

PRESENTING THE LATEST MODELS

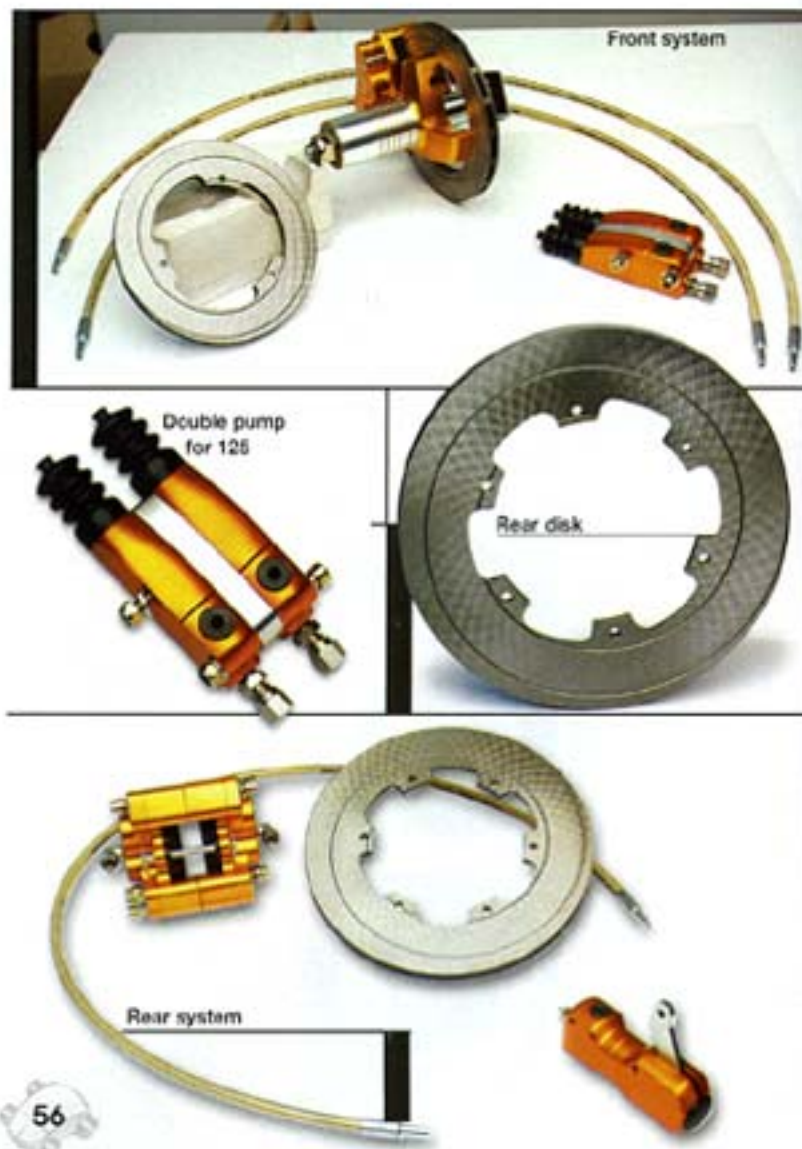
BRAKING
LIMIT

For various reasons, either manufacturing and/or defining the last details for new models, we've had the opportunity of looking into other systems not yet dealt with in our reports

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>>> HAASE

Haase is situated in Carpendolo, not far from Brescia, (I). The firm has always stood out for its vast range of good quality products. These same qualities are found in their braking systems, although not revolutionary in their solutions, the quality is very good. The pump on the new models is different. For the 100 class chassis, which is not destined to frenetic racing, there is a single pump with 22 mm diameter piston. The tubes open out near calliper and lead to the pistons on both sides. Always for the 100 class, for the faster categories, you have a double calliper, where the diameter of each piston is 13 mm, and there is an independent tube for each half of the calliper. The same pumps are very tapered and the body is obtained from a solid in ergal. This is used for the 125 system too, but in this case, it works according to norm when work is subdivided between front and rear. Having chosen a 13 mm diameter means that with equal force on the external lever, the oil pressure is greater respect to one having 22 mm diameter, this because F is divided along a smaller surface. Don't forget that there are two parallel pumps, so stress is divided onto a larger surface and in the end braking can be controlled better especially during the last part of the piston pump's stroke. The pumps have no automatic clearance recovery, and pads remain somewhat separated, this is intentional because Haase experts say that when going round a corner after axle flexion, the rear disc touches the pads and there is friction and the friction would be even greater if the pads were closer and if there was clearance recovery. This is an area on which the solid callipers made in two halves, using numerical controlled machines, with two opposed 22 mm diameter pistons at the front and 4





Rear disk and caliper and pump



Rear caliper



Rear caliper

HAASE	FRONT			REAR		
	PUMP	CALLIPER	DISCS	PUMP	CALLIPERS	DISCS
Quantity	1	2	2	1 (or 2 for 100)	1	1
Ø piston mm	13	22		22 (or 2 for 13)	19 e 22	
N° pistons/caliper		2			4	
Ø disc mm			150			208
Disc thickness mm			10			13
Mass g	329	440 (x2)	420 (x2)	329 (or 2 x 137)	820	1119
<i>Front mass/rear/total</i>		2049	2268 (or 2213)		4317 (or 4262)	
material	ergal	ergal	iron	ergal	ergal	iron
Machining	Milling turning	Milling turning	Milling turning fus	Milling turning	Milling turning	Milling turning fus
Assembly		fixed	fixed		fixed	fixed
Cost	68,17	247,92 (each)	78 (each)	68,17	272,69	86,76
Pad cost		28,51 (each)	22,00		29,75 (each)	

* Cost in Euro, VAT included

at the rear, with differentiated diameter 19 and 22 mm. The callipers block the fixed pig iron discs, 150/10 mm and 208/13 mm diameter/thickness respectively. Callipers and rough surfaces are made through patient coarse grain grinding and have a fine circumference groove for cleansing pads. On request it is possible to have discs made of

sintered material. The aluminium disc: with a special surface coating is much lighter. The coating is obtained by leaving it, at a very high temperature, in an environment saturated with metal dust of various kinds. Clearance adjustment is rapid; all you have to do is remove the central safety core and put shims behind pads.

HAASE

A Winning Name

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