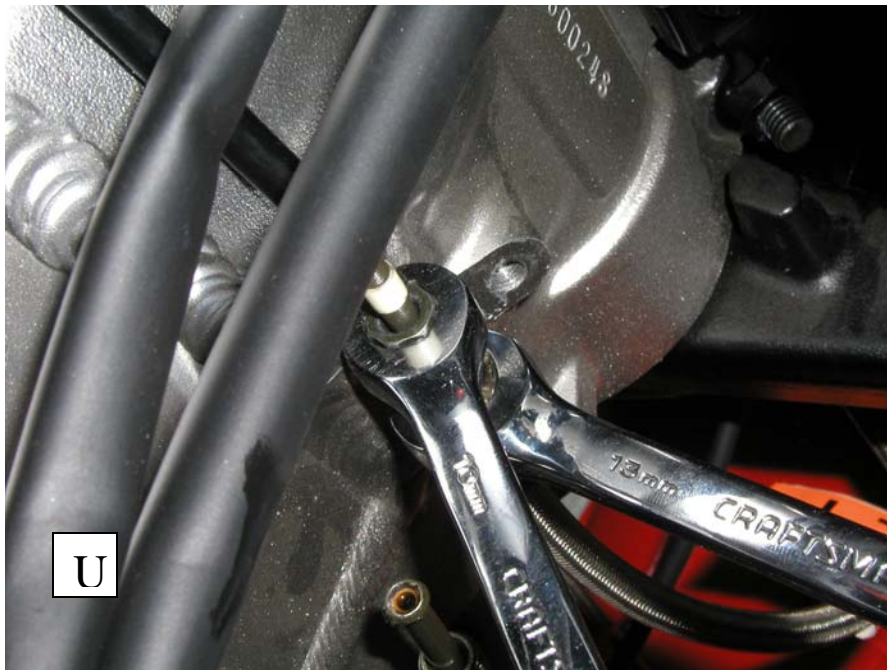
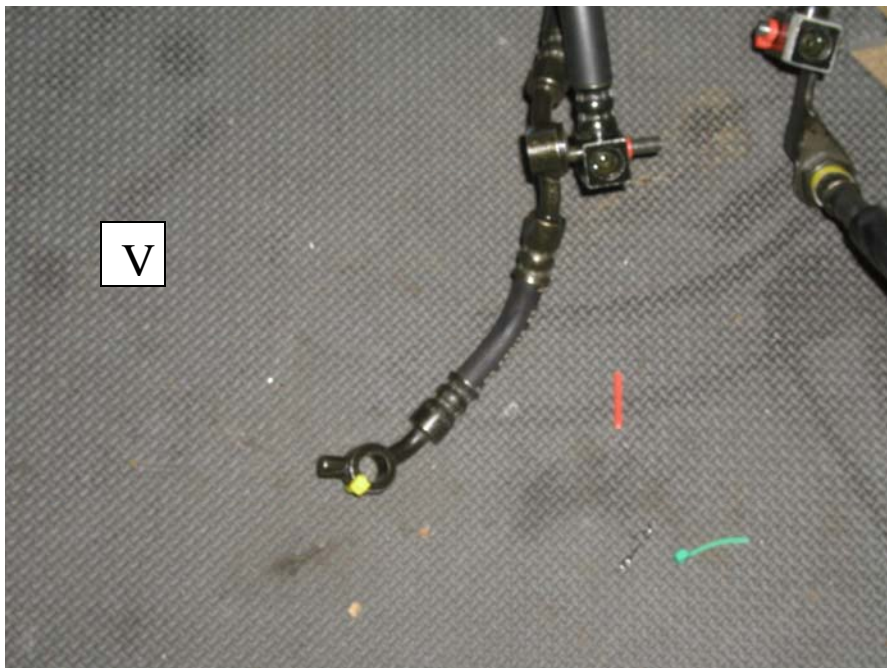




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V

V. Rear factory Line removal including modulator, lines, pedal line, rear caliper lines and rear proportional control valve, rear modulator.

A. First, RELAX... WE DID NOT FORGET TO ADD BRAKE FLUID OR BLEED THE SYSTEM. This is a linked brake



system and must be bled when the line installation is complete. Open the bag marked Rear Lines.

