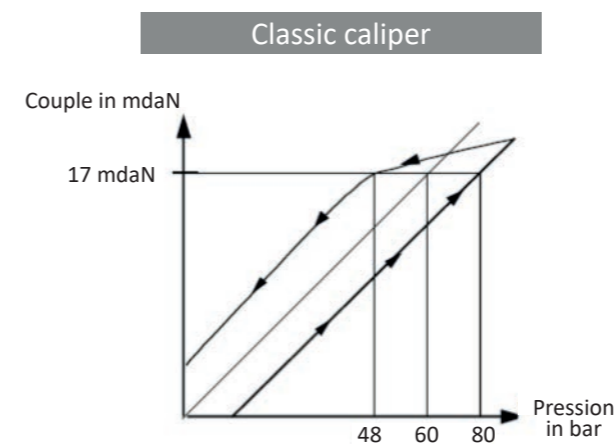
The brake feeling is constant whatever the pad's wear or the temperature conditions.



AEROTEC® RANGE

Braking by Beringer

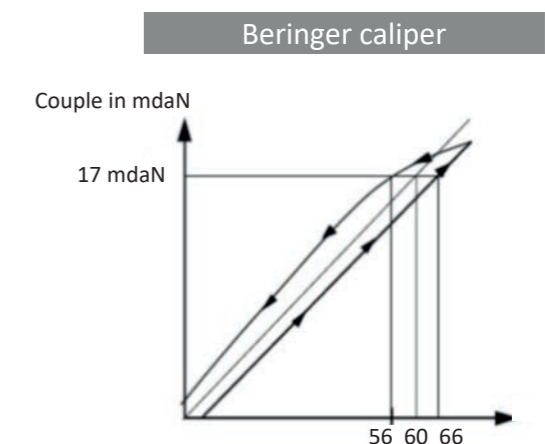
When pressing the brake pedal, the torque of 17 mdaN can be reached with a BERINGER caliper at a pressure of 66 bars instead of 80 on a standard system. But also, when releasing the pedal, to reach these same 17 mdaN, it will be necessary to reach 56 bars with BERINGER instead of 48 bars with a standard system: the control error is reduced to 17% against 53% before and the efficiency is improved by 23%.



Improved control of the vehicle with ABS

Official braking performance tests conducted by UTAC under real-world automotive certification conditions. They demonstrated the effectiveness of the slides and their impact on the operation of the ABS.

Thanks to the patented pad guide, the caliper optimizes ABS operation by unlocking the wheel faster and limiting the length of time the wheel is locked. On dry ground, better control of the vehicle is observed.




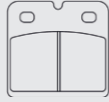






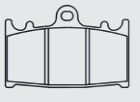
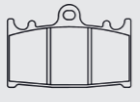
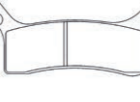
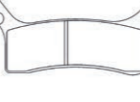
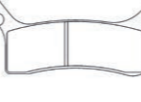
Reduction of stopping distance on wet ground

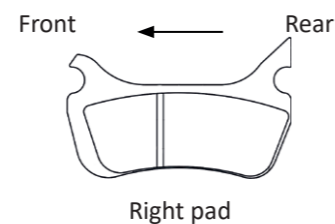
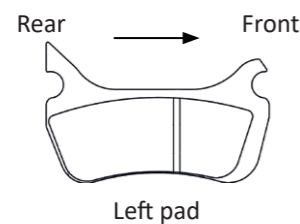
On floors with poor adhesion, ABS is particularly solicited. However, the wet grip coefficient of a vehicle when driving is 0.3 (1.1 on dry ground) and 0.1 when the wheels are blocked, i.e. three times less!

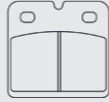
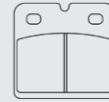
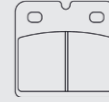

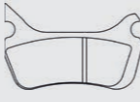


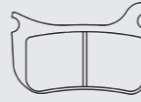
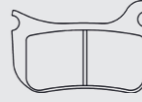
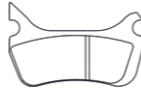
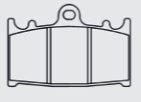

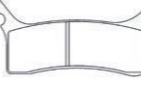
The UTAC test demonstrated that, on a high-end sports vehicle equipped with a 3.0L V6 engine and highly reputable brakes, the stopping distance on wet ground, from 80 to 0 km/h, is reduced by 8.8 meters!

TECHNICAL INFORMATIONS

Brake pads

<p>F3 (Cruising) Medium performance in all circumstances, high durability, recommended for ballad use (standard mounting for Harley-Davidson calipers).</p>	<p>S or F2, HS (Road, Sport) High performance in all circumstances, high durability for track days. Not recommended for soft usage.</p> <p>SI (Off-road) High performance in all circumstances, high durability for off-road entertainment sport use.</p>	<p>R8 (Racing) High performance in cold conditions and very high when hot, medium durability, recommended for track days and endurance.</p>
 2-PISTON <i>classic</i> 506	 2-PISTON <i>classic</i> 506	
	 2-PISTON Ø27 6-PISTON (3 PAIRS) 2547	
	 AEROTEC® 2-PISTON Ø32 1158	
 RADIAL 4-PISTON 1200	 RADIAL 4-PISTON 1200	 RADIAL 4-PISTON 1200
	 <i>MX</i> 4-PISTON 1258	
 AXIAL 4-PISTON 2654	 AXIAL 4-PISTON 2654	
 AEROTEC® 6-PISTON 1100	 AEROTEC® 6-PISTON 1100	 AEROTEC® 6-PISTON 1100



<p>R2T (Racing) High performance in all conditions and very good initial bite. Improved life span compared to R2.</p> <p>RSI (Racing off-road) Medium performance in cold conditions and very high when hot, low durability, recommended for short races use.</p>	<p>R3 or DC (Racing radial 4-piston only) Low performance in cold conditions and very powerful when hot, low durability, for intensive racing / hard use or when the R2/RS pads are not enough.</p>	<p>R7 or DS (Racing Endurance only for radial Endurance caliper) High performance in cold conditions and very high when hot, high durability (up to 24H on some circuits in thick version).</p>
 2-PISTON <i>classic</i> 506	 2-PISTON <i>classic</i> 506	 2-PISTON <i>classic</i> 506
 2-PISTON Ø27 6-PISTON (3 PAIRS) 2547		
 AEROTEC® 2-PISTON Ø32 1158		
		 4-PISTON 1143
 RADIAL 4-PISTON 1200	 RADIAL 4-PISTON 1200	 RADIAL 4-PISTON 1200
 <i>MX</i> 4-PISTON 1258		
 AXIAL 4-PISTON 2654		 AXIAL 4-PISTON 2654
 AEROTEC® 6-PISTON 1100		

2-PISTON CALIPER

2D1 range

The 2D1 Ø27mm caliper can be mounted as a front brake on scooters or mini bikes or as a rear brake on sports bikes.

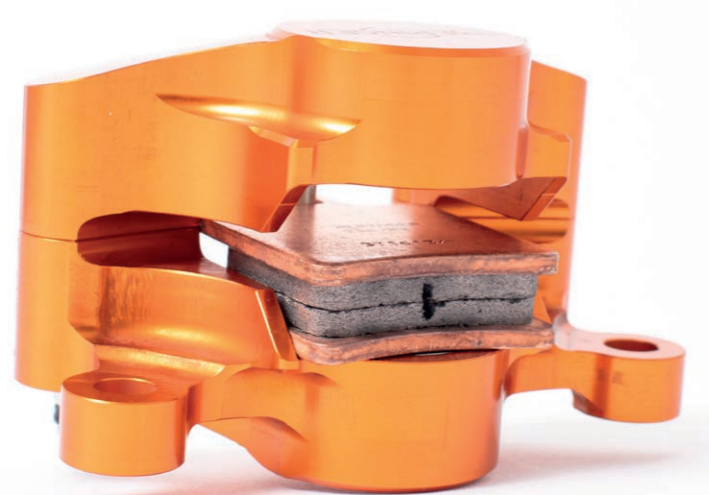
With a center distance of 84mm, it can be mounted instead of the original one on most Italian models.

The caliper is sold with standard brake pads.

Can be engraved for top or bottom mounting




Weight (around): 460g with brake pads.



REPAIR KITS

Description	Including	P/Ns
Repair kit for 2-piston caliper	All elements except the caliper body.	KITREP2PCALIP
Kit two endurance pistons	Two Ø27 titane pistons with magnet	KIT2P27ENDURANCE

CHOOSE YOUR BRAKE PADS

<p>S or F2, HS (Road sport)</p> <p>Good performance in cold and hot conditions, good durability for sport road/amateur track use. Risk of noise if used too soft ... (standard fitting for our calipers)</p>	 2-piston 2547
<p>R2 or RS (Racing)</p> <p>Medium cold performance and excellent hot performance, short life, for short race competition use.</p>	

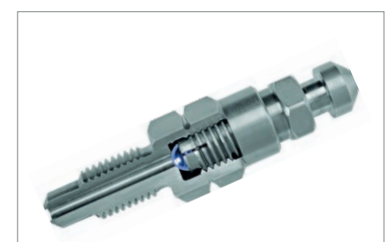
OPTIONS AND SPARE PARTS



Stainless steel or black hose



Double banjo screw or double banjo screw with purge



Stahlbus bleeder valve

Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €* *	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €* *	PURPLE (P)	CHROME (CH) 55 €* *
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*Additional charge per piece (raw or anodized)

2-PISTON CALIPER

AEROTEC® range

These 2-piston calipers made with Aerotec® technology fit quads for front and rear braking. With a diameter of 32mm, they are also found as rear brakes on motorcycles. They are compatible with Beringer Ø230mm floating discs.

Can be engraved for top or bottom mounting



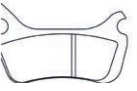
Weight (around): about 600g with brake pads.



