

<b>YEAR:</b> 2001-2006	<b>MAKE:</b> HONDA	<b>MODEL:</b> HONDA GOLDWING 1800A
<b>PRODUCT #</b> FK003D533-14	<b>PRODUCT DESCRIPTION:</b>	Complete Brake Line Kit
<b>LIFETIME WARRANTY</b>		

## STEP 1:

Identify the key components that complete our brake line kit:

You should have 14 brake lines, Thirteen (13) single banjo bolts and one (1) double banjo bolt. We have also included a total of thirty six (36) washers; includes Some spares. We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty

## Step 2:

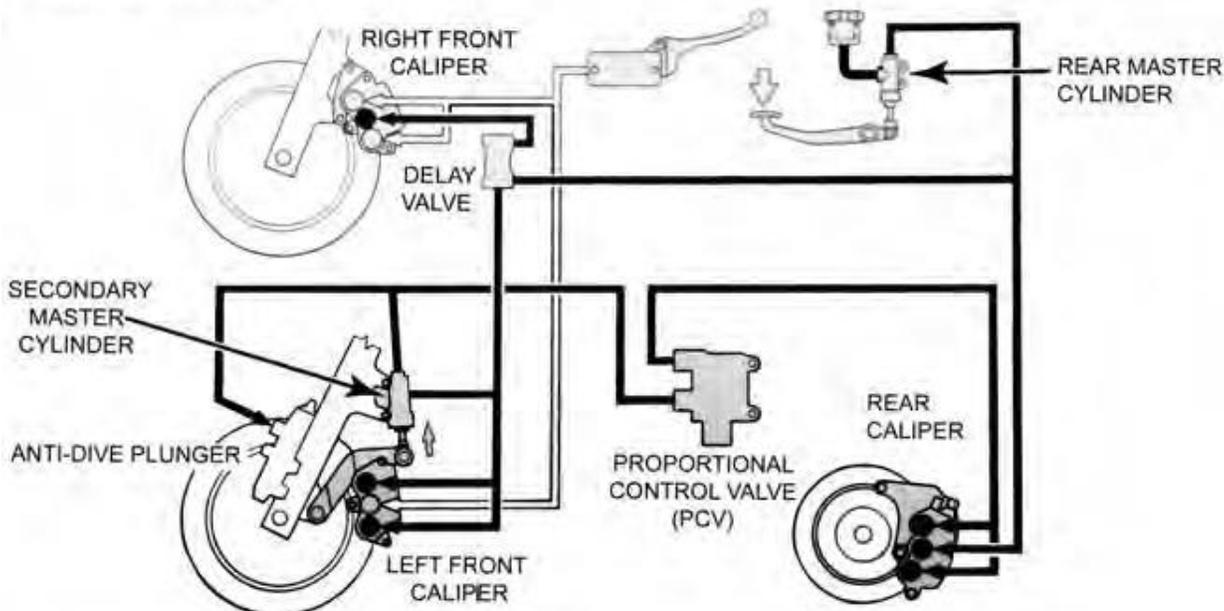
To ensure there is no paint damage from the brake fluid, completely cover the front end of the bike. Installing brake lines can be a messy process, and brake fluid WILL spill!

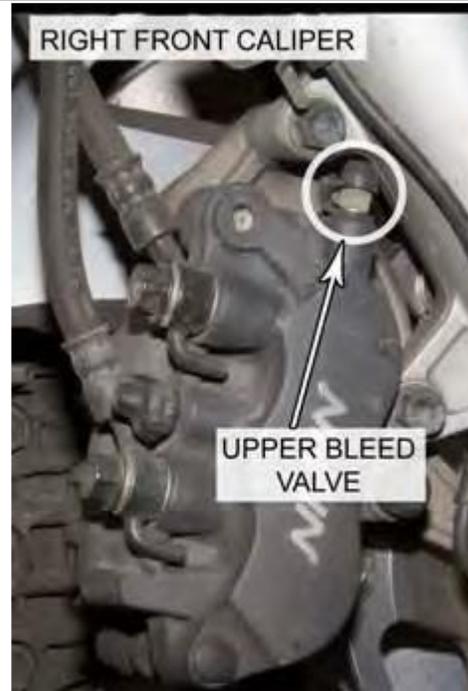
## Step 3:

Connect a commercially

available brake bleeder to the bleed valve of the front caliper at the position as shown. Loosen the bleed valve and pump the brake bleeder until no more fluid flows out of the bleed valve. Tighten the bleed valve. Perform the above procedure at the at the other front Caliper