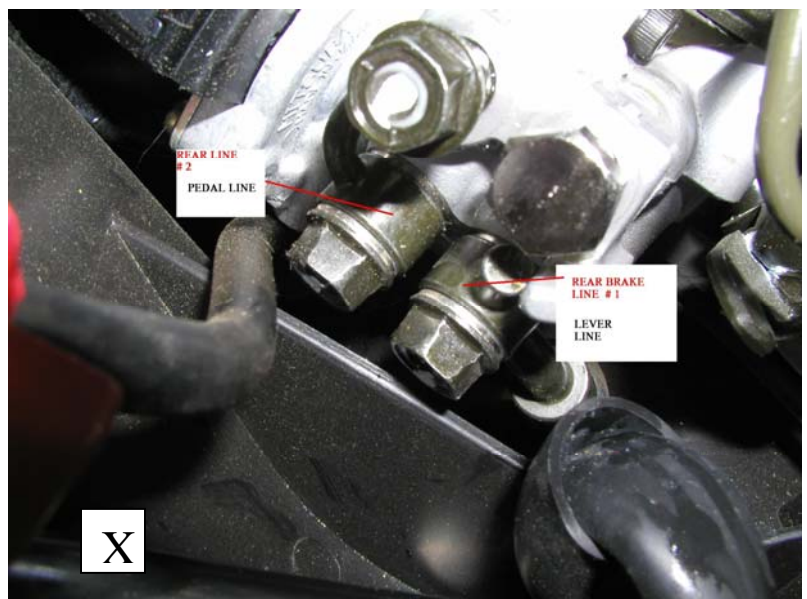
B. Loosen and remove the factory line from under the servo proportional control valve bleeder (Fig W). Loosen it from the rear ABS modulator unit. (Fig. X)

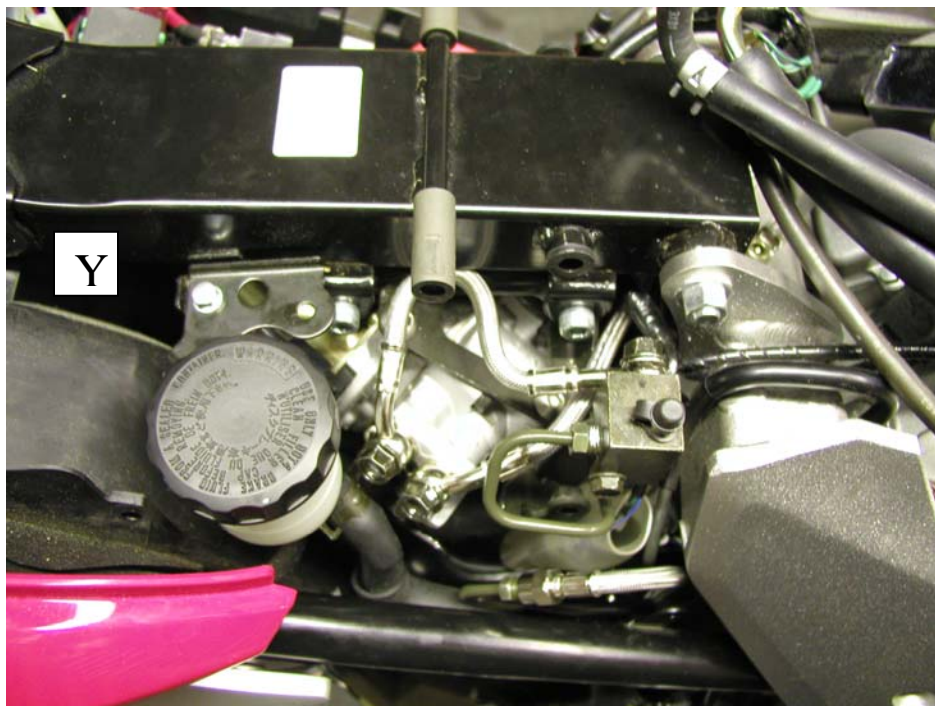
C. Install the braided line in its place.