REPAIR KITS

Description	Including	P/Ns
Repair kit for AEROTEC 2-piston caliper	All elements except the caliper body.	KITREP2PAERCALIP
Kit two endurance pistons	Two Ø32 titane pistons with magnet	KIT2P32ENDURANCE

CHOOSE YOUR BRAKE PADS

<p>S or F2, HS (Road sport)</p> <p>Good performance in cold and hot conditions, good durability for sport road/amateur track use. Risk of noise if used too soft ... (standard fitting for our calipers)</p>	 <p>2-piston 1158</p>
<p>R2 or RS (Racing)</p> <p>Medium cold performance and excellent hot performance, short life, for short race competition use.</p>	

OPTIONS AND SPARE PARTS



Stainless steel or black hose



Double banjo screw or double banjo screw with purge



Bracket



Stahlbus bleeder valve

Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €*	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €*	PURPLE (P)	CHROME (CH) 55 €*

*Additional charge per piece (raw or anodized)

2-PISTON CALIPER

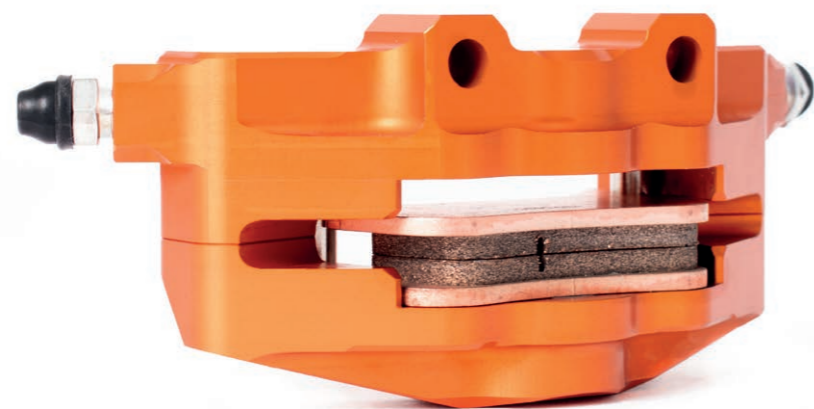


MX range

We have developed a range of 2-piston rear calipers with a diameter of 27mm especially for cross and enduro motorcycles of all sizes: TM, Kawazaki, Yamaha, Honda, KTM-Husqvarna and Suzuki.




Weight (around): about 600g with brake pads.



REPAIR KITS

Description	Including	P/Ns
Repair kit for AEROTEC 2-piston caliper	All elements except the caliper body.	KITREP2PAERCALIP
Kit two endurance pistons	Two Ø32 titane pistons with magnet	KIT2P32ENDURANCE

CHOOSE YOUR BRAKE PADS

<p>SI (Off road) Good performance in cold and hot conditions, good durability for all-terrain use in amateur sports.</p>	 2-piston 1258
<p>RSI (Off road) Medium cold performance and excellent hot performance, short life, for short race competition use.</p>	

OPTIONS AND SPARE PARTS



Stainless steel or black hose



Double banjo screw or double banjo screw with purge



Stahlbus bleeder valve

Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €* *	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €* *	PURPLE (P)	CHROME (CH) 55 €* *
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*Additional charge per piece (raw or anodized)

2-PISTON CALIPER



Classic range

With a look specially designed for all classic motorcycles, this range, developed in competition, will delight many riders.

Developed on the dimensional bases of the racing calipers for English (symmetrical 89mm center distance) or Italian 80's motorcycles (108mm center distance), the assembly is done in place of the original. With two pistons of Ø38mm or 32mm rectified, and modern pad mixes, you improve performance while keeping the original spirit.



Available in 12 colors




*Additional charge per piece (raw or anodized)

REPAIR KITS

Description	Including	P/Ns
Repair kit for Ø32 Classic 2-piston caliper	All elements except the caliper body.	KITREP2P32CLAS
Repair kit for Ø38 Classic 2-piston caliper		KITREP2P38CLAS

CHOOSE YOUR BRAKE PADS

<p>F3 (Cruising) Correct performance in all circumstances, good lifetime, recommended for riding use (standard mount for Harley Davidson calipers).</p>	 2-piston classic 506
<p>S ou F2, HS (Road sport) Good performance in cold and hot conditions, good durability for sport road/amateur track use. Risk of noise if used too soft ... (standard fitting for our calipers)</p>	
<p>R2 ou RS (Racing) Medium cold performance and excellent hot performance, short life, for short race competition use.</p>	
<p>R3 ou DC (Only racing radial 4 pistons) Modest performance when cold and very powerful when hot, short lifetime for intensive and/or aggressive competition use or when R2 /RS is no longer sufficient.</p>	
<p>R7 ou DS1 (Racing Endurance only for radial ENDURANCE caliper) Good performance when cold and very good when hot, long life (up to 24 hours on some circuits in thick version).</p>	

OPTIONS AND SPARE PARTS



Stainless steel or black hose



Double banjo screw or double banjo screw with purge



Stahlbus bleeder valve

AUTOMOTIVE

2-piston caliper



Several references of 2-piston axial calipers are adapted to automotive use such as: single-seater, autocross...

- 2AP11
- 2AP12
- 2AP03

The use of a high-performance aerospace alloy offers twice the elastic strength of an original caliper and better resistance to high temperatures. The precision of the machining in the mass allows a weight saving between 30 and 40% compared to the original caliper. These calipers are equipped with two ground Ø38mm pistons.

Weight (around): 960g with brake pads



Available in 12 colors



*Frais supplémentaire par pièce (brut ou anodisé)

CHOOSE YOUR BRAKE PADS FOR 2AP03 CALIPER

RC6

RC6 brake pads have an average coefficient of friction of 0.50. The materials used offer a very good bite and endurance. They are recommended for rally, track or very sporty driving.

RC8

RC8 brake pads have an average coefficient of friction of 0.60. This pad reference meets the most demanding racing conditions, they can be found in particular on high level competition cars: WRC, Nascar, GT etc... but it is also suitable for group A.

CHOOSE YOUR BRAKE PADS FOR 2AP11 ET 2AP12 CALIPER

F3 (Cruising)

Correct performance in all circumstances, good lifetime, recommended for riding use (standard mount for Harley Davidson calipers).

S ou F2, HS (Road sport)

Good performance in cold and hot conditions, good durability for sport road/amateur track use. Risk of noise if used too soft ... (standard fitting for our calipers)

R2 ou RS (Racing)

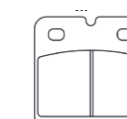
Medium cold performance and excellent hot performance, short life, for short race competition use.

R3 ou DC (Only racing radial 4 pistons)

Modest performance when cold and very powerful when hot, short lifetime for intensive and/or aggressive competition use or when R2 /RS is no longer sufficient.

R7 ou DS1 (Racing Endurance only for radial ENDURANCE caliper)

Good performance when cold and very good when hot, long life (up to 24 hours on some circuits in thick version).



2 pistons

506

OPTIONS AND SPARE PARTS



Stahlbus bleeder valve

4-PISTON CALIPER

Axial



The 4-piston Ø27mm axially fixed caliper are made of aeronautical aluminium. These calipers fit most motorcycles and all makes. They are designed to be mounted directly on the fork, instead of the original caliper.



Weight (around): 870g with brake pads.

Available in 12 colors




*Additional charge per piece (raw or anodized)

REPAIR KITS

Description	Including	P/Ns
Repair kit for 4-piston caliper	All elements except the caliper body.	KITREP4PCALIP
Repair kit for Ø27mm endurance 4-piston caliper	Titanium pistons with magnet	KITREP4P27ENDURANCE

CHOOSE YOUR BRAKE PADS

<p>F3 Correct performance in all circumstances, good lifespan, recommended for riding use (standard mount for Harley Davidson calipers).</p>	 4-piston axial 2654
<p>S ou F2, HS (Sport road) Good performance in cold and hot conditions, good durability for sport road/amateur track use. Risk of noise if used too soft ... (standard fitting for our calipers)</p>	
<p>R2 ou RS (Racing) Medium cold performance and excellent hot performance, short life, for short race competition use.</p>	
<p>R7 ou DS1 (Racing Endurance only for ENDURANCE radial caliper) Good cold performance and very good hot performance, long service life.</p>	

OPTIONS AND SPARE PARTS



Stainless steel or black hose



Harley Davidson screws



Double banjo screw or double banjo screw with purge



Stahlbus bleeder valve

4-PISTON CALIPER

MX & Enduro



Our range of 4-piston axial MX calipers is suitable for all off-road motorcycles. We equip MX and enduro models of the following brands: Honda, Kawasaki, KTM/Husqvarna, Suzuki, TM Racing and Yamaha.

The calipers are made of an alloy used in aeronautics. They are then anodized to the color of your choice and assembled by hand for exceptional quality.

Thanks to AEROTEC® technology, this 4-piston caliper has the advantage of quick response and a «feel» for braking.



Available in 12 colors

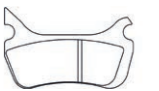


*Additional charge per piece (raw or anodized)

REPAIR KITS

Description	Including	P/Ns
Repair kit for 4-piston caliper	All elements except the caliper body.	KITREP4PRAD
Repair kit for Ø27mm endurance 4-piston caliper	Titanium pistons with magnet	KITREP4P27ENDURANCE

CHOOSE YOUR BRAKE PADS

<p>SI (Off road)</p> <p>Good performance in cold and hot conditions, good durability for off road use in amateur sports.</p>	 4-piston MX 1258
<p>RSI (Racing off road)</p> <p>Medium cold performance and excellent hot performance, short life, for short race competition use.</p>	

OPTIONS AND SPARE PARTS



4-PISTON CALIPER

Radial



The 4-piston calipers Ø32mm with radial fixation are made of aeronautical aluminium. They are designed to be mounted on road and track motorcycles without any adaptations in place of the original 4-piston radial mounting caliper.

They can also be mounted on supermotards with a radial/axial bracket. They can be found on models of the following brands: Honda, Kawasaki, KTM/Husqvarna, Suzuki, TM Racing and Yamaha.

These calipers are available in 100 or 108mm center distance.



Weight (around): 990g with brake pads.



Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €* *	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €* *	PURPLE (P)	CHROME (CH) 55 €* *

*Additional charge per piece (raw or anodized)

REPAIR KITS

Description	Including	P/Ns
Repair kit for radial 4-piston caliper	All elements except the caliper body.	KITREP4PRAD
Repair kit for Ø32mm endurance 4-piston caliper	Titanium pistons with magnet	KITREP4P32ENDURANCE

CHOOSE YOUR BRAKE PADS

<p>F3</p> <p>Correct performance in all circumstances, good lifespan, recommended for riding use (standard mount for Harley Davidson calipers).</p>	<p>Radial 4-piston 1200</p>
<p>S ou F2, HS (Route sport)</p> <p>Good performance in cold and hot conditions, good durability for sport road/amateur track use. Risk of noise if used too soft ... (standard fitting for our calipers).</p>	
<p>R8 (Racing)</p> <p>Good performance when cold and very good when hot, medium life for amateur track use or long-distance racing.</p>	
<p>R2 ou RS (Racing)</p> <p>Medium cold performance and excellent hot performance, short life, for short race competition use.</p>	
<p>R3 ou DC (Racing radial 4 pistons uniqueness)</p> <p>Modest performance when cold and very powerful when hot, short lifetime for intensive and/or aggressive competition use or when R2 /RS is no longer sufficient.</p>	
<p>R7 ou DS1 (Racing Endurance only for ENDURANCE radial caliper)</p> <p>Good cold performance and very good hot performance, long service life.</p>	

OPTIONS AND SPARE PARTS



Stahlbus bleeder valve



Stainless steel or black hose



Double banjo screw or double banjo screw with purge



Screws



Bracket

4-PISTON CALIPER

Radial Endurance



The 4-piston Endurance calipers are exclusively dedicated to endurance pilots. They are made of Ø32mm titanium pistons with magnets and a disc guide in the caliper for a quick reassembly of the front wheel.

