



# Service Bulletin

American Honda Motor Co., Inc.

## SAFETY RECALL

### 2001-2012 GL1800/A Secondary Master Cylinder Inspection/Replacement

Honda Motor Co., Ltd. is conducting a Safety Recall to inspect and, if necessary, replace the combined braking system's secondary master cylinder on affected GL1800/A motorcycles.

The secondary master cylinder on some affected motorcycles may have insufficient internal freeplay between the pressure cup and the compensating port hole. If the freeplay is insufficient, the compensating port can become blocked by the pressure cup, which can cause the rear brake to drag after the rider has released the brakes. A dragging rear brake increases the risk of a crash and can generate enough heat to cause the rear brake to catch fire.

This Service Bulletin details how to inspect the secondary master cylinder and, if necessary, replace it with one that has sufficient freeplay.

The Inspection Tool used in the INSPECTION PROCEDURE section of this bulletin was automatically shipped to your Service Department on December 1, 2011.

#### CUSTOMER NOTIFICATION

American Honda is sending a letter to owners of all potentially affected 2001-2012 GL1800 motorcycles informing them that their motorcycle is being recalled for a safety-related defect. The customer will be advised to have a

Honda motorcycle dealer inspect and, if necessary, replace the secondary master cylinder. They will be instructed to call their dealer to make an appointment to have the Recall performed. For your reference, a copy of the Customer Letter is reproduced on Page 7 of this Service Bulletin.

#### 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

**CUSTOMER INFORMATION:** The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your Honda. These procedures should not be attempted by "do-it yourselfers," and you should not assume this bulletin applies to your Honda, or that your Honda has the condition described. To determine whether this information applies, contact an authorized Honda dealer.

## DEALER INVENTORY

### Do not sell any un-repaired units.

According to Federal Law, any affected new or used unit in your inventory must be inspected and, if necessary, repaired with the updated secondary master cylinder before delivery to the customer. To identify affected units in your inventory, refer to *e-Responsibility Report* and *Unit Information* on **IN**. Then proceed with the INSPECTION PROCEDURE section of this Service Bulletin.

## REPAIR VERIFICATION

Before you begin the inspection/repair procedures, check if the recall has been performed on the unit.

See the IDENTIFICATION section of this Service Bulletin for specific details.

- If there is a punch mark on the frame, *under the right engine side cover*, the unit has been inspected/repaired – No further action is necessary:

Factory punch mark:	✦
Dealer center punch mark:	●

- If there is no punch mark on the frame, under the right engine side cover:
  - You must proceed with the INSPECTION PROCEDURE section of this Service Bulletin.

If you have any questions about repair verification, please contact TechLine at: (800) 421-1900, option 9.

## INSPECTION PROCEDURE

### IMPORTANT NOTES:

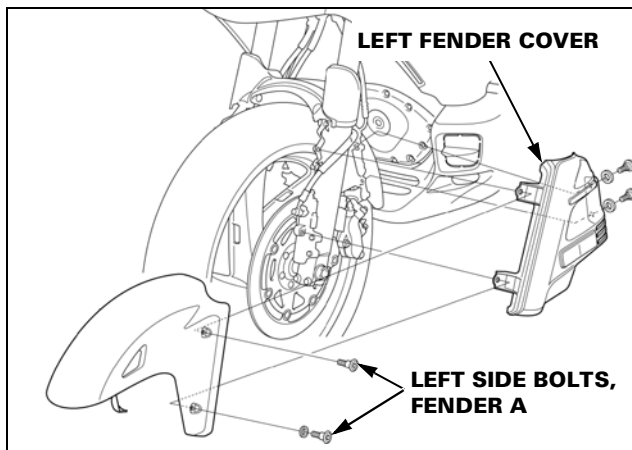
The inspection procedure includes the installation of an inspection tool (jig) that will put the secondary master cylinder into a “worst case” installation angle and ensure positive identification of a defective secondary master cylinder.

- If a GL1800/A 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 be certain to inform the customer of this brake system status. In case any of the above apply, you must call TechLine before proceeding.

