

Some ideas for the Spyder that will help people with paraplegia become mobile—from Greg Hayden



Items used to create a Spyder for use by a complete Paraplegic.

Braking

-Brembo 19 x 20 Radial Master Cylinder, from Bayside Performance in B.C

http://www.baysideperformance.com/index.php?main_page=index

30cc reservoir for above

one banjo bolt with brake light switch bladder

one pig tail connector from BRP, which you wire the new banjo bolt brake light switch into the original connector for the foot operate brake pedal. Use about 5' of twisted pair wires, as you will mount the banjo bolt brake switch to the Brembo Radial master cylinder, on the right hand handle bar. Reason is, if a replacement is needed, this is the highest point in the hydraulic system.....easier to bleed AND accessible.

60" flexible braided stainless steel brake line, with a straight banjo connector on each end. Thread this thru from the Brembo, down over engine and along frame rails to the area of the original master cylinder. I used the entire length of flexible line, where one could use solid line right up to the steering head of the Spyder, then using about 18" of flex line to connect to. This MAY (or may not) increase brake capability. (my personal experience, is that 60" of flex line works for me)

You will need a DOUBLE banjo bolt and a Distribution manifold (rail). This you can salvage from any motorbike having dual front rotor braking. This rail and double banjo bolt AND one original banjo bolt, will be needed to connect the two brake lines FROM the Spyder's foot operated master cylinder, to the new Brembo. Photo page included. Use only new crush washers, and see if you need to grind out clearance in the heat shield to accommodate the distribution rail

Chris, you will be working on an SE5 tranny, so my shifter is not required. I have included photos of my wheelchair hanger and floor boards. The hanger is up to the person, but I recommend floor boards, if the disabled rider has not leg of foot control.

Remember, I am here to help when I can....I can come down at lunch or nights, to help with this project. If the person wishes to talk with me, give me their number, do not give out mine.

HI Greg,

Hope this email finds you in good health.

I have 22,000km since I designed the mods for my Spyder, and cannot think of anything I would change.....I was lucky and got it right the first time!!!

I do not have a list of parts, as I created my designs on the fly and the only mock up drawings I did, were for my floor boards. There is no Velcro or fastening device to hold me onto the Spyder. My belief is that if things were to happen.....I am better NOT staying attached to my bike. The letter attached, I did for a dealer, it may be helpful for you.

Ok, there is one thing that did change since a long time ago.....I started out hoping to use a handle bar master cylinder from a Kawi Z14 race bike.....but it proved too small. Not sure which or what articles you have read to date.

I used a Brembo 19 x 20 Radial handlebar master cylinder and this is what I replaced the original foot operated master cylinder with. It works awesome.....after I figured out how to bleed hydraulic brake lines. The first master cylinder had an air leak, which polluted my entire brake system, cause me weeks of delays and headaches.

There are others that have chosen to design a slave cylinder, to operate the original foot operated master cylinder, which is good for those that can somewhat still use their foot. I am a complete T12, so I took NO chance and plumbed my Brembo into the system using 60 inches of stainless steel flex line. Double banjo bolts and a banjo bolt brake switch, keep it all together and light up the brake lights when I stop.

I have included some photos etc., if you have questions, let me know.

It can be done Greg, I am luck in that I have my own shop, tools, and am somewhat mechanical.....as I used to rebuild snowmobiles, motorbikes and Classic cars.

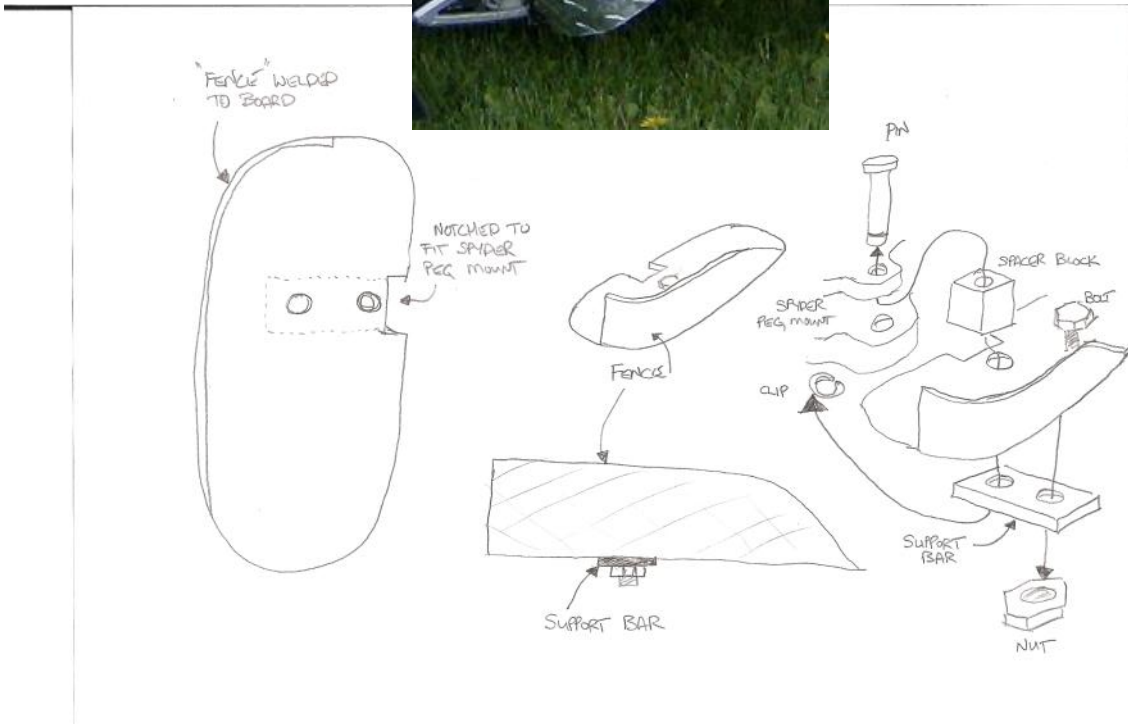
Do you already have a Spyder and is it an SE5?

I included a letter I did for a dealership wishing to build up a kit for my brake conversion.....they were going to create a replica of my Spyder for another para customer.

Tell me if this info was helpful.

Regards,

Barnie Floto



Another approach for mounting the wheelchair