Their design allows them to withstand all the stresses generated by an endurance race.

The brake pads used are thicker than ordinary brake pads and can hold up to 24 hours of racing depending on the circuit.

The calipers are made of aeronautical aluminium. They are designed to be mounted directly on the fork, without an adapter plate. They are equipped with lower pad stops that allow an automatic and safe repositioning of the pads when they are released.

They are available in 108mm center distance only.



Available in 12 colors



*Additional charge per piece (raw or anodized)

REPAIR KITS

Description	Including	P/Ns
Repair kit for Endurance 4-piston caliper	All elements except the caliper body.	KITREP4PRADEND1
Repair kit for Ø32mm endurance 4-piston caliper	Titanium pistons with magnet	KITREP4P32ENDURANCE

CHOOSE YOUR BRAKE PADS

R7 ou DS1

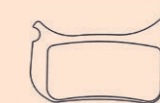
Good performance when cold and very good when hot, long life (up to 24 hours on some circuits in thick version).

Suitable for long runs.

R7N (Narrow)

Good performance in cold and very good in hot conditions, long service life.

Suitable for short qualifying type races.



4 pistons

1143

OPTIONS AND SPARE PARTS



Stainless steel or black hose



Double banjo screw



Screw



Stahlbus bleeder valve

AUTOMOTIVE

4-piston caliper



The use of a high-performance aerospace alloy offers twice the elastic strength of an original caliper and better resistance to high temperatures. The precision of the machining in the mass allows a weight saving between 30 and 40% compared to the original caliper.

Tests conducted by UTAC show improved vehicle control with ABS and reduced braking distances on wet and dry roads. Braking control offers a considerable advantage on the track and a feeling of safety on a daily basis.



Formule 1 Classic



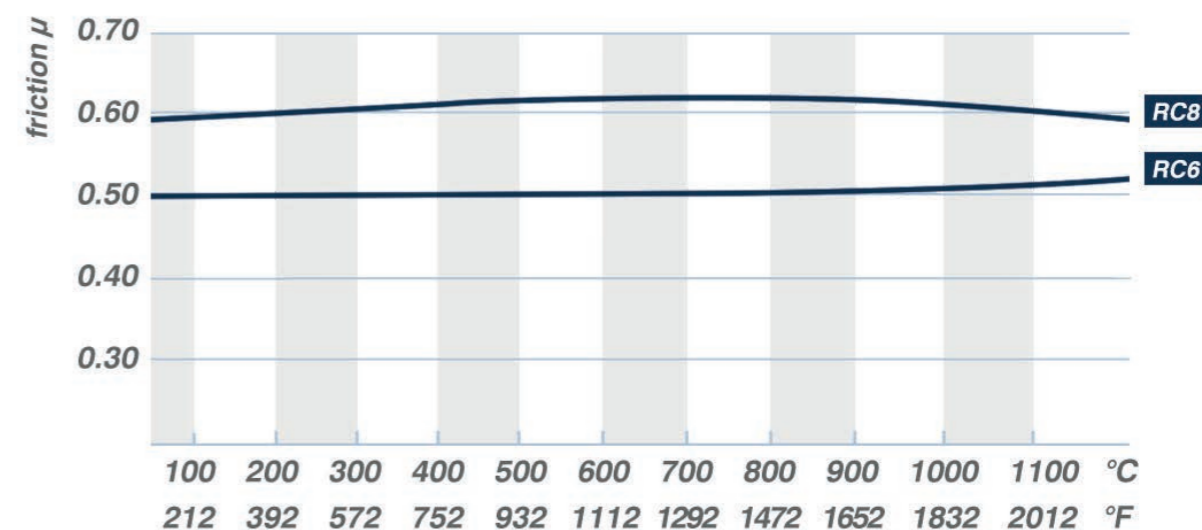
CHOOSE YOUR BRAKE PADS

RC6

RC6 brake pads have an average coefficient of friction of 0.50. The materials used offer a very good bite and endurance. They are recommended for rally, circuit or very sporty driving.

RC8

RC6 brake pads have an average coefficient of friction of 0.60. This pad reference meets the most demanding racing conditions, they can be found in particular on high level competition cars: WRC, Nascar, GT etc... but it is also suitable for group A.



OPTIONS AND SPARE PARTS



Stahlbus bleeder valve

Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €*	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €*	PURPLE (P)	CHROME (CH) 55 €*
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*Additional charge per piece (raw or anodized)

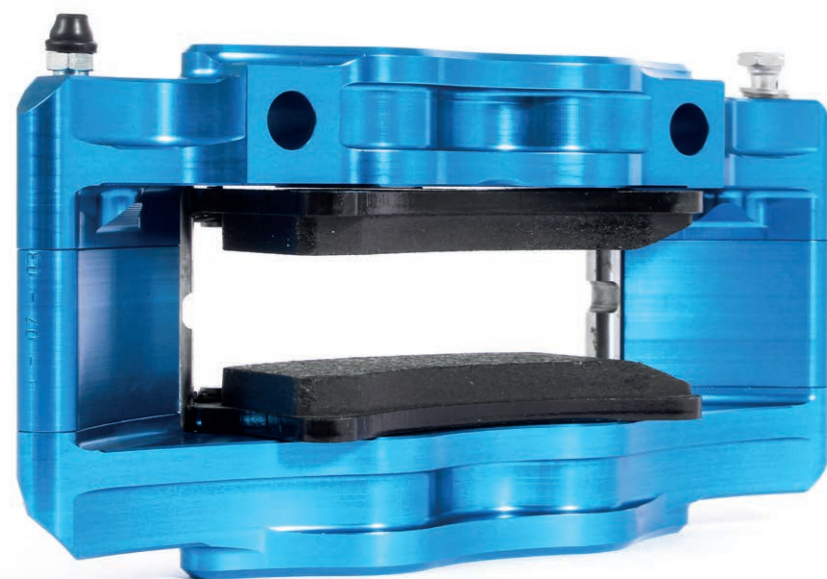
AUTOMOTIVE

AEROTEC® 4-piston caliper



We developed AEROTEC® technology for car caliper. The use of a high-performance aerospace alloy offers twice the elastic strength of an original caliper and better resistance to high temperatures. The precision of the machining in the mass allows a weight saving between 30 and 40% compared to the original caliper.

Tests conducted by UTAC show improved vehicle control with ABS and reduced braking distances on wet and dry roads. Braking control offers a considerable advantage on the track and a feeling of safety on a daily basis.



Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €*	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €*	PURPLE (P)	CHROME (CH) 55 €*
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*Additional charge per piece (raw or anodized)

CHOOSE YOUR BRAKE PADS

DS Performance

DS Performance brake pads are ideal for sports driving enthusiasts and for everyday use thanks to its R90 road standard approval.

DS 2500

The DS2500 range of brake pads is perfect for the practice of motorsport. Indeed, with a high coefficient of friction (0.42) and a performance capacity between 20° and 500°C, the DS2500 is the most versatile insert: rally, F1 or road.

DS 3000

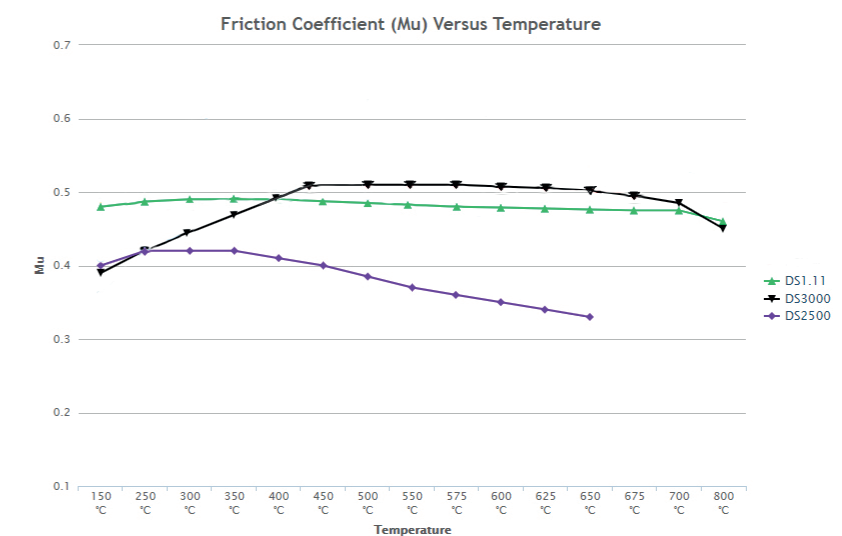
The DS3000 references are brake pads dedicated to competition with many applications such as rally, touring, GT, single-seater, or hill climbs.

The friction coefficient of 0.48 is effective between 200 and 650° C.

DS1.11

The DS1.11 grade is the best of the Racing range. Manufactured with very resistant materials, the insert has an excellent life span. Moreover, its performance remains exactly the same throughout the life of the brake pads. It can be used for passenger cars, GTs or single-seaters.

Its average coefficient of friction is 0.46 over a working temperature range of 200° to 700°C.



OPTIONS AND SPARE PARTS



Stahlbus bleeder valve

6-PISTON CALIPER

Axial

The 6-piston Ø27mm calipers with axial fixation are made of aeronautical aluminium. The two machined parts are then anodized and assembled manually. A meticulous work which allows to obtain exceptional parts.



These calipers can be mounted directly on your motorcycle with your original disc (depending on the motorcycle model) or with our Aeronal® disc in 300, 310 or 320 mm.



6-piston 6 pad caliper

Weight (around): 1040g with brake pads.

REPAIR KITS FOR OLD AND CURRENT REFERENCES

	Description	Including	P/Ns
	Repair kit for 6-piston caliper	All elements except the caliper body.	KITREP6PCALIP
Old reference	Repair kit for 6 pads 6-piston caliper	All elements except the caliper body.	KITREP6P6P
	6-piston 6-pad caliper pads kit	6 plaquettes	2547S6 
	6-piston 6-pad caliper racing pads kit	6 plaquettes	2547R26 

CHOOSE YOUR BRAKE PADS

F3 (Cruising)

Correct performance in all circumstances, good lifespan, recommended for riding use (standard mount for Harley Davidson calipers).

S ou F2, HS (Route sport)

Good performance in cold and hot conditions, good durability for sport road/amateur track use. Risk of noise if used too soft ... (standard fitting for our calipers).

SI (Sport all road)

Good performance in cold and hot conditions, good durability for all-terrain use in amateur sports.

R8 (Racing)

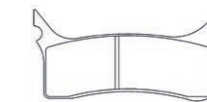
Good performance when cold and very good when hot, medium life for amateur track use or long-distance racing.

R2 ou RS (Racing)

Medium cold performance and excellent hot performance, short life, for short race competition use.

