



Service Bulletin

American Honda Motor Co., Inc.

SAFETY RECALL

2001-2012 GL1800 DRAGGING REAR BRAKE (INTERIM BULLETIN)

Honda has determined that, in some cases, the secondary master cylinder repair campaign conducted since 2011 (S/B GL1800 #20) was not sufficient to prevent the rear brake from dragging. Under certain conditions there is still a possibility that component malfunction within the combined braking system may cause the rear brake to drag. A dragging rear brake increases the risk of a crash and may generate enough heat to cause the rear brake to catch fire.

Currently, a final repair remedy is not available, however this Service Bulletin will be revised to include it in the near future.

If any customer, whose vehicle falls within the affected VIN range, **requests an inspection for dragging brakes**, follow the instructions in the REPAIR VERIFICATION section of this bulletin.

CUSTOMER NOTIFICATION

Around the end of August 2014, Honda will mail a letter to all owners of affected vehicles advising them to perform pre-ride and post-ride inspections on their motorcycle to check for brake dragging. Customers who suspect their motorcycle's brakes are dragging are advised to make an appointment with a Honda motorcycle dealer for further inspection.

AFFECTED UNITS

2001-2010 GL1800/A

All units and types within the above model year range.

2012 GL1800/A: All types, within the following VIN ranges:

Type	VIN Range
IVA	JH2SC68G*CK000001 thru JH2SC68G*CK002608
VA	JH2SC68H*CK000001 thru JH2SC68H*CK001746
VIIA	JH2SC68L*CK000001 thru JH2SC68L*CK001294
VIIIA	JH2SC68M*CK000001 thru JH2SC68M*CK000164

(*) denotes check digit

DEALER INVENTORY

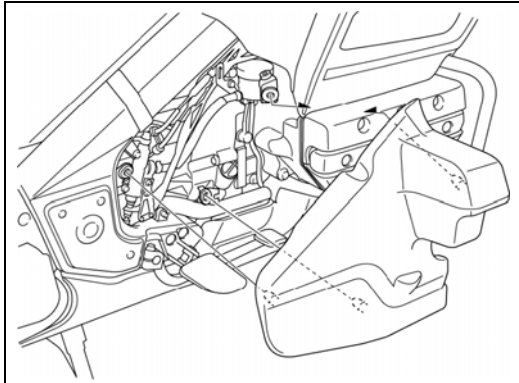
If you suspect any new or used units within your inventory has a problem with dragging brakes, start with REPAIR VERIFICATION.

REPAIR VERIFICATION

Before you begin the inspection procedure, check if this and the previous brake recall have been performed on the unit.

Check the frame for a punch mark(s) indicating that S/B GL1800 #20 and S/B GL1800 #22 has been performed on this vehicle.

Remove the right engine side cover.



Look for a punch mark(s) on the right frame spar, just above the rear master cylinder reservoir as shown.



- **If there are two punch marks** and there is no customer concern about dragging brakes, no further action is necessary.
- **If there are two punch marks** and the customer has a concern about dragging brakes, contact TechLine.
- **If there is only one punch mark** and the customer has a concern about dragging brakes, proceed to INSPECTION PROCEDURE.
- **If there is no punch mark**, the vehicle has not been inspected/repaired according

to S/B GL1800 #20, complete S/B GL1800 #20 first and note the following:

If the Secondary Master Cylinder (SMC) fails the inspection, contact TechLine.

If the SMC passes the S/B GL1800 #20 Inspection, proceed to the INSPECTION PROCEDURE of this bulletin.

- **If there are one or two punch marks** and the rear brake is locked or obviously dragging, contact TechLine for the *Interim Repair Procedure* manual.

INSPECTION PROCEDURE

TRIKE CONVERSIONS or MODIFIED BRAKES:

If the vehicle is a trike conversion, or has a modified, disabled, or removed secondary master cylinder and the SMC is non-functional, note these facts on the R.O. and contact TechLine for further instructions.

MOTORCYCLES:

With the motorcycle in neutral on its center-stand, depress with normal foot pressure and slowly release the brake pedal five times, then with the pedal released, wait five seconds, then try to rotate the rear wheel as shown.



- **If the rear wheel drags or is locked**, contact TechLine for interim repair procedures.
- **If there are obvious visual indications of a dragging rear brake** (blue rotor, excessive brake component wear considering mileage), take photos of any

damaged parts, note your findings on the repair order, and contact TechLine for interim repair procedures.

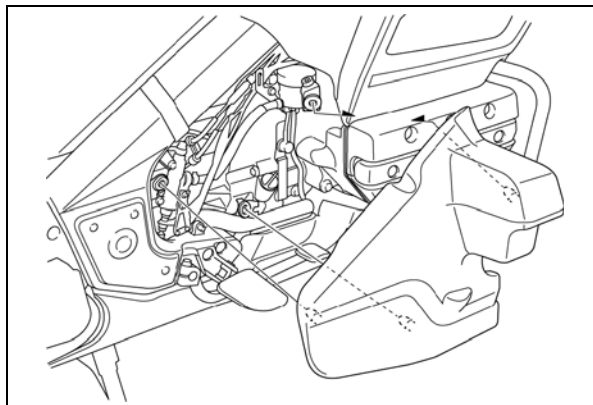
- **If the rear wheel rotates freely**, confirm the brake performance by test riding the vehicle for 15 miles at varying speeds. Be sure to firmly apply both front and rear brakes several times during the test ride to get heat into the brake components and move fluid through the system. After the test ride, perform the INSPECTION PROCEDURE one more time from the beginning.
 - If after the test ride and second inspection procedure the rear wheel drags or is locked, contact TechLine for interim repair procedures.
 - If after the test ride and second inspection procedure the rear wheel rotates freely, apply the IDENTIFICATION punch mark to the frame and then return the vehicle to the customer. Advise the customer to continue performing pre-ride and post-ride inspections for dragging brakes until Honda contacts them about a final remedy.

TechLine Connect:
iN > Service > TechLine > TechLine Connect

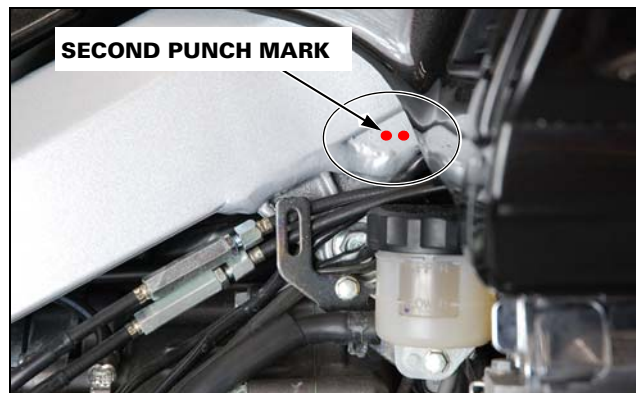
Motorcycle TechLine:
(800) 421-1900, Option 9

IDENTIFICATION

Remove the right engine side cover.



After you have completed the inspection procedure, apply a second punch mark on the right frame spar, just above the rear master cylinder reservoir as shown.



WARRANTY INFORMATION

The inspection procedure in this bulletin is temporary and is subject to change or cancellation when a final remedy is determined.

After inspecting the unit, submit one warranty claim per unit using the following information.

WARRANTY CLAIM TEMPLATE

Inspection

Template: JG6A

Flat Rate Time: 0.5 hrs.

If TechLine advised you to perform an interim repair procedure, they will provide you with claim filing instructions.

TEXT OF CUSTOMER LETTER

The Customer Letter will appear in this space soon.