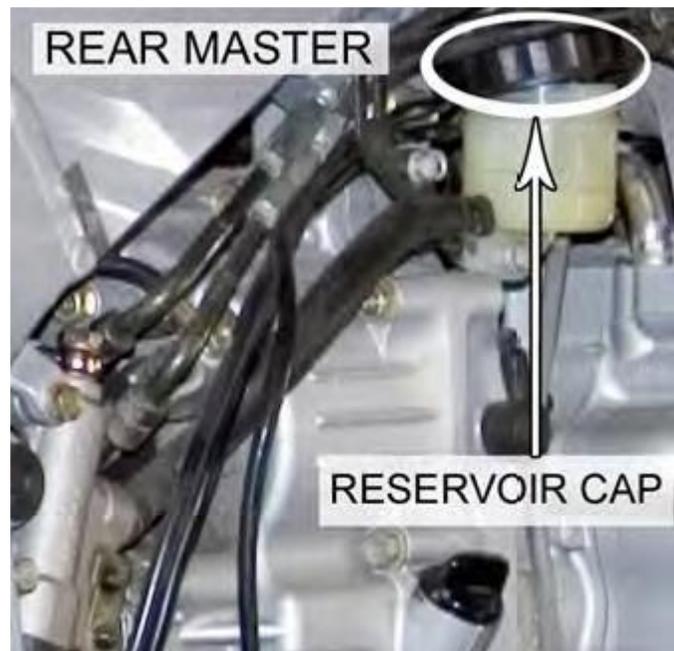
## PEDAL BRAKE LINE

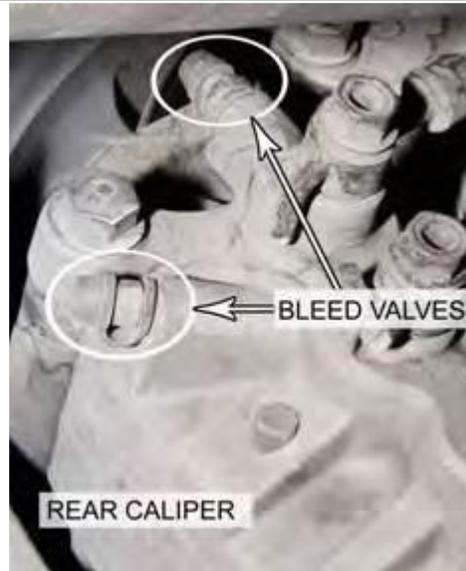




Remove the rear master cylinder reservoir cap. As shown on the right. Connect a commercially available brake bleeder to the bleed valve of the front caliper at the position as shown. Loosen the bleed valve and pump the brake bleeder until no more fluid flows out of the bleed valve.

Perform the above procedure at each remaining valve of the brake pedal brake line.



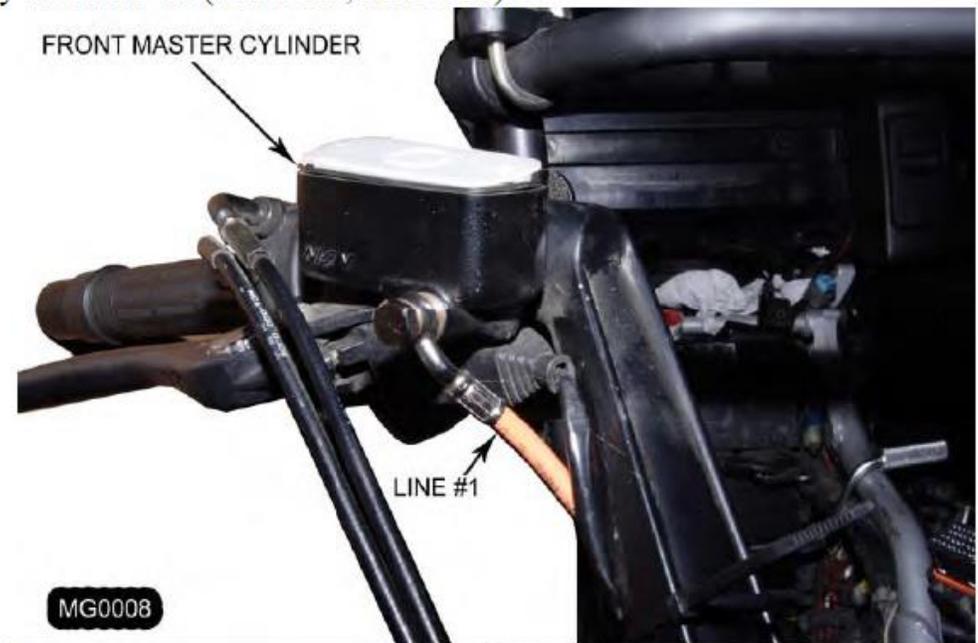


After bleeding and drying out the OEM brake system, uninstall your front stock hoses. Take note of how the stock system was routed in case you need to re-install the hoses.