RSI (Racing off road)

Medium cold performance and excellent hot performance, short life, for short race competition use.



Aerotec
6-piston
1100

OPTIONS AND SPARE PARTS



Double banjo screw or double banjo screw with purge



Stainless steel or black hose



Screws



Titanium pistons



Stahlbus bleeder valve

Available in 12 colors



*Additional charge per piece (raw or anodized)

6-PISTON CALIPER

Radial



The 6-piston Ø27mm radially fixed calipers are made of aeronautical aluminium. The 6-piston offer an incomparable feeling and braking precision. They are designed to fit directly on the fork at the original range.

Available in 130mm center distance.



AEROTEC®

BERINGER®

Weight (around): 1070g with brake pads.

Available in 12 colors



*Additional charge per piece (raw or anodized)

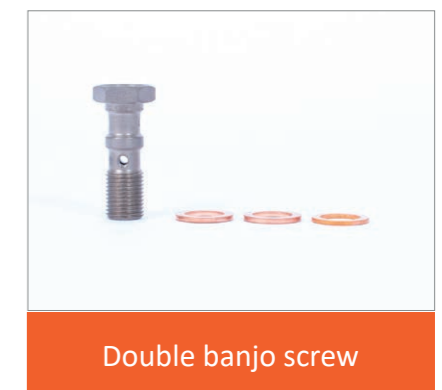
REPAIR KITS

Description	Including	P/Ns
Repair kit for 6-piston caliper	All elements except the caliper body.	KITREP6PCALIP

CHOOSE YOUR BRAKE PADS

<p>F3 (Cruising) Correct performance in all circumstances, good lifespan, recommended for riding use (standard mount for Harley Davidson calipers).</p>	 <p>6 pistons Aerotec 1100</p>
<p>S ou F2, HS (Route sport) Good performance in cold and hot conditions, good durability for sport road/amateur track use. Risk of noise if used too soft ... (standard fitting for our calipers).</p>	
<p>R8 (Racing) Good performance when cold and very good when hot, medium life for amateur track use or long-distance racing.</p>	
<p>R2 ou RS (Racing) Medium cold performance and excellent hot performance, short life, for short race competition use.</p>	

OPTIONS AND SPARE PARTS



AUTOMOTIVE

6-pistons caliper



Automotive calipers are developed thanks to the experience gained in competition. The major advantage of these calipers is their very short reaction time (reduction of hysteresis), without causing wear and tear on the brake pads.

The use of a high-performance aeronautical alloy offers twice the elastic strength of an original caliper and better resistance to high temperatures. In addition, the precision of machining allows a weight saving between 30 and 40% compared to the original caliper.

Tests conducted by UTAC show improved vehicle control with ABS and reduced braking distances on wet and dry roads.

Ford GT



Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €*	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €*	PURPLE (P)	CHROME (CH) 55 €*
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*Additional charge per piece (raw or anodized)

CHOOSE YOUR BRAKE PADS

DS Performance

DS Performance brake pads are ideal for sports driving enthusiasts and for daily use thanks to its road homologation R90 standards.

DS 2500

The DS2500 range of brake pads is perfect for the practice of motorsport. Indeed, with a high coefficient of friction (0.42) and a performance capacity between 20° and 500°C, the DS2500 is the most versatile insert: rally, F1 or road.

DS 3000

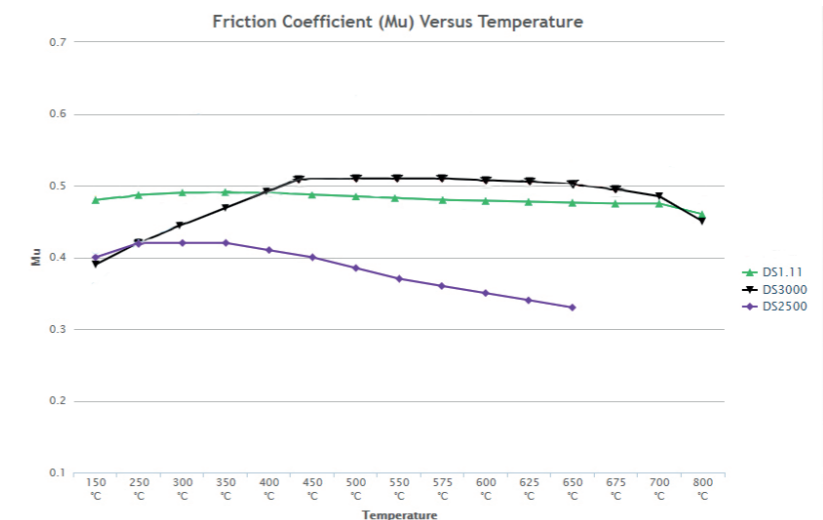
The DS3000 references are brake pads dedicated to competition with many applications such as rally, touring, GT, single-seater, or hill climbs.

The friction coefficient of 0.48 is effective between 200 and 650° C.

DS1.11

The DS1.11 grade is the best of the Racing range. Manufactured with very resistant materials, the brake pads has an excellent life span. Moreover, its performance remains exactly the same throughout the life of the pads. It can be used for passenger cars, GTs or single-seaters.

Its average coefficient of friction is 0.46 over a working temperature range of 200° to 700°C.



OPTIONS AND SPARE PARTS



Stahlbus bleeder valve



BRAKE KIT

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BRAKE KIT

Kit Stage 1



4-piston caliper with axial fixation, equipped with brake pads for road use.



Classic or Aeronal® disc with stainless steel rotor (valid only for flat disc)

BRAKE KIT

Kit Race



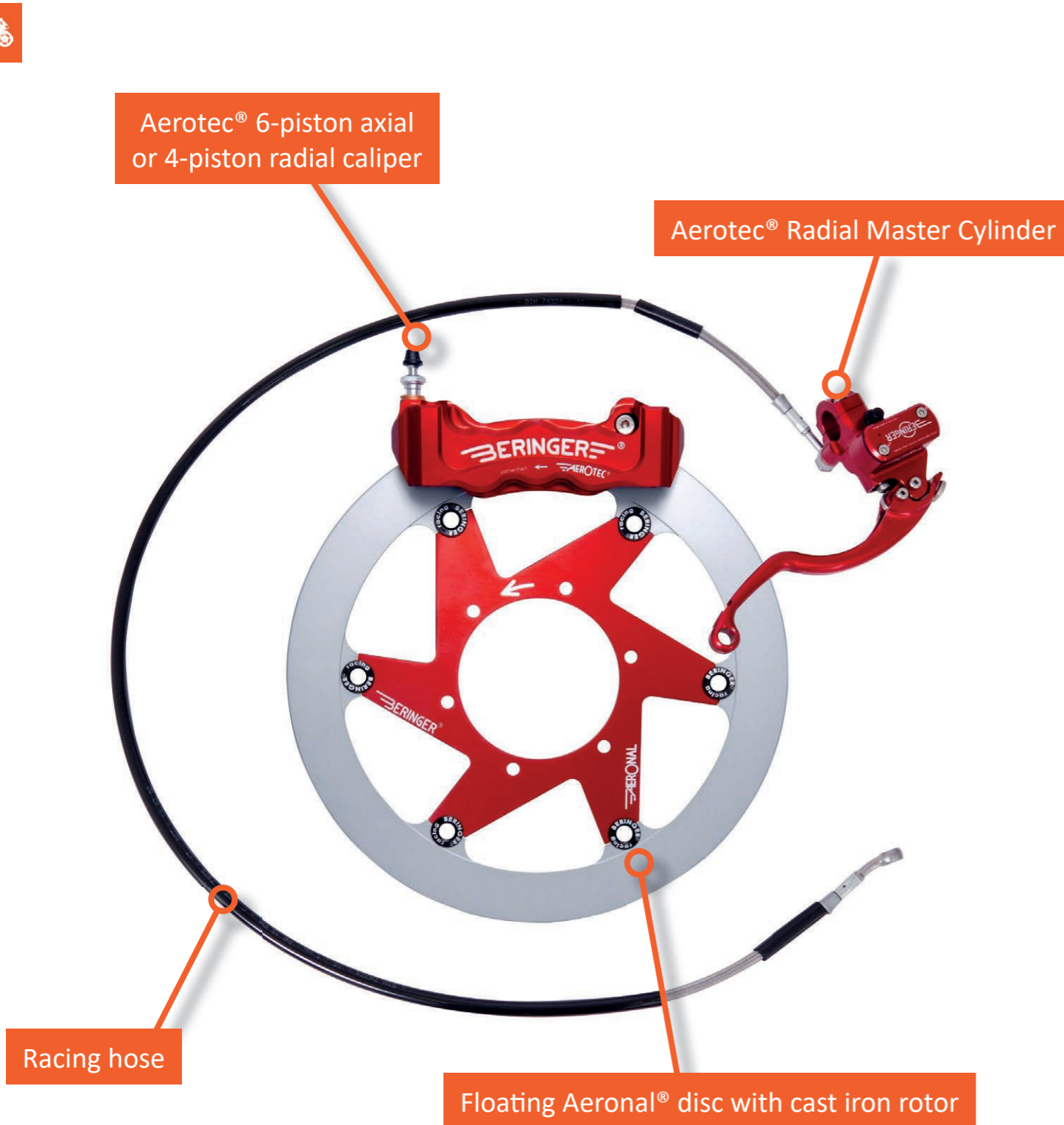
4-piston caliper with semi-racing sintered metal pads.



