



INSTALLATION INSTRUCTIONS

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YEAR: 1998 - 2001	MAKE: HONDA	MODEL: ST 1100 w/ ABS
PRODUCT # FK003D702-15	PRODUCT DESCRIPTION:	Complete Brake Line Kit
LIFETIME WARRANTY		

Step 1:

Identify the key components that complete our brake line kit:

You should have Fifteen (15) hoses, Two (2) double banjo bolts, sixteen (16) single banjo bolts, three (3) drawings, and a picture CD. There are also a total of forty six (46) washers and six (6) “olive” conic inversors. Forty washers will be used, the rest are spares.

Step 2:

Familiarize yourself with the brake lines, which are labeled for application. Lettered brake hoses A, B, C, D, E, F, G, H, I, J are installed on the front of the motorcycle, while brake hoses (K, L, M, N and O) are installed on the rear. Each label will reference a different drawing, which will show you the location of the key brake system components.

Step 3:

To ensure no paint damage from a brake fluid spill, completely cover the bike. This process can be messy, and brake fluid WILL drip!

Step 3:

Dry out (bleed) your OEM hoses, and take note of how the stock system is installed. You may want to take a couple pictures, in case you need to re-install.

Step 4:

Remove the stock hoses on the front of the motorcycle, and replace with GBrakes hoses labeled A,B,C,D,E,F,G. Locate line A. this hose will run from the master cylinder down to the front ABS modulator. Line B will run from the (ABS MODULATOR) down the right side into the GBRAKES t-block NOTE: that line B, C, D will be attached to the GBRAKES t-block. LINE: C will travel from t-block down to the right caliper upper mounting hole. LINE: B will travel from t-block over front fender to left caliper upper mounting hole. Locate and install line E; this hose will run from the lower proportioning valve down to the right caliper lower mounting point, now LINE: F will travel from the front ABS modulator down to the upper mounting point of the proportioning valve LOCATE: G this line will be mounted from the inner mounting point of the proportioning valve over to the left delay valve line g-h will be connected with a double banjo bolt and will be mounted to the delay valve. LINE: H will travel down to lower mounting hole of the left caliper. Now locate LINE: I this line will connect to the top of the delay valve and travel up to the O. E. M tubing you will need to connect the female fitting with a conic inversor this will cause the seal. LINE: J will travel from the front ABS modulator to the right side O. E. M tubing using a conic inversor.

Torque all single and double banjo bolts at 17-20 ft. pounds, and make sure there is a washer between every banjo mating surface.

See pictures for sequences and positioning (lines A, B,C,D,E,F,G,H,I,J,K,L,M,N,O)

Step 5:

Remove the stock hoses on the rear of the motorcycle, one at a time replace with GBrakes hoses labeled K, L, M, N, O. LINE L, M (NOTE: LINE L, M WILL USE A DOUBLE BANJO BOLT AT THE REAR MASTER CYLINDER) LINE L will run from the master cylinder to the O, E, M tubing with a conic inversor leaving it snug but not completely tight. LINE M travel from rear master cylinder to middle lower side of the rear ABS modulator LINE K will travel from top O. E. M tubing to the middle upper ABS modulator unit. Locate LINE N this line will be installed to the lower back side of the rear caliper and



travel to outer O. E. M tubing with a conic inverter . LINE O will be installed to the top of the rear caliper and travel to the inner O. E. M tubing running along the swing arm. Torque all single and double banjo bolts to 17-20 ft. pounds, and make sure there is a washer between every banjo.

See pictures.

Before you proceed to the next step, please check for clearance of the lines. Compress the suspension to make sure that the lines are not binding with anything. When the front and rear end are fully extended or fully compressed, double check that the lines are traveling correctly and clear from any obstructions.

Step 6:

Bleed brake system according to owner's manual, and build appropriate pressure. Finish with DOT-4 brake fluid.

Step 7:

Once the bleeding has been done, please check brake fluid level on master cylinder. Close brake fluid reservoir, and zip-tie the brake lever to the throttle for at least 2 hours to ensure no leaks or other possible issues. For the rear, set a jug or something similar on the brake pedal to apply pressure. If the lines are not leaking and all looks OK (bolts are tight, washers in between), you may now ride with the new system. Make sure the rider is aware that the overall braking feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure. We recommend checking your brake system periodically; keep in mind brake lines must be checked very carefully! If there are any signs of damage or stress to the lines, the complete brake system must be replaced. Remember, our brake lines have a LIFETIME WARRANTY!