## **FRONT MASTER CYLINDER**

1. Install Line #1 into front master cylinder (MG0008), following stock routing under handle bar cover, across top triple clamp retainers, down to right OEM tubing w/ brass olive. Secure to right front brake hose stay w/ cable tie (MG0009, MG0021)

(Fig: MG0008)  
Starting from the Front Master Cylinder (Line# 1) route to very right top OEM tubing.

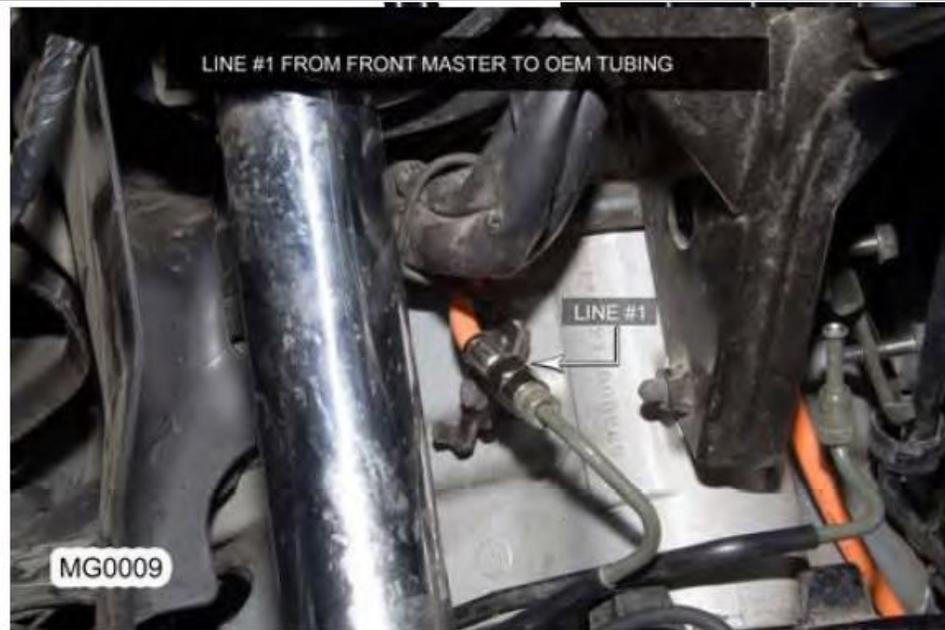




(Fig: MG0009)  
Triple tree area.  
(Line# 1) Connected to  
very right top hard pipe  
with brass olive as shown  
below.

**Note:** Use brass olive to  
OEM tube.

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### **FRONT BRAKE HOSE ASSEMBLY AND ROUTING**

Note: Remove "wind protector" (13-42 factory manual), remove brake hose clamps  
from brake hose clamp stay.

#### **RIGHT HAND SIDE**

- 1) Install Line #2 on the (MGO021) into OEM tubing, with brass olive.  
Secure to right front brake hose stay with cable tie. Install lower end of Line #2 to top  
banjo bolt hole of delay valve (MG0025)
- 2) Install Line #3 into OEM tubing with brass olive (MGO027). Install lower end Line #3  
into new Galfer T-block (MGO025). use mounting bolt from stock block.
- 3) Install Line #7 into delay valve (MGO030) and lay over the top of the tire.
- 4) Install Line #6 into new GBrakes T-block (MG0025) and lay over the top of the tire.
- 5) Install Line #8 into new GBrakes T-block (MGO025). Install lower end line #8 into top  
banjo bolt hole of right caliper.
- 6) Install line 5 into lower banjo bolt hole of delay valve to the lower bolt hole of the  
right calipers



### **LEFT HAND SIDE**

- 1) Install Line #4 (MG0027) into OEM tubing with brass olive. Secure to left front brake hose stay with cable ties. Install lower end Line #4 with double banjo bleeder bolt to top of Line #9, into top of second master cylinder (MG0028).
- 2) Install Line #10 on top of Line #7 with double banjo bolt into the front of the second master cylinder (MG0031). Bottom Line #10 attaches to upper banjo bolt hole of the left caliper (MG0032).
- 3) Install Lower end Line#6 to lower banjo bolt hole left caliper (MG0032)
- 4) Install lower end Line#9 to plunger (MG0029).

(Fig: MG0009 OEM)  
Visual look at stock  
set up to compare  
with (Fig: MG0009,  
MG0021, &  
MG0027) for line# 1,  
2, 3, & 4.



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**Note** Use brass olive to OEM tube.