Floating Aeronal® disc with cast iron rotor

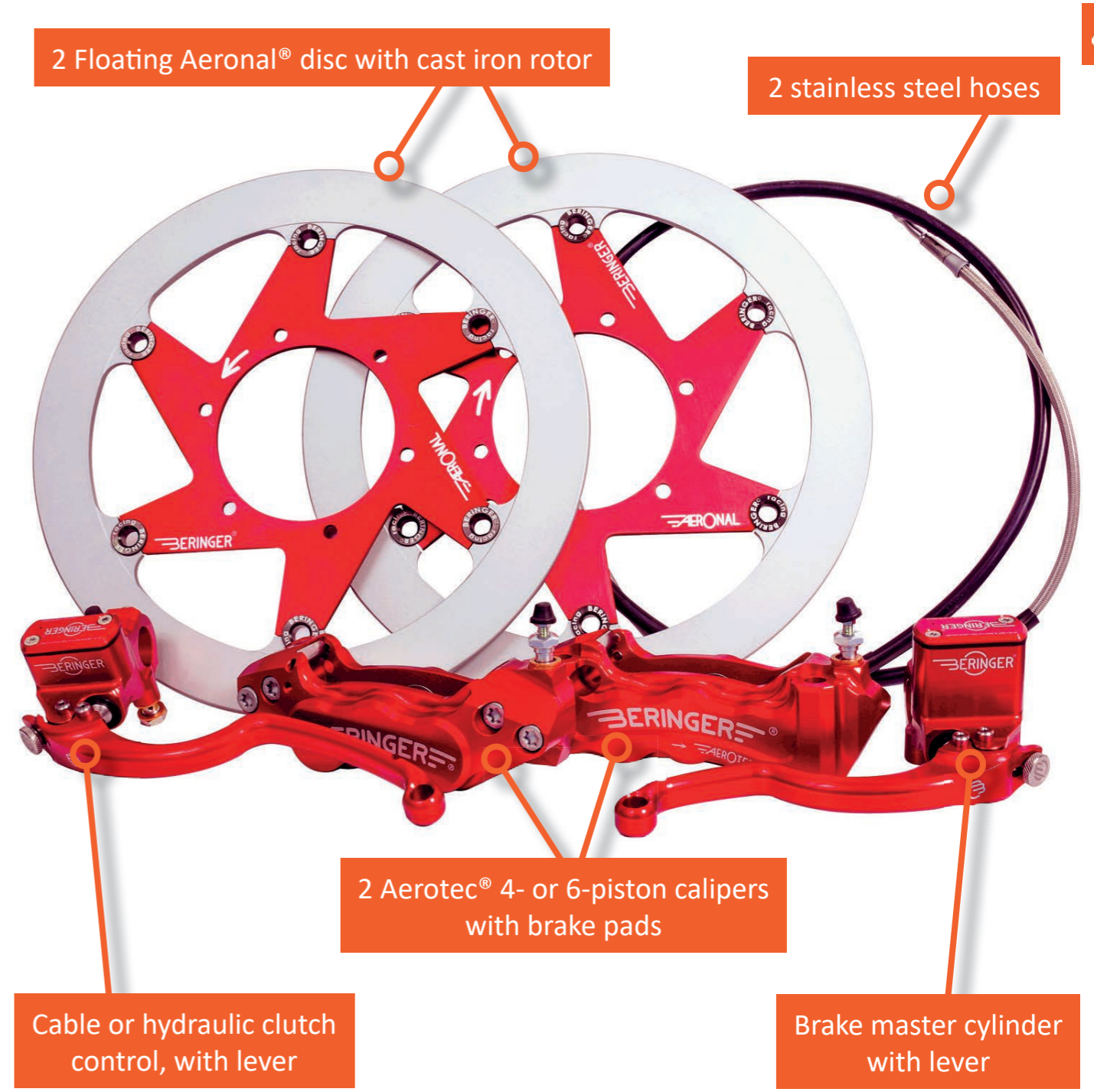
BRAKE KIT

Kit Top Race



BRAKE KIT

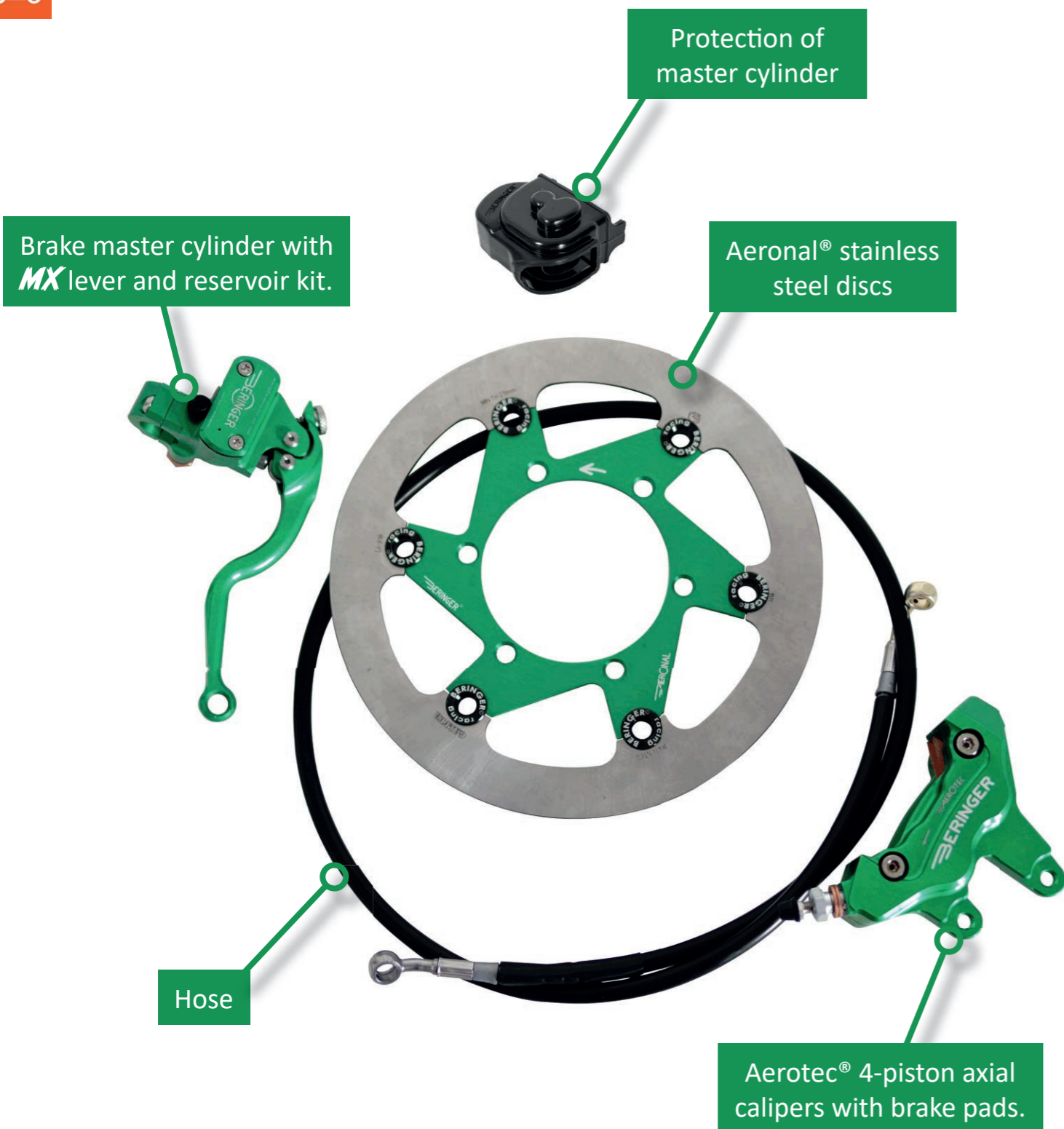
Kit Hypersport



	DISC	FLAT	OFF SET
CLUTCH			
CABLE		KITHYPERSPORTS1	KITHYPERSPORTS3
HYDRAULIC		KITHYPERSPORTS2	KITHYPERSPORTS4

BRAKE KIT

Mx / Enduro kit