- The inspection procedure for the airbag type (VIII A) is different than the procedure for non-airbag types. Steps 3A, 3B, and Step 12 apply only to the airbag type. All other steps apply to both airbag and non-airbag types.

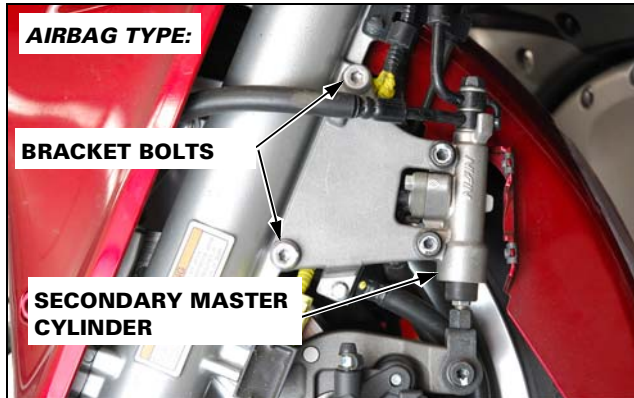
1. Remove the mounting bolts from the left side of front fender A and then remove the left fender cover as shown.



2. With the motorcycle on its centerstand, rotate the rear wheel with your hand and note the amount of drag on the rear wheel. This will be a reference point for Step 10.

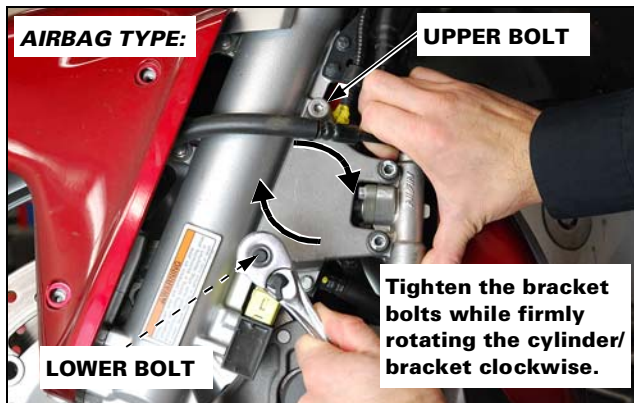


3A. *Airbag type only*, for all other types go to Step 4: Loosen both bracket bolts as shown.



3B. *Airbag type only*; for all other types go to Step 4: Grasp the secondary master cylinder with one hand as shown and firmly rotate the cylinder and bracket in a *clockwise* direction.

While firmly holding the secondary master cylinder and bracket in this position, tighten both mounting bracket bolts.



4. Remove the upper secondary master cylinder mounting bolt only.



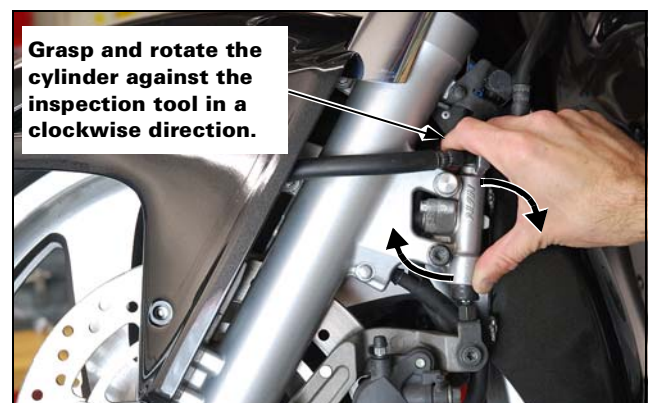
5. Loosen the lower secondary master cylinder mounting bolt by 90 degrees only.