Fig: MGO027)

**Line # 3** goes to upper GBrakes T-block hole from the OEM tube with brass olive.

**Line # 4** is the farthest left line connected the OEM tube with brass olive.

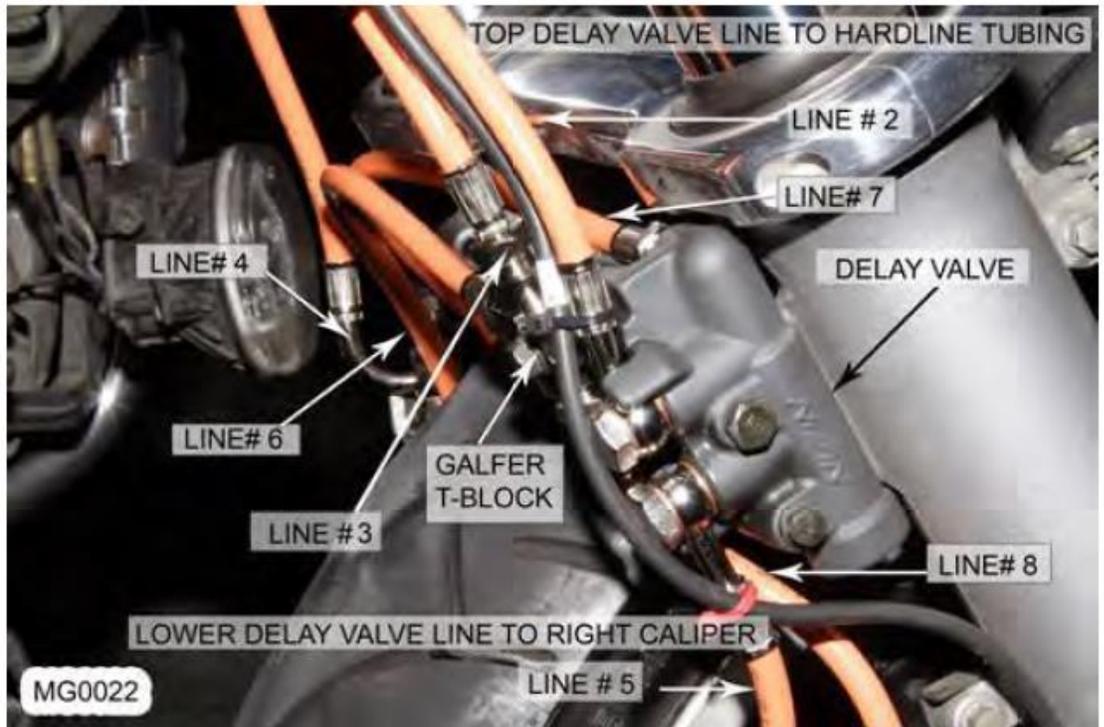
Line 4 goes to Secondary Master Cylinder on a Double banjo with Line # 9

Check with (Fig: MGO009 OEM) for picture overview.

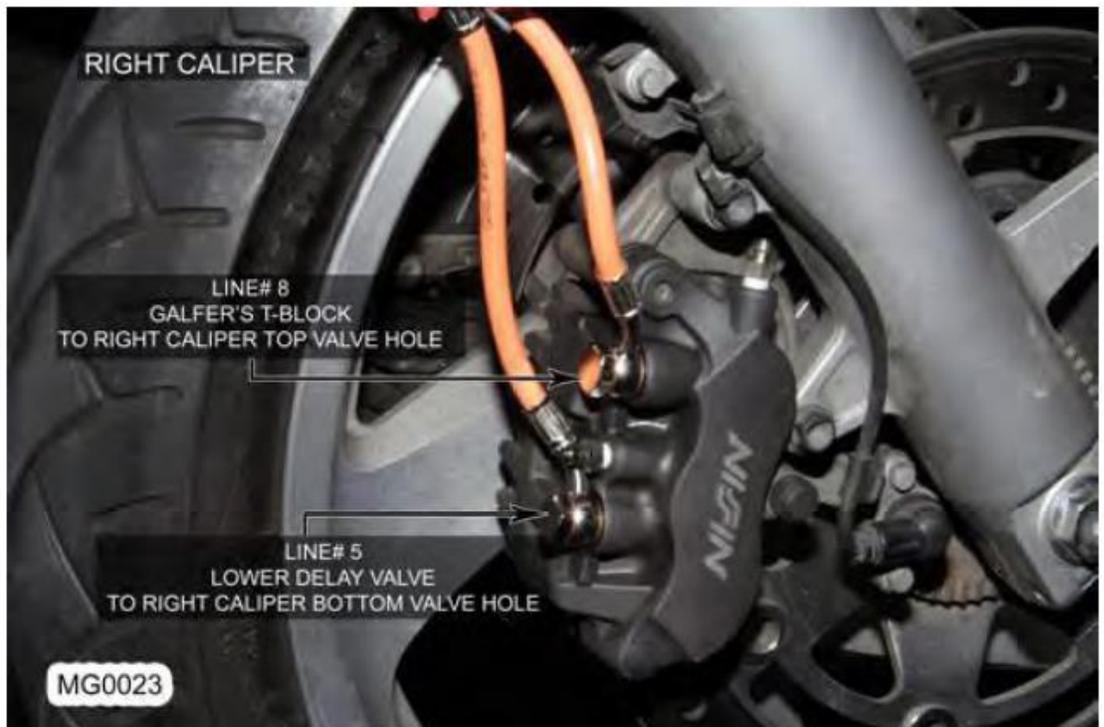
**Note:** Use brass olive to OEM tube



(Fig: MG0022)  
Line# 2 is now routed right side and connected to the upper delay valve top hole. Lower Delay valve hole will have Line# 5 going to the right lower caliper hole. Line# 8 is connected to the right upper caliper hole.