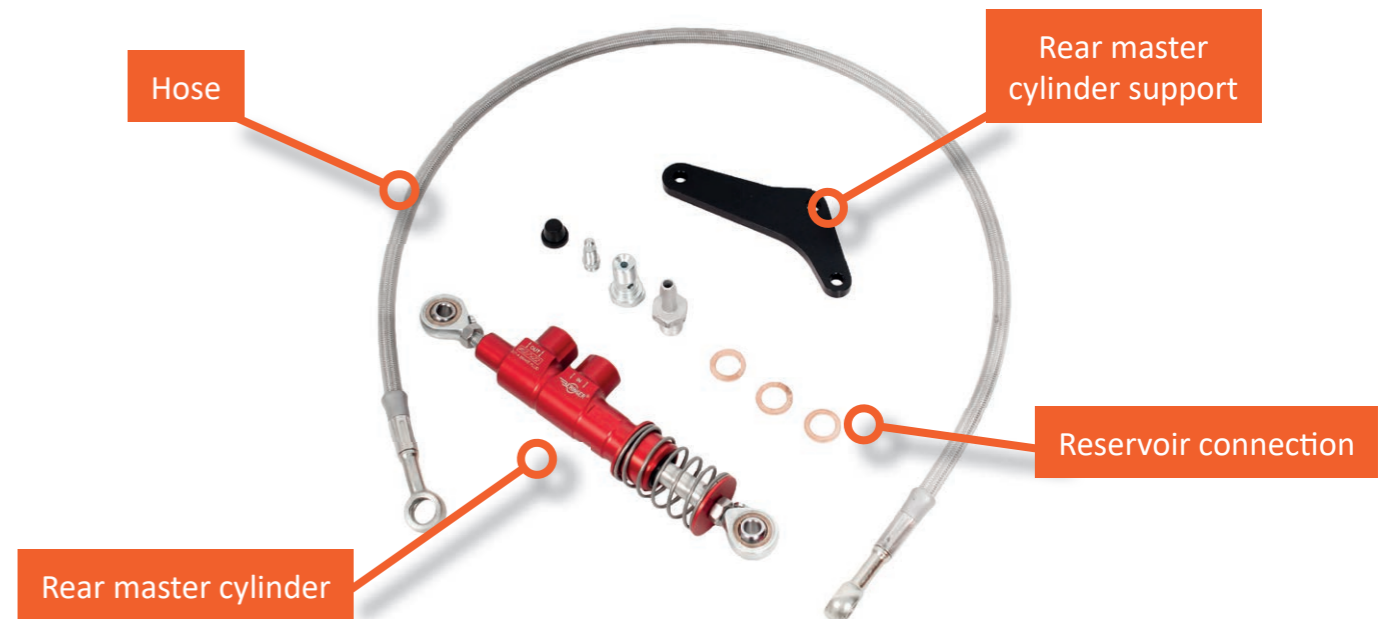


REAR BRAKE KIT

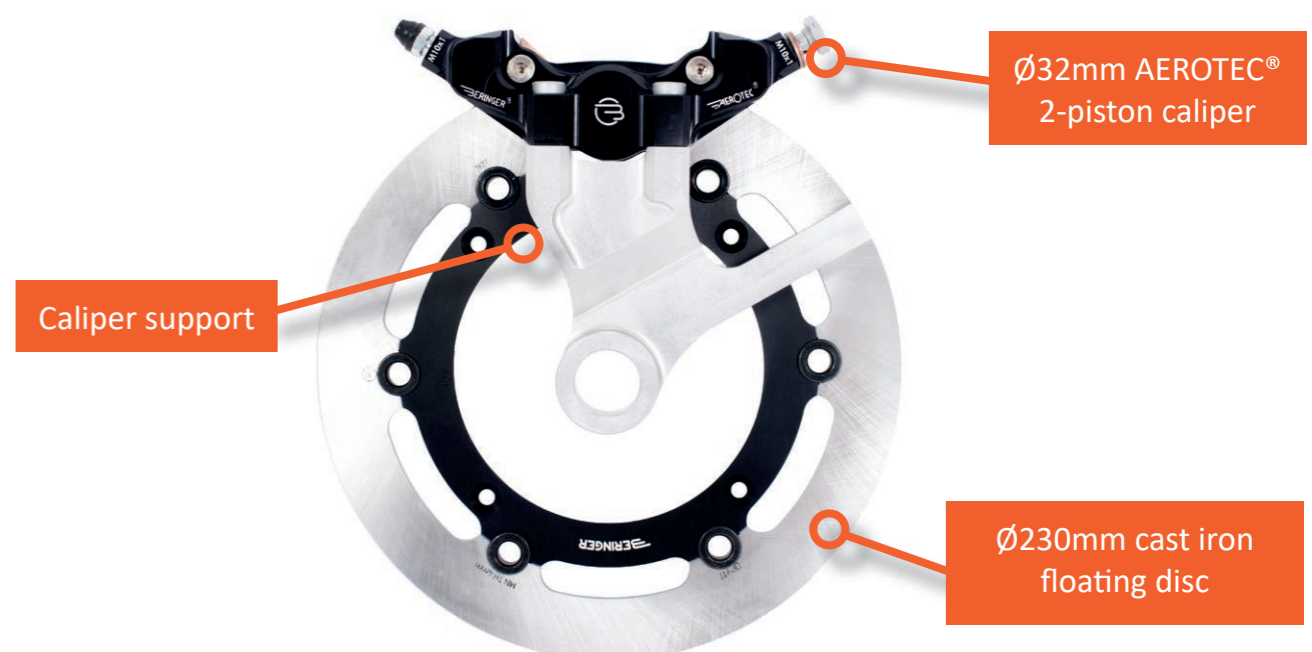
Enduro / Supermoto kit



REAR STAGE 1 KIT



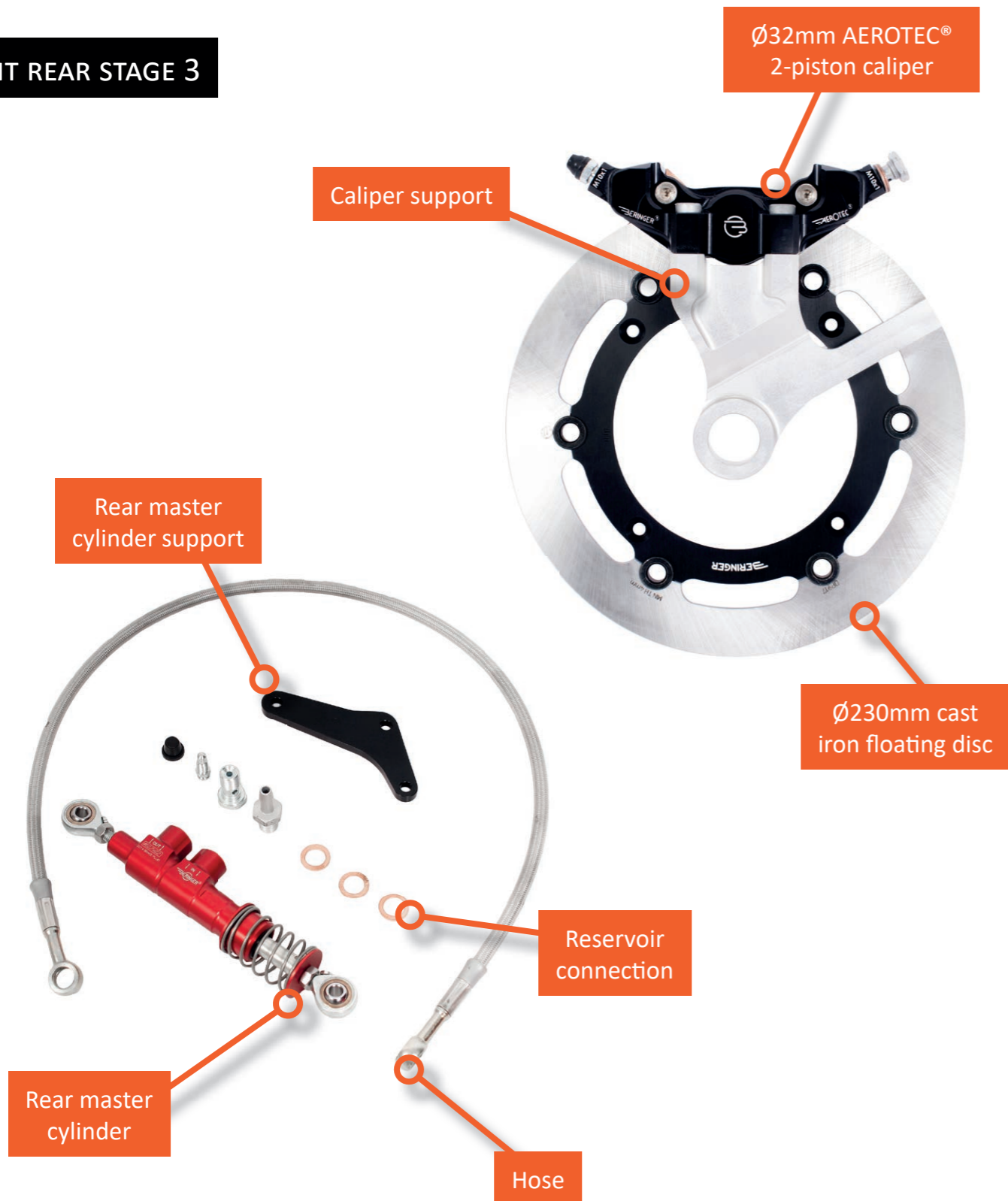
REAR STAGE 2 KIT



REAR BRAKE KIT

Enduro / Supermoto kit

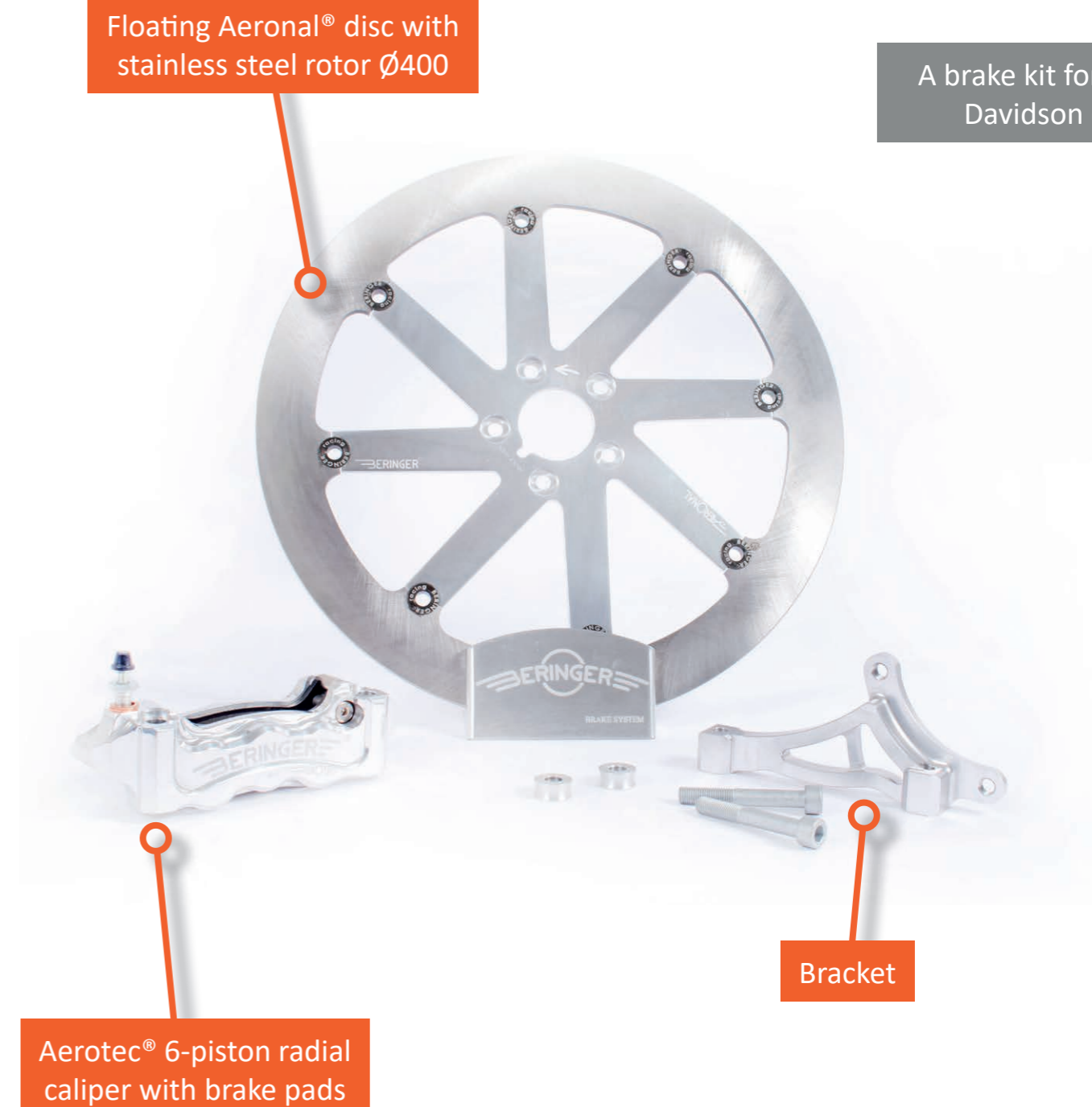
KIT REAR STAGE 3