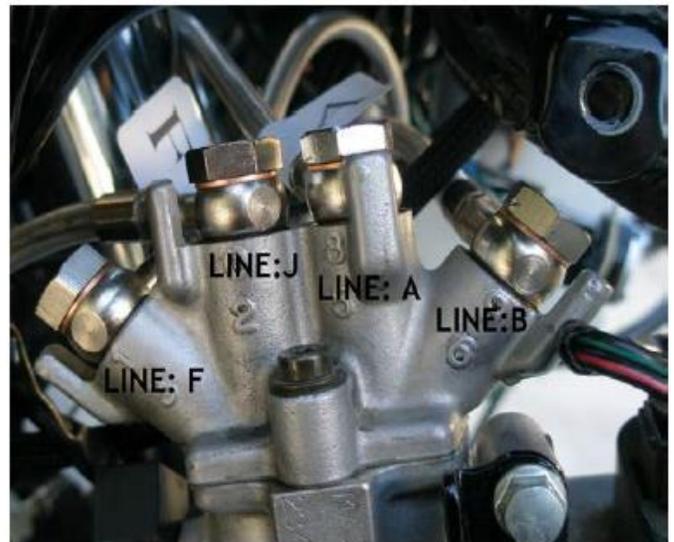
If you have any problems or questions, don't hesitate to call us at (805) 988-2900.

NOTES:

- When referring to right and left, it will be as if you were sitting on the motorcycle. For example, the right caliper is on your right when you are sitting on the motorcycle (left if you are looking at it head on).
- All female ends require a brass conic inverter, more commonly referred to as an "olive".