(Fig: MG0023)  
Line# 8 is connected to front right top caliper hole, Line# 5 connected to front right bottom caliper hole.





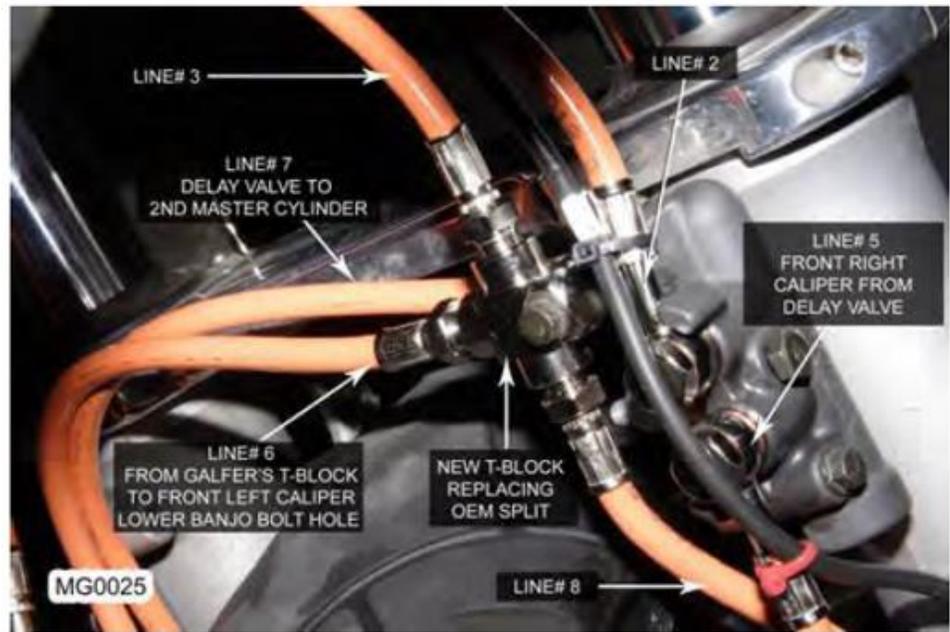
(Fig: MGO025)

Analyzing front right back side fork line routing. Using a GBrake T-block replacing OEM split.

Line# 6 connected to GBrake T-block routed to left lower caliper hole.

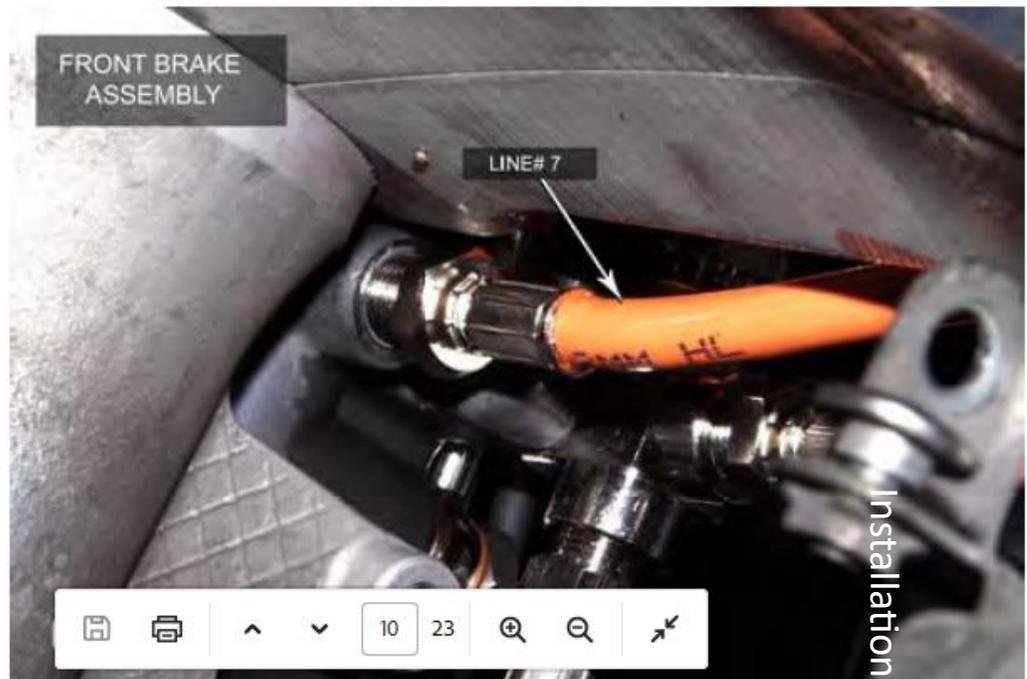
Line# 7 is behind the T-block where it is connected to the Delay valve shooting towards the left fork