BRAKE KIT

Bagger kit

A brake kit for Harley Davidson only



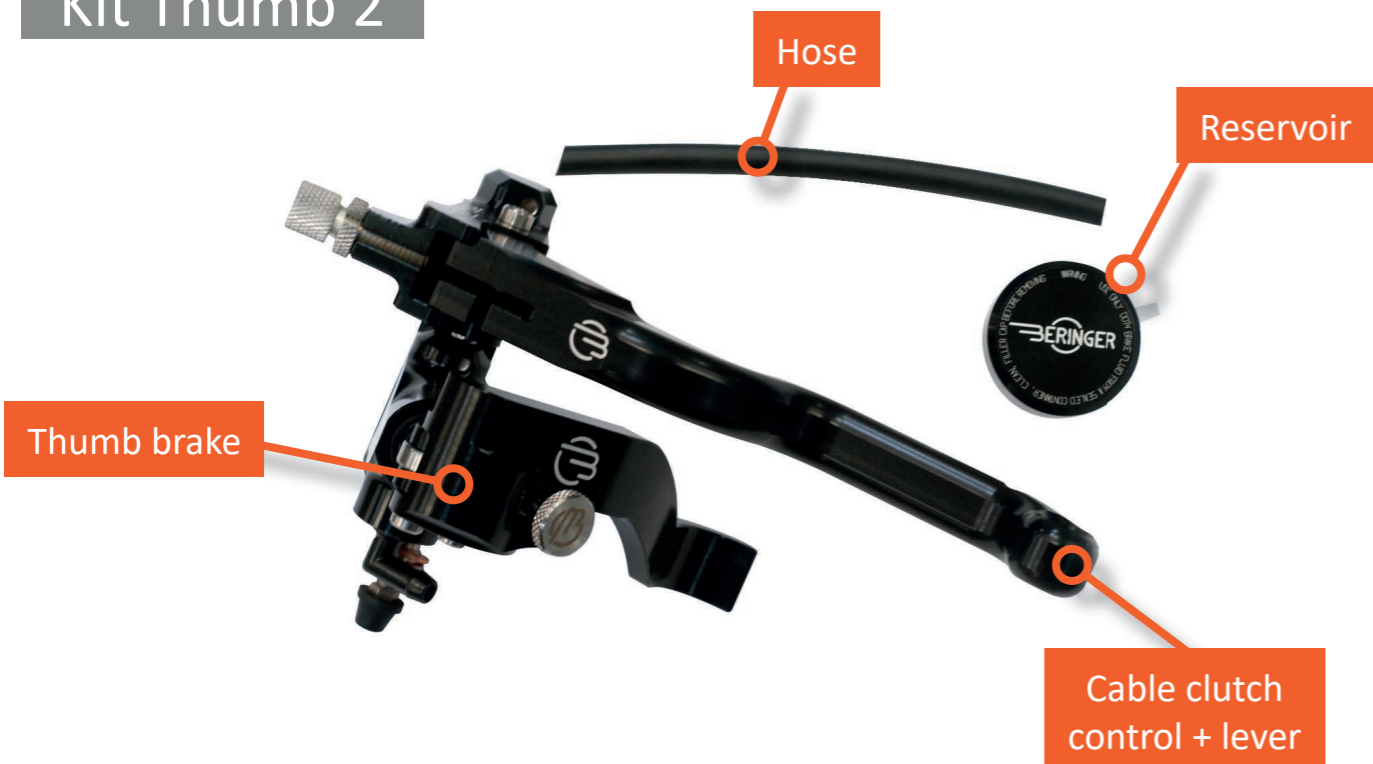
BRAKE KIT

Thumb brake kit

Kit Thumb 1



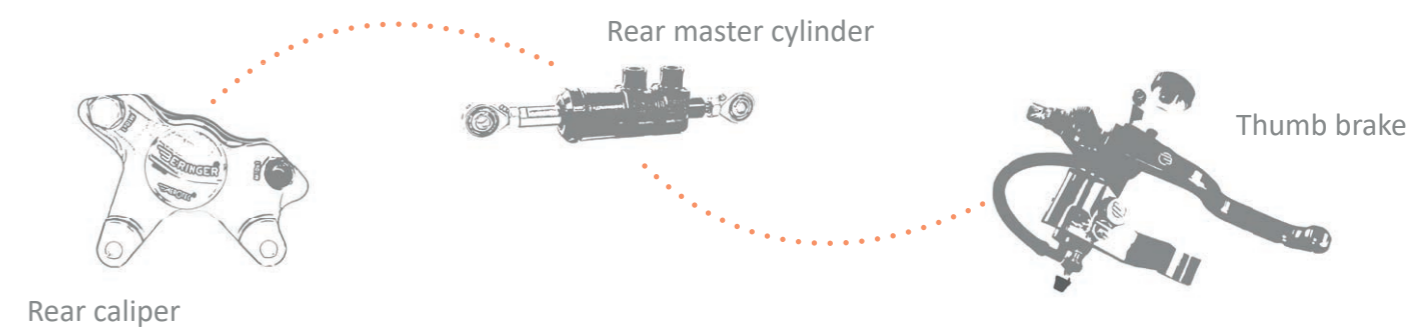
Kit Thumb 2



BRAKE KIT

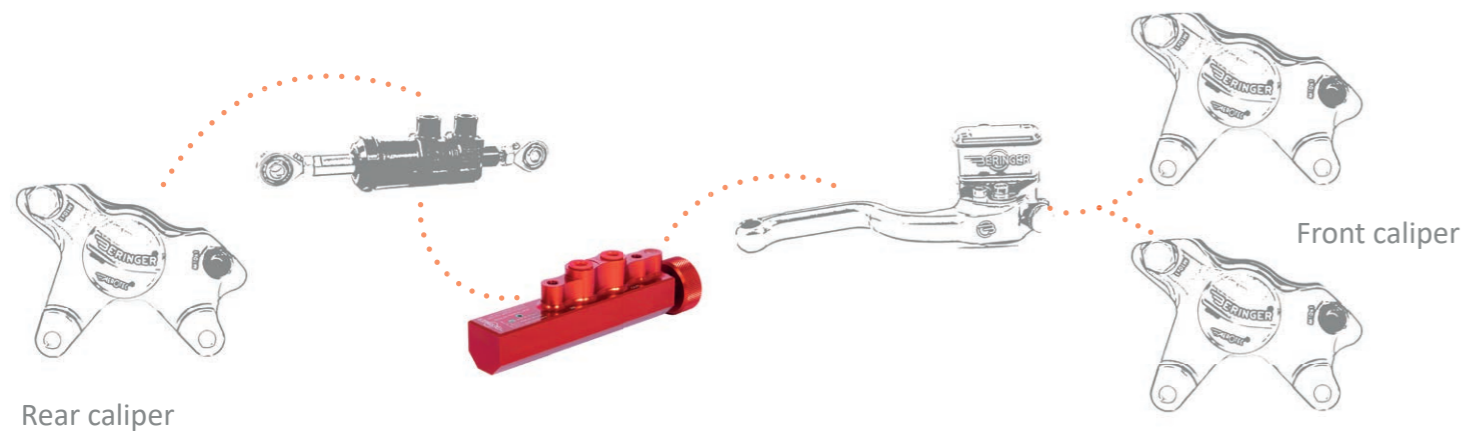
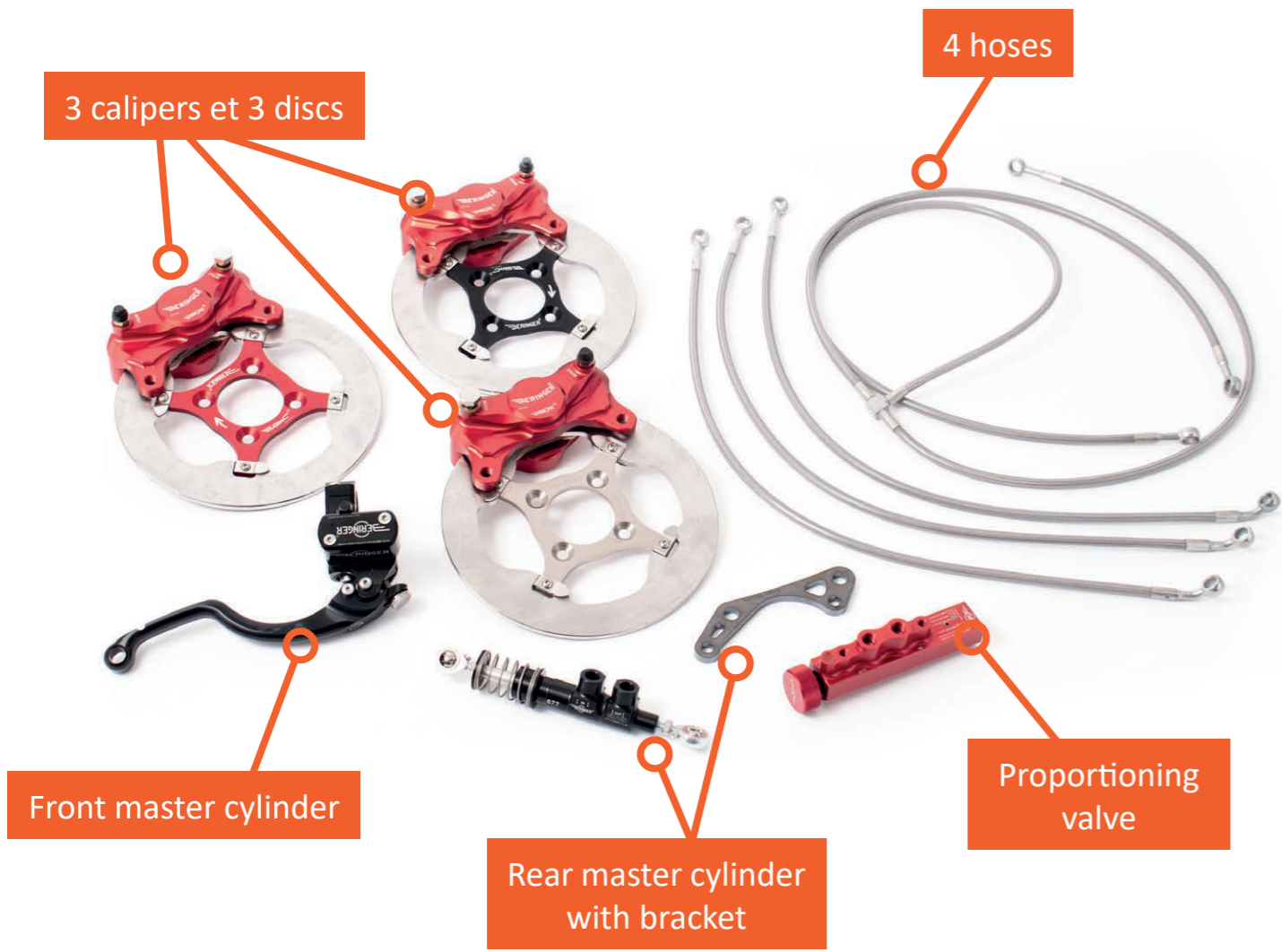
Thumb brake kit

