



"I can give you something to make you feel better, but I can't bring your motorcycle in here."

Motorcycle CONSUMER NEWS

Next
Month

Featured Motorcycles*

- Yamaha VMAX
- Harley V-rod
- Ducati xDiavel

*subject to change

Ilium Works 30-600 Adjustable Rear Brake Lever

INNOVATION
OF THE MONTH

UNLIKE SOME PAST variations of BMW's RT-Series sport-touring motorcycles, the latest iteration Wethead model (2014+) has a fixed-position rear brake lever. If the rider is comfortable with the stock footpeg position and has average-sized feet, the fixed-position lever is normally not an issue. However, if the rider decides to relocate the footpegs, replace the stock footpegs with aftermarket rests, or has bigger-than-average feet, the fixed-position lever severely limits any potential gains in comfort or braking functionality via these mods.

Ilium Works' new 30-600 adjustable rear brake lever remedies this problem by utilizing an eccentric bushing as part of its own clear anodized billet aluminum lever design, which allows it a generous vertical adjustment range of 1-5/16 inch as well as 0.5-inch worth of fore-and-aft adjustment. In addition, the Ilium lever is also 1.25 inches longer than stock, and its knurled end peg is substantially beefier, which is useful for those of us with larger boot sizes.

Installation is a 20-minute affair that any reasonably handy owner can undertake with common hand tools. All that's required is a T40 Torx bit with ratchet, a hook tool, needle nose pliers and a torque wrench. First, the right footpeg is removed for access. The T40 bit is then used to remove the bolt that holds the stock brake lever in place, and the needle nose pliers extract the split clevis pin attached to the master cylinder. Now, the stock brake lever is removed, and the Ilium lever is installed in what is essentially reverse order, but with the added step of adjustment. The brake lever's index pin can fit into various positions on the eccentric bushing, allowing the rider to vary the final placement of the lever to his preferences. After this adjustment is verified, the T40 bolt is torqued down to 17 pounds/foot, the return spring and the footpegs are reinstalled, and a final check before riding is performed (the whole process is shown on an installation video at youtube.com/watch?v=vOFVxdu6dG0 for anyone interested).



Ilium 30-600 lever installed with Suburban Machinery DL3N footpeg relocators

MOSHE LEVY

In my own case, one of the first comfort mods I made to my 2015 R1200RT was to add Suburban Machinery's DL3N footpeg relocators, which have the net effect of moving the OEM footpegs 1.45 inches lower and 0.38 of an inch forward. While this change made my foot placement more comfortable than stock, the fixed brake lever meant a cumbersome movement had to be performed each time I applied the rear brake. The stock brake lever was now far above the natural foot placement line of the relocated footpeg, such that I had to actually pick my foot up and off the peg, swivel it around, rest it on the brake lever and actuate each time I braked. Clearly, this was clumsy in daily riding and had the potential to become dangerous in a panic-braking scenario.

True to its stated mission, the Ilium 30-600 lever cured this by allowing me to adjust the lever in line with my relocated footpegs, eliminating any tradeoff between where the feet are resting and the ability to brake as usual. As such, this American-made product is highly recommended for Wethead RT riders who aren't comfortable with the stock rear brake lever's position.

—Moshe Levy

Ilium Works; iliumworks.com