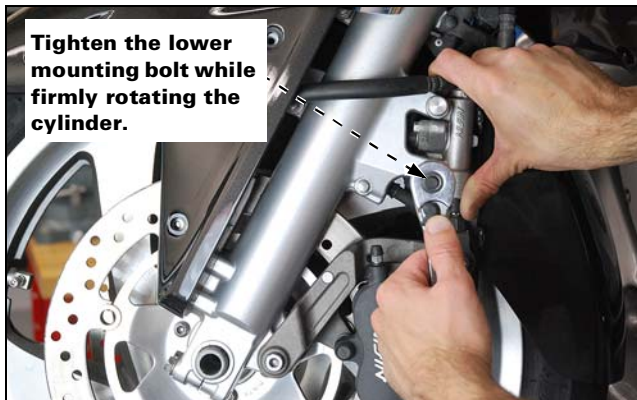
6. Insert the inspection tool into the upper secondary master cylinder bolt hole until it is fully seated, as shown.



7. Grasp the secondary master cylinder with one hand as shown and firmly rotate the cylinder in a *clockwise* direction.



8. While firmly holding the secondary master cylinder in this position, tighten the lower cylinder mounting bolt as shown.



9. Grasp the inspection tool and check the tension by pulling lightly on the tool as shown. The tool should not slip out. If the inspection tool slips out, loosen the lower bolt, repeat Step 8 and re-check the tension.



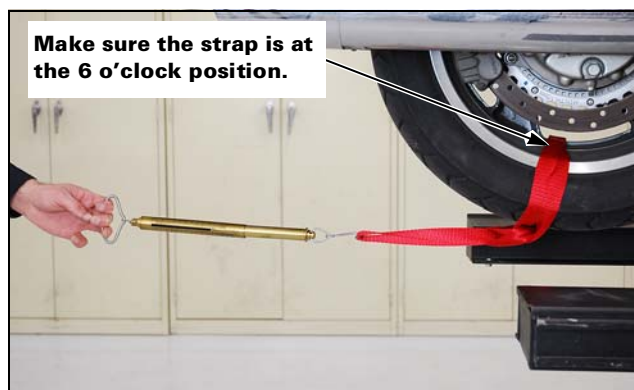
10. Firmly depress and slowly release the brake pedal five times, then release the brake pedal, wait five seconds, then try to rotate the rear wheel as shown.



- If the rear wheel rotates freely, the secondary master cylinder is OK. Proceed to Step 11.
- If the rear wheel is locked (does not rotate), the secondary master cylinder must be replaced. Proceed to the REPAIR PROCEDURE section of this bulletin.
- If the wheel is not locked, but feels like it has more drag than noted in Step 2, check the drag as shown with a spring scale (T/N: SAMIN12MRP). The rear wheel drag should be no more than:  
**50 N (5.1 kgf, 11.2 lbf)**

If the wheel drag is greater than specified, the secondary master cylinder must be replaced. Proceed to the REPAIR PROCEDURE section of this bulletin.

If the wheel drag is less than specified, the secondary master cylinder is OK; proceed to Step 11.



11. If the secondary master cylinder passed inspection, loosen the lower mounting bolt and remove the inspection tool from the secondary master cylinder. Reinstall the upper bolt.

Grasp the secondary master cylinder with one hand as shown and firmly rotate the cylinder in a *counter-clockwise* direction (opposite of before) and tighten the bolts to the specified torque.

**TORQUE: 30 N·m (3.1 kgf·m, 22 lbf·ft)**

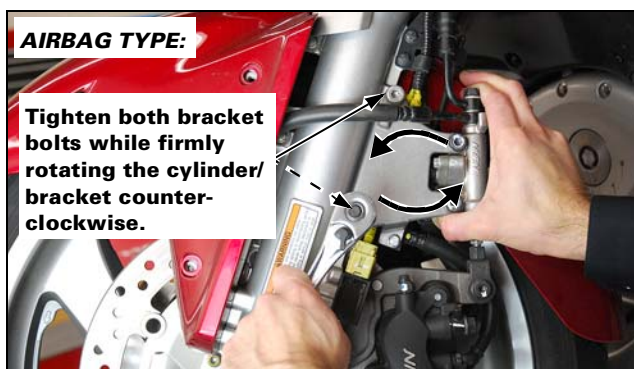


For all non-airbag types, proceed to Step 13.