Kit Thumb 3



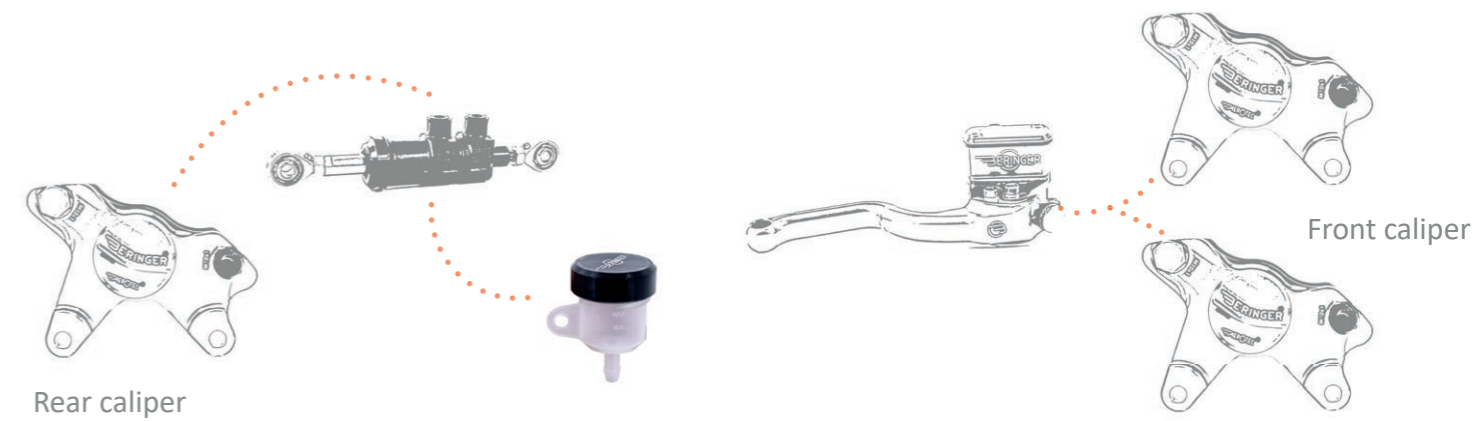
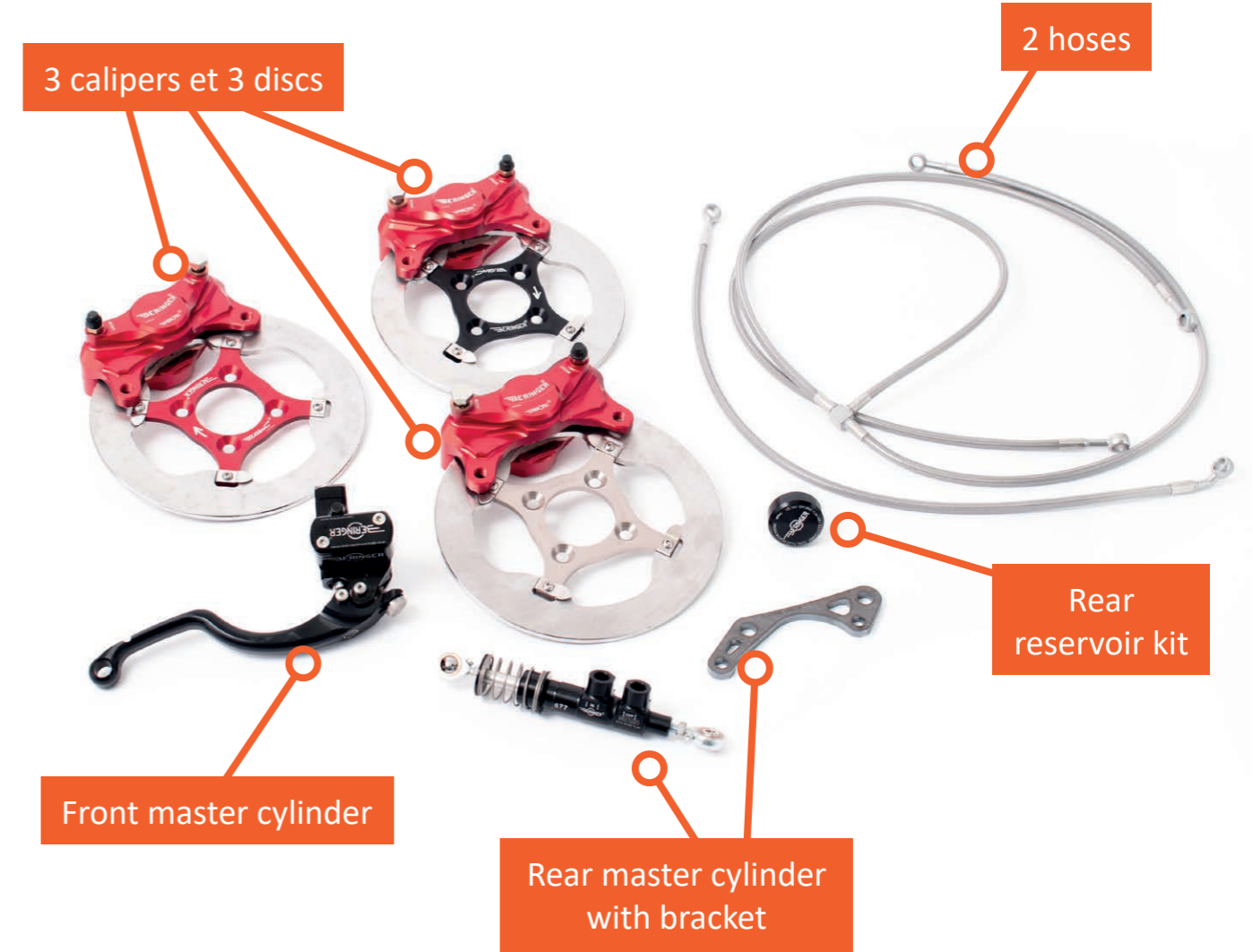
BRAKE KIT

Quad Kit 1 - Linked system



BRAKE KIT

Quad Kit 2 - Non linked system





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(While supplies last)	

4D SYSTEM

AEROTEC® Brake disc



More powerfull

The gain compared to a cast iron or stainless steel disc Ø320 is 20%, which allows the driver to shorten braking distances.



Lighter

The 980g gained in unsprung weight improves the grip of the front wheel as well as the acceleration of the motorcycle.



More manageable

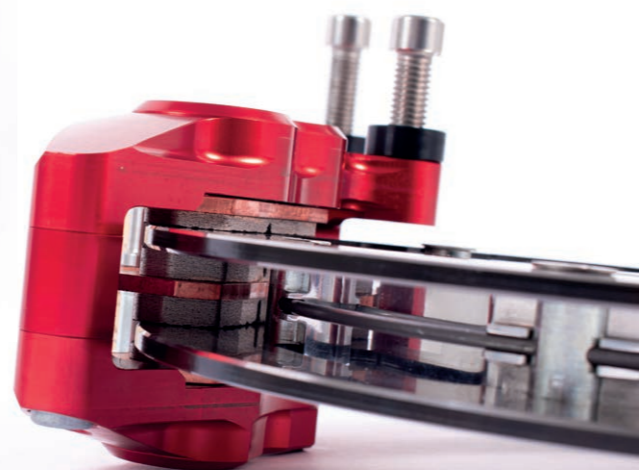
The gyroscopic inertia of the quadruple disc is 3 times lower than Ø320 discs and 30% lower than carbon discs.



Improved service life

Tests have shown minimal wear and tear on the system, resulting in an above-average service life.

Cast iron disc Ø320 thickness 6mm : 1950g
Quadruple disc Ø230 : 1460g

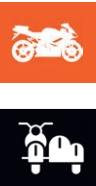


Austria Drive

HELLWAUER TWIN

INBOARD SYSTEM

Brake disc



The Inboard brake is inspired by aeronautics, it's the braking system that we find on the light aircraft. They are designed to provide the best braking power by combining progressiveness and reliability.

With its discs housed flush with the hub, this system aims to reduce as much as possible the inertia forces applied to the front wheel that affect the handling of the motorcycle. With the two small diameter discs located closest to the center of rotation of the wheel, inertia is reduced by up to 3 times compared to a conventional system.

Three models are available :

- spoked
- for American forged wheels
- bolt-on

The Inboard system is mounted on 17" to 19" wheels with a «drum brake» look and on large wheels with a «no brake» look.

Decrease
of gyroscopic inertia



2 OR 3 BUTTONS SWITTHES

Master cylinder

Our two or three button convenience devices allow you to replace the original ones by adding the functionalities of your choice: horn, blinker, starter... They are mounted on Ø22 and 25.4mm handlebars and are available with or without mirror supports.

Cut from the mass and anodized in the color of your choice, they fit perfectly with your Beringer master cylinder.



A limited version «Dragon Choppers» is available while stocks last: 3 buttons right or left handlebar commodos for Ø25,4mm handlebars.

Available in 12 colors

RED (R)	BLACK (B)	ORANGE (OMM)	TITANIUM (T)	GOLD (G)	HARD NICKEL (HN) 25 €*	GREEN (GR)	SILVER (S)	BLUE (BL)	POLISH (PO) 17 €*	PURPLE (P)	CHROME (CH) 55 €*

*Additional charge per piece (raw or anodized)

CALIPER FOR SPRINGER FORK

4-piston caliper

We have a limited quantity of these 4-piston axial symmetrical calipers and their bracket. They fit on Harley Davidson motorcycles with Springer forks (except Heritage softail). Like all Beringer products, these parts are made of aerospace-grade aluminum.





PROMOTIONAL ITEMS

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PROMOTIONAL ITEMS

POLO SHIRT



This short sleeve polo shirt in Beringer colors offers a look between casual and elegant.

Made of 100% PIMA cotton «the silk of South America», the polo offers incomparable comfort.

- 220g/m2
- Tight fit
- Shoulder reinforcements

Available in men's and women's models
Sizes : S - XL

TSHIRT



This black t-shirt is silkscreened in the colors of Beringer. Its casual style with the round collar, the cleanliness band at the collar and the double seams will bring you comfort and style.

- Color: black
- Material : 100% cotton
- Weight: 180g/m².

Available in men's and women's models
Sizes : S - XL

VINTAGE TSHIRT



To celebrate the 35th anniversary of the brand, Beringer proposes a vintage t-shirt with the first logo of the company.

A two-tone mixed navy blue and white t-shirt with short sleeves.

Screen printed logo on the heart and on the back.

- Quality: 100% combed cotton - flat jersey
- Weight: 160g/m².
- Washable at 60°.

Sizes : S - XL

PROMOTIONAL ITEMS

SNAPBACK CAP



A snapback cap with a simple and modern design embroidered in the colors of Beringer.

- 6 Panels
- 100% polyester
- Adjustable plasticized fastener closure
- One size fits all

SLEEVELESS JACKETS 001



Discover the Beringer quilted bodywarmer. With its trendy cut, it protects from the cold while providing great freedom of movement.

- 3 zipped pockets
- Water-repellent, breathable
- 100% polyester
- From S to XXL

SLEEVELESS JACKETS 002



Discover the Beringer Softshell bodywarmer made of 3 layers that will keep you warm in all seasons. Logo embroidered in heart and on the back

- 3 zipped pockets
- 96% Polyester 4% Spandex
- From S to XXL

PROMOTIONAL ITEMS

ENVIRONMENTAL MAT



1



2

Beringer offers you an environmental mat adapted to all your needs.

Of premium quality, the mat can absorb nearly 4 liters of liquid per m². The printing, carried out with Chromojet technology, allows you to obtain bright colors that do not fade over time.

The 100% rubber sole provides both a perfect seal and is non-slip.

- Format: 200 x 85
- FIM Approved

PADDOCK STAND BOBBINS



The range of promotional product from the Beringer brand extends to motorcycle accessories. Our diabolos are mass cut in a cylinder of aluminium and then anodized to the color of your choice.

Unlike plastic diabolos, these are unbreakable and of superior quality.

- M8 screws
- Coming soon in M6 format
- 9 colors available.