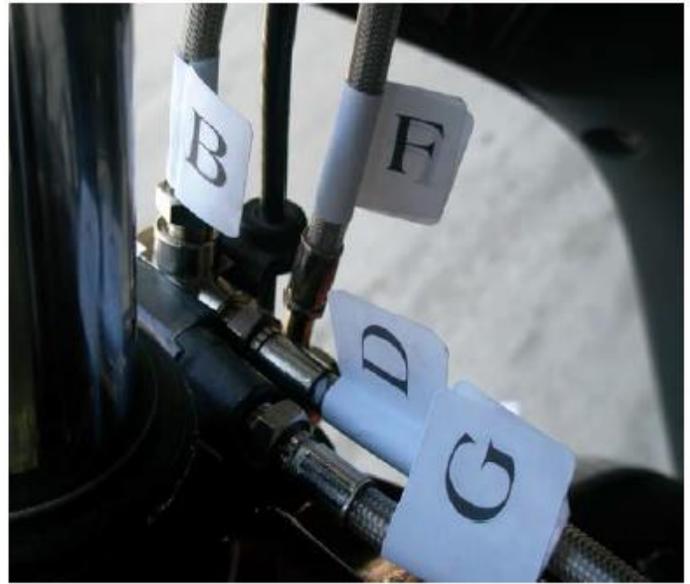
MASTER CYLINDERFRONT



ABS MODULATOR UNIT



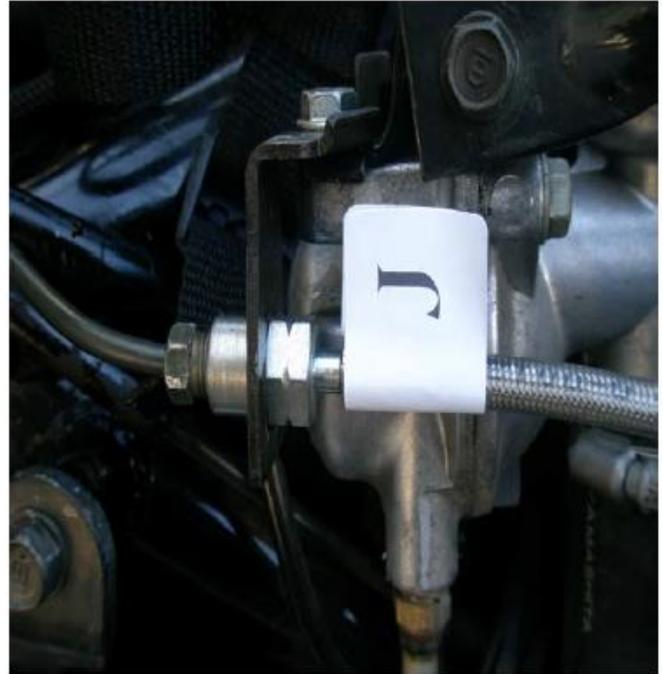
RIGHT CALIPER / PROPORTIONIN



TOP VIEW OF T-BLOCK



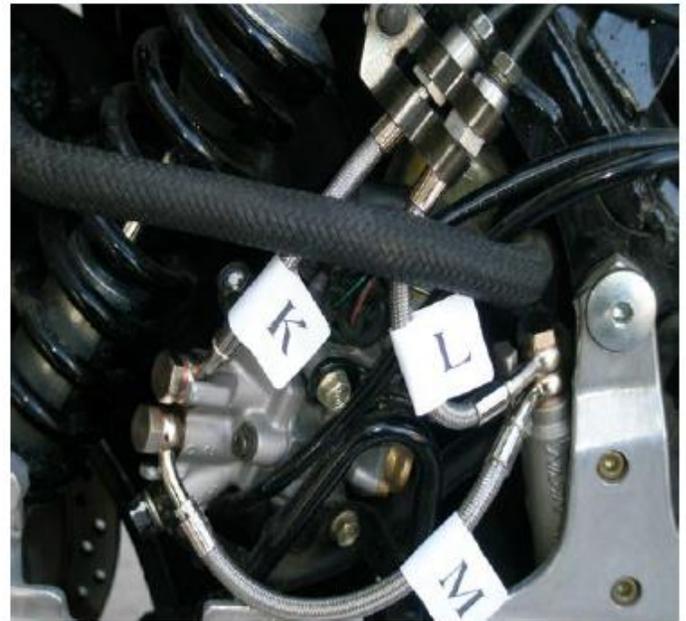
LEFT CALIPER / DELAY VALVE



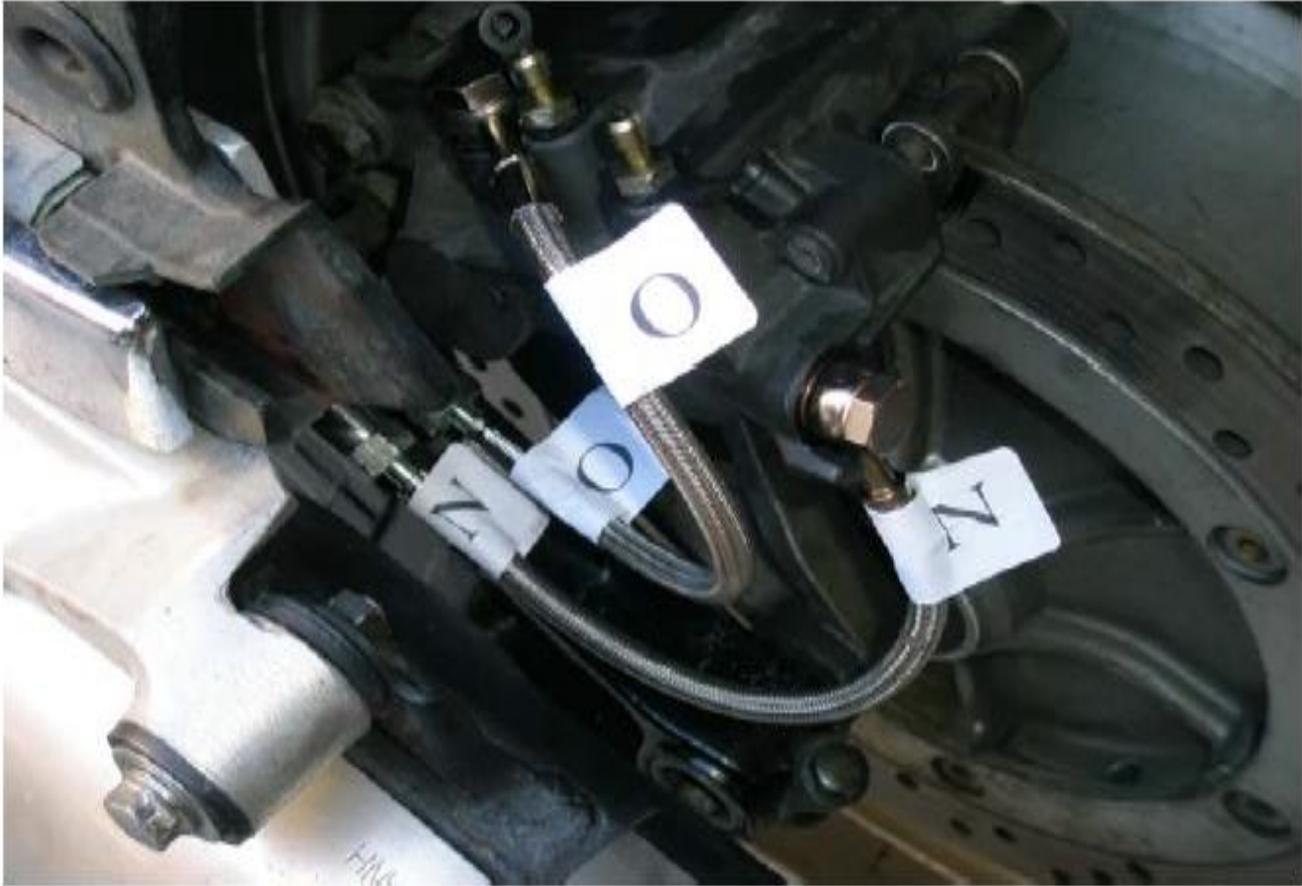
LINE I&J CONNECTS TO THE O.E.M TUBING WITH A CONIC INVERSOR



FRONT VIEW



REAR ABS MODULATOR UNIT



REAR CALIPER