Line# 7 goes to the Secondary Master using a double banjo Line #10 is connected to the 2<sup>nd</sup> Master Cylinder



(Fig: MG0030)

Picture is showing the back side of Right fork. Behind the new T-block Line# 7 is Connected to Delay Valve and routed to 2<sup>nd</sup> Master Cylinder (Fig: MG0031)





(Fig: MG0031)  
Back side of 2<sup>nd</sup>  
Master Cylinder.  
Note: Double  
banjo connected to  
Line# 7 & Line#  
10.

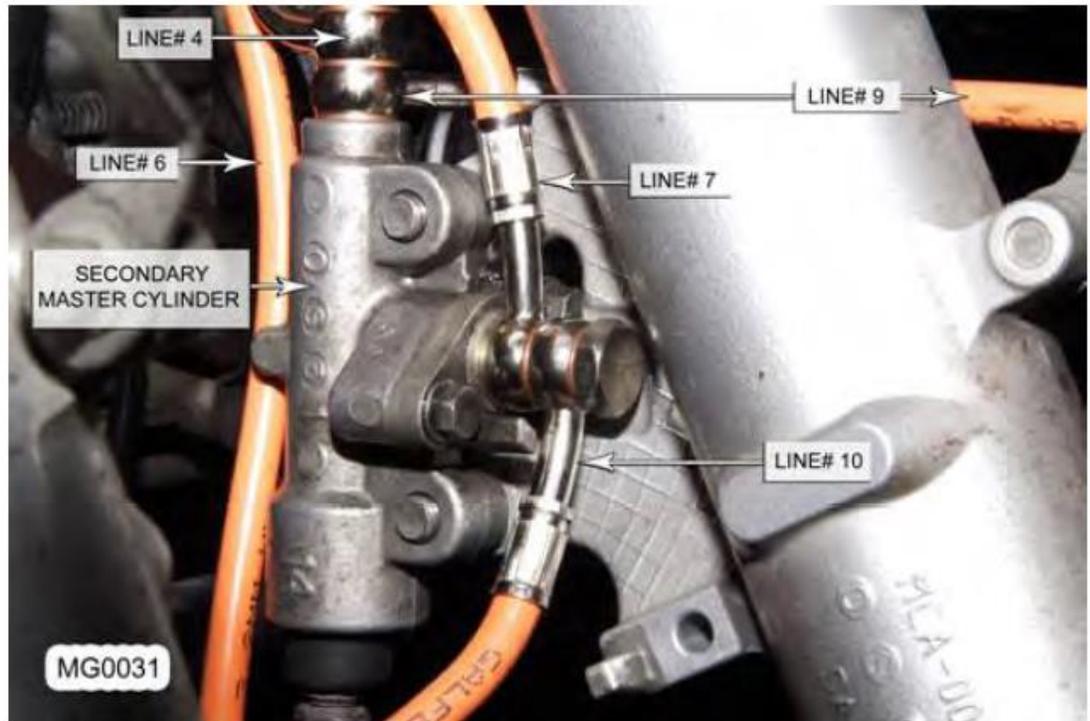


Fig MG0032

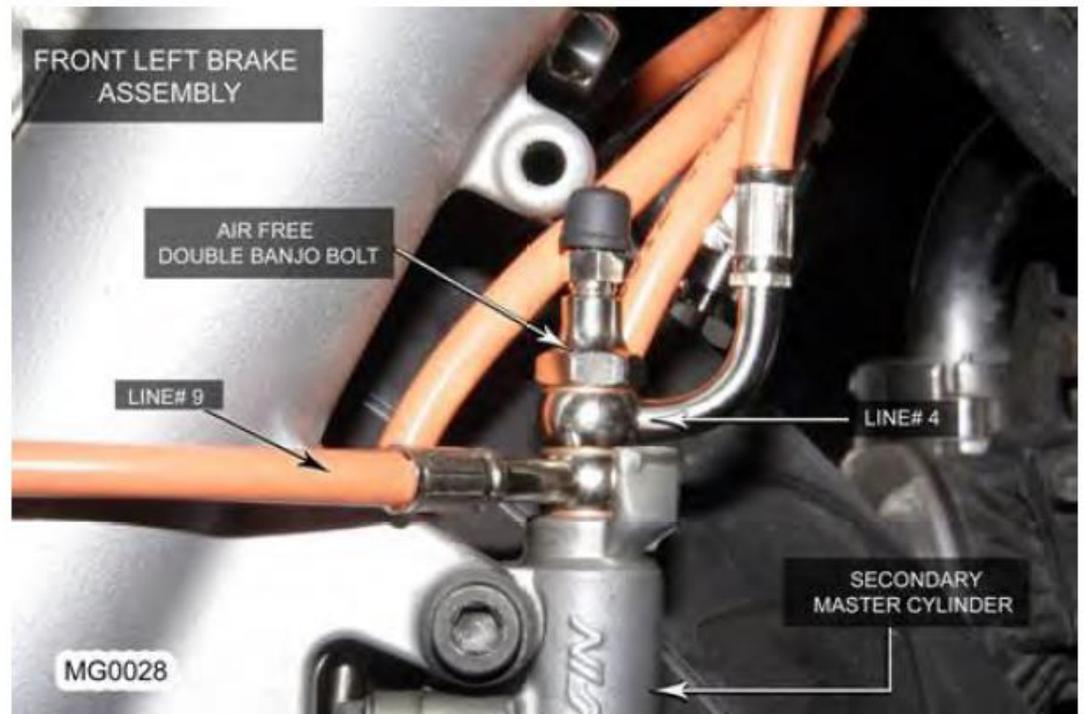
Left caliper is  
shown with Line#6  
connected to the  
bottom hole from  
GBrakes T-Block

Line #10 is  
connected to the  
upper hole from  
the backside of  
the 2nd Master  
Cylinder