12. *Airbag type only:* If the secondary master cylinder passed the inspection, loosen both secondary master cylinder bracket bolts.

Grasp the secondary master cylinder with one hand as shown and firmly rotate the cylinder/bracket in a *counter-clockwise* direction and tighten the bolts to the specified torque.

**TORQUE: 30 N·m (3.1 kgf·m, 22 lbf·ft)**



13. Reinstall the left fender cover and then the front fender A left side bolts.

Proceed to the IDENTIFICATION section of this bulletin.

## REPAIR PROCEDURE

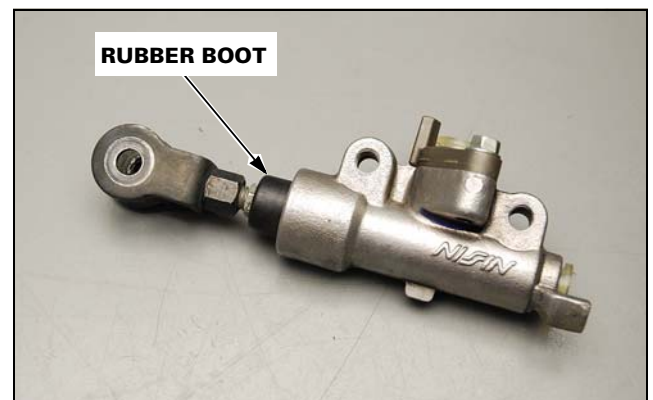
Proceed with this section only after determining the secondary master cylinder requires replacement as shown in the INSPECTION PROCEDURE section of this bulletin.

Call or e-mail TechLine to order the updated secondary master cylinder as directed in the PARTS INFORMATION section of this bulletin.

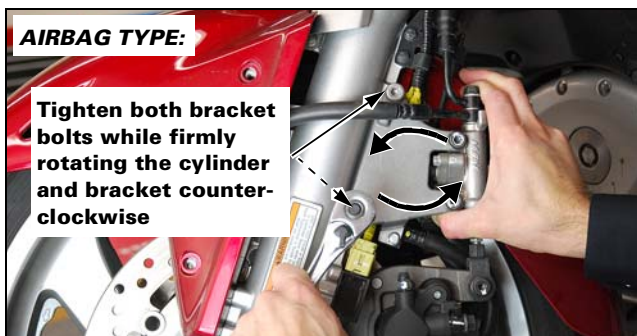
### IMPORTANT NOTES:

- Replacement of the secondary master cylinder requires the removal of the front brake calipers and front wheel.
- *Do not use* new brake caliper mounting bolts for this repair procedure.
- Installation of the updated secondary master cylinder requires special handling not indicated in the Service Manual; review Step 2 (below) thoroughly before proceeding with the replacement.

1. Remove the secondary master cylinder from the left fork leg using the procedures in the appropriate Service Manual. Cut the rubber boot off this master cylinder to identify it as defective.



2. Using the procedures in the appropriate Service Manual, install the updated secondary master cylinder set as identified in the PARTS INFORMATION section of this bulletin. To ensure the optimum operating angle for the secondary master cylinder, grasp it (and bracket) with one hand as shown and firmly rotate the cylinder in a counter-clockwise direction when tightening the bolts to the specified torque during installation.



3. Using the procedures in the appropriate Service Manual, reinstall the front wheel and brake calipers.

4. Using the procedures for *Pedal Brake Line Fluid Filling and Air Bleeding* in the appropriate Service Manual, fill and bleed the pedal brake line.

To ensure that all the fluid in the pedal brake line is fresh, pump a volume equivalent to at least two rear brake reservoirs of fresh brake fluid through the system.

5. Using the procedures in the appropriate Service Manual, reinstall the remaining removed parts.

Proceed to the IDENTIFICATION section of this bulletin.