D. Remove the short factory line on the rear ABS modulator unit that goes to the pedal bleeder block. (Fig. Y & CC)

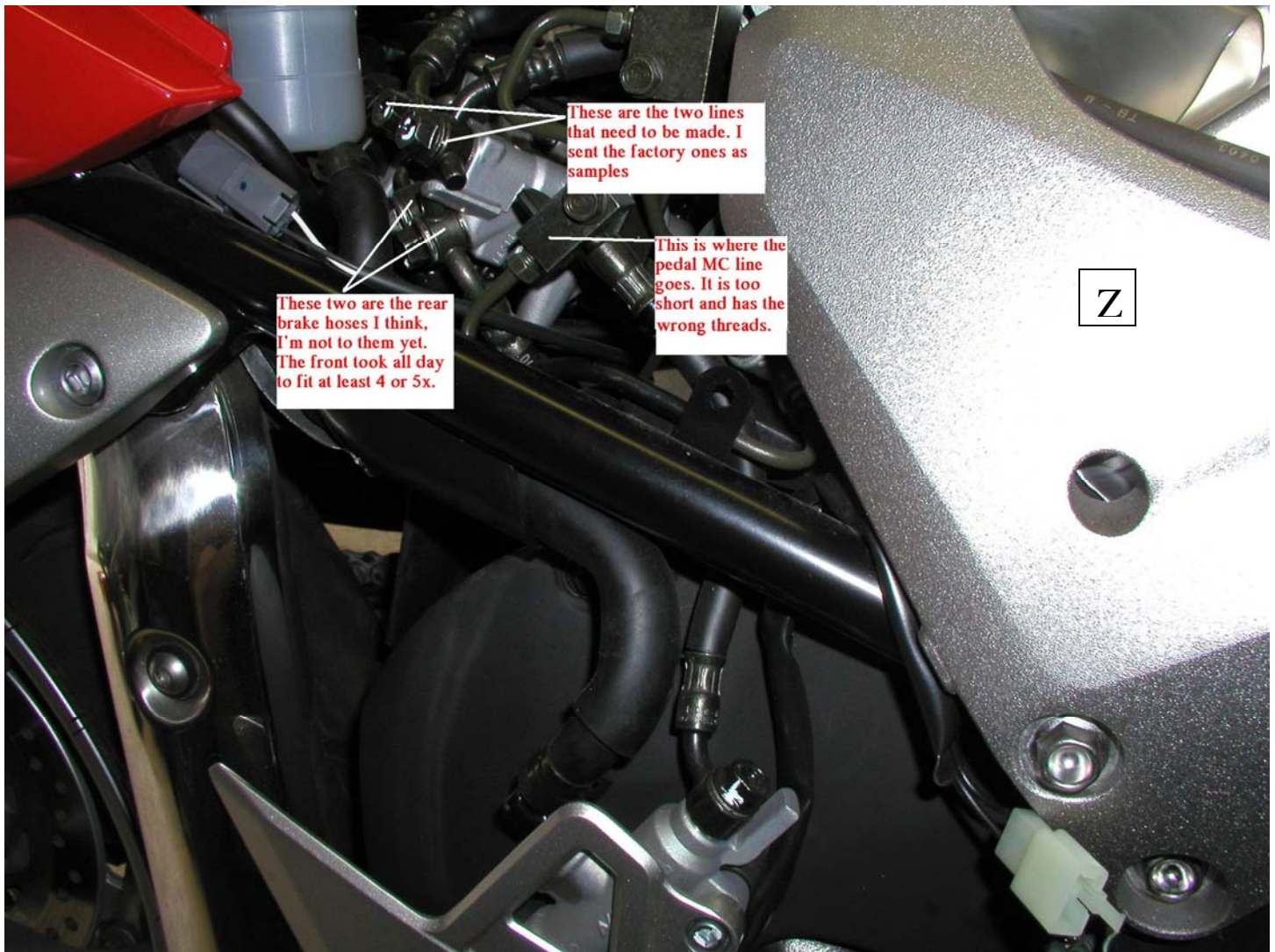
E. Install the braided line in its place.

F. Torque these two lines to 17-21





ft/lbs. NOTE: The servo proportional bleeder gets torqued to 25 ft/lbs. as per the factory Honda directive. (See Fig. W)
G. Pedal line: remove the line from the foot pedal master cylinder. Remove the pedal block, but leave the bent hard line. (Fig. Z)



H. Install the braided line and a brass sealing disc to the hard line. Tighten with a pair of line wrenches. Torque to 17-21 ft/lbs. at the master cylinder end.

VI. Rear brake caliper lines.

A. The rear caliper has a pedal line and a lever line. The rear ABS modulator unit is where both of these lines go. While looking at the rear ABS modulator from the brake pedal side of the motorcycle you will see the modulator with four lines on it. The two top holes have the lines you previously replaced. (Fig. AA) The two lower ones are for the rear caliper.