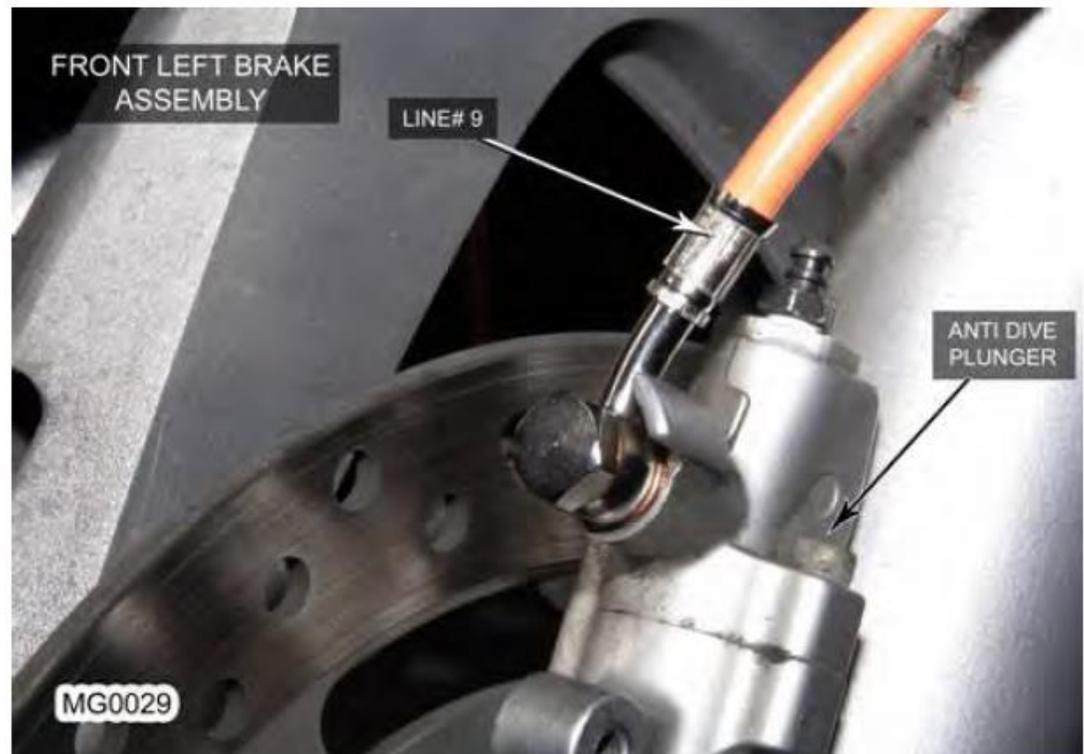


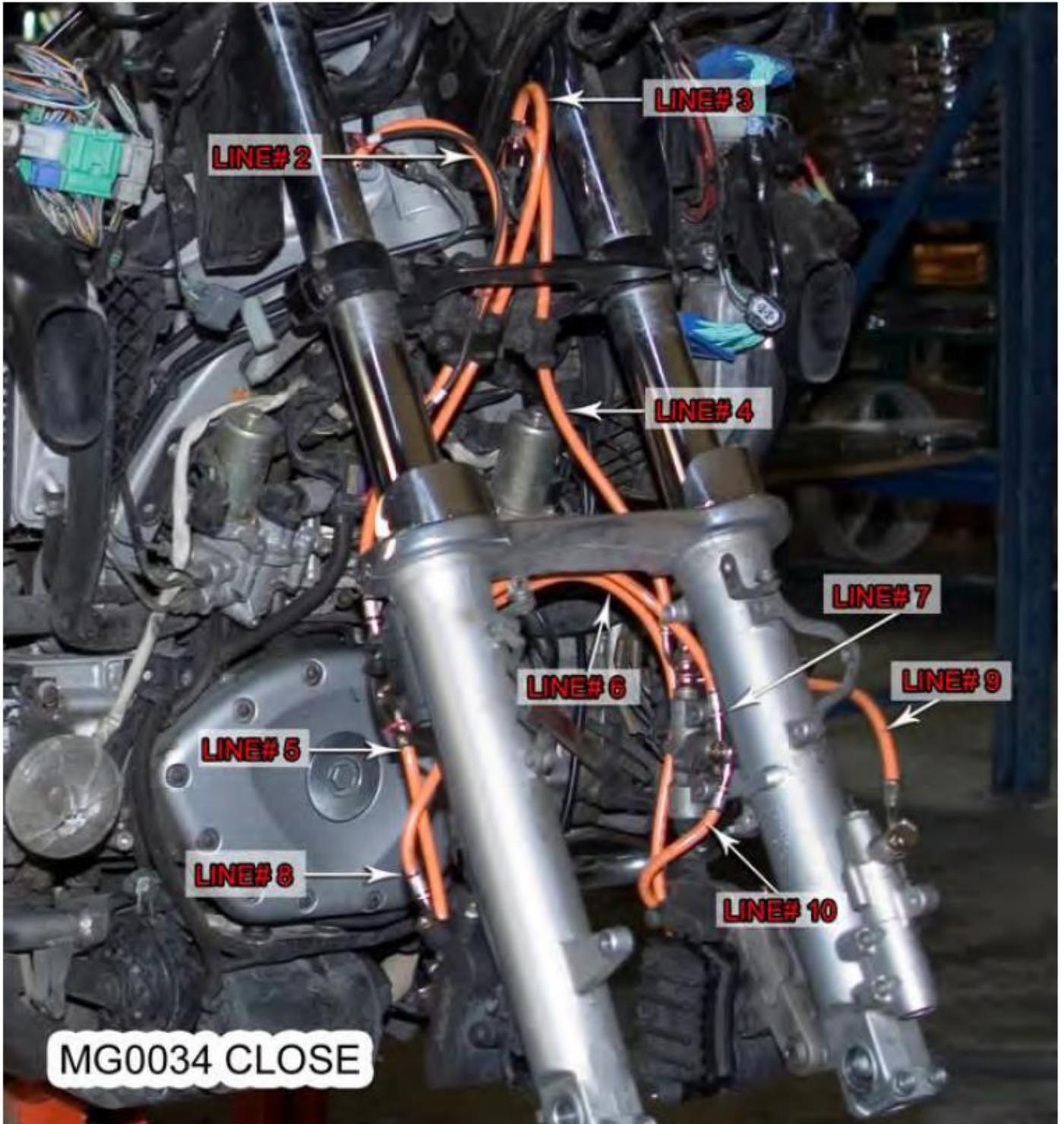


(Fig: MG0028)  
Line# 4 connected on the top of the 2<sup>nd</sup> Master Cylinder, where it's connected to the very left upper hard tube. Located in the triple tree. Line# 9 is also connected on an air free double banjo where it connected to the anti dive.



(Fig# MG0029)  
Left front fork Line# 9 is connected to Anti Dive plunger from the Secondary Master Cylinder.





(Fig: MG0034 CLOSE)  
Front brake line routing and overview line map.



Step 6:

Before you begin the next step, please check the clearance of your new line. When the rear end is fully extended or compressed, make sure the line is not binding with anything. Be sure to triple check that the line is traveling correctly and is clear from any obstructions.

Step 7:

Bleed your brake system according to the owner's manual. Add DOT-4 brake fluid to the system and build appropriate pressure.

Step 8:

Once you have bled the system, please check the brake fluid level in your master cylinder. Top off your brake fluid according to your manual and close the brake fluid reservoir. To ensure there are no leaks or other issues, use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. If the line is not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and the line is clear from obstruction) you are now ready to ride with the new brake system.

Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and VERY carefully check your line for any leaks or damage. If there are any signs of damage or stress to the lines, the complete brake line kit will need to be replaced. Remember, our brake lines have a **LIFETIME WARRANTY!** If you have any problems or questions, do not hesitate to call our

**Tech department - (805 988-2900)**