B. Loosen and remove the lower two banjo bolts from the rear ABS modulator unit. An easy way to remember which line is lever and which is pedal is either mark the casting with a marker or just



remember the front hole is for the front lever and the rear hole is for the rear pedal. The same is true while you're looking at the rear caliper, two holes...front hole lever, rear hole pedal. (Fig. BB & DD)

C. Put the bike on the center stand if it's not already, and remove the rear wheel. Remove the ABS sensor from

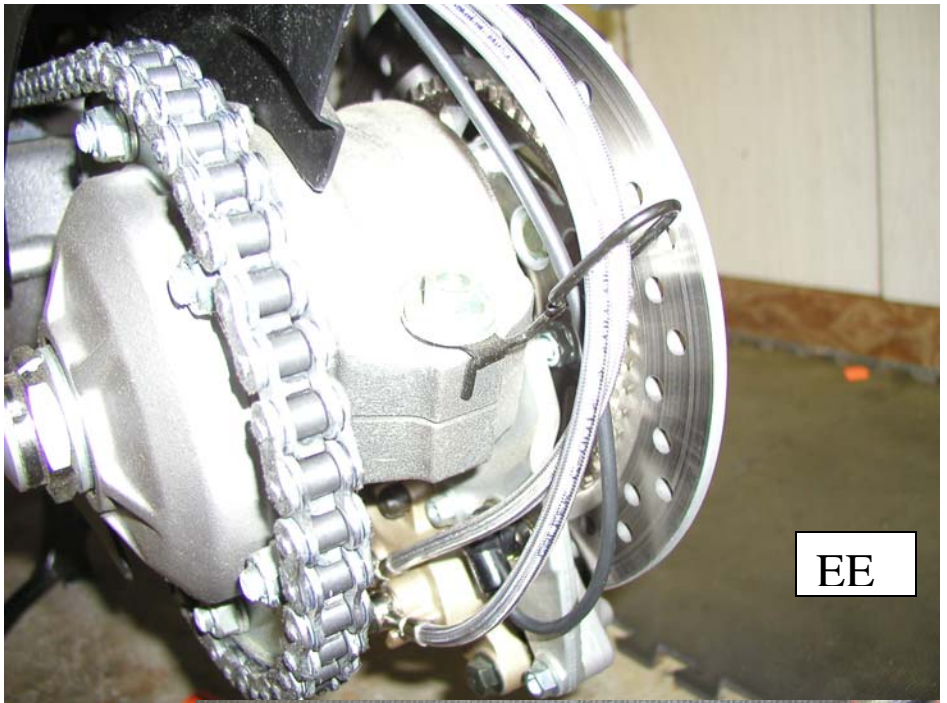


the rear caliper mount. Follow this sensor wire along the chain guard and up through the rear shock area. Unplug the wire from the connector. Remove the caliper banjo bolts. Also remove the driver's foot peg and spring loaded mount from the frame. Remove the chain guard from the swing arm. If you look behind the shock mount you will see a dual line mount.

Remove the bolt and remove the two factory lines, and ABS rear wheel speed sensor and the chain guard as a unit. (Fig. EE)

D. With a piece of masking tape and a marker, mark both ends of lines **P** and **L** from the bag marked Rear Lines.

Lay out the braided lines and the rear wheel speed sensor along the chain



guard and remount the holder (Fig FF & GG), with the new lines and wire to the chain guard. Drop the lines through the swing arm line retainer loop and install the lines to the caliper. **L** line in the forward most hole and **P** line in the rear hole (See Fig. BB). Don't forget the



sealing washers and torque to 17-21 ft/lbs. Remount the ABS rear wheel speed sensor (wire pointing down). At the rear ABS modulator unit install

the braided line marked **L** in the forward lower hole of the modulator and the line marked **P** in the rearward lower hole. Install new sealing washers and re-torque to 17-21 ft/lbs. (Fig HH)



YOU ARE NOW READY TO FOLLOW...WORD FOR WORD...THE FACTORY PROCEDURE FOR BLEEDING THE SYSTEM. A COPY OF THE HONDA PROCEDURE IS INCLUDED WITH THESE DIRECTIONS.

DO NOT RE-USE THE OLD FLUID!!!

Note: After bleeding is completed and the motorcycle test ridden, sometimes it is necessary to re-bleed the system a short while later just to remove any air that worked its way into the bleeders. This is not always the case, but the system was completely drained, and it is just a good preventative measure to take.