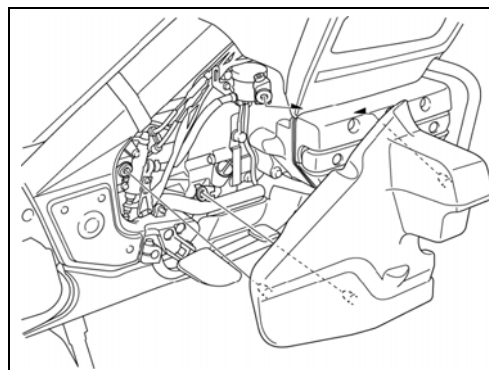
## IDENTIFICATION

### IMPORTANT NOTE:

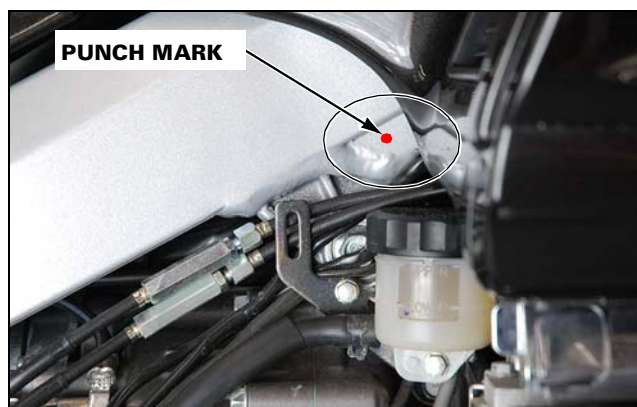
If during the inspection procedure the secondary master cylinder was determined to be disabled, removed, or modified to be non-functional, do not punch mark the frame.

After you have completed the INSPECTION/REPAIR PROCEDURE:

1. Remove the right engine side cover.



2. Apply a punch mark to the right frame spar, just above the rear master cylinder reservoir. See the following photo for placement.



3. Reinstall the right engine side cover.

## WARRANTY INFORMATION

This Safety Recall has no expiration date. Normal claim submission requirements apply.

After inspecting/repairing the unit, submit one warranty claim per unit using the following information:

### WARRANTY CLAIM TEMPLATES:

#### Inspection Only

Template: S03A (reads, S-zero-3-A)

Flat Rate Time: 0.4 hrs

#### Inspection and Repair

Template: S03B (reads, S-zero-3-B)

Flat Rate Time: 1.2 hrs

(Template claim includes reimbursement for one bottle of brake fluid.)

#### Determined SMC to be disabled, removed, or modified to be non-functional.

Template: S03C (reads, S-zero-3-C)

Flat Rate Time: 0.2 hrs

## PARTS INFORMATION

### REQUIRED PARTS AND TOOL

#### Secondary Master Cylinder Set (1)

(Contact TechLine to order, see Controlled Parts below.)

P/N: 06453-MCA-305

Contents:

Cylinder assy., second master (1)

Washer, oil bolt (5)

#### Inspection tool, secondary m/cyl. pin (1)

(Automatically shipped)

P/N: 45601-MCA-X01

### CONTROLLED PARTS

Initially, the Secondary Master Cylinder Set will only be available from TechLine, with a limited allocation to follow. If you have confirmed the secondary master cylinder requires replacement and do not have the allocated parts available, send an e-mail to or call TechLine:

**[mdealersup@ahm.honda.com](mailto:mdealersup@ahm.honda.com)**

Subject line: *GL 1800 #20*

Information required in the text body:

- VIN
- Mileage

- Dealer Number
- Technician's Name

TechLine will either call you within 24 hours to request additional information or respond by e-mail confirming that a Secondary Master Cylinder Set has been shipped.

To order the controlled part by telephone, or for additional information, call TechLine at (800) 421-1900, option 9.

**TEXT OF CUSTOMER LETTER**



American Honda Motor Co., Inc.

NHTSA Recall 11V-567

January 2012

**IMPORTANT SAFETY RECALL NOTICE**

Dear GL1800/A Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

**What is the reason for this notice?**

Honda has decided that a defect which relates to motor vehicle safety exists in some 2001 to 2010 and 2012 model year GL1800/A motorcycles. Under certain conditions there is a possibility that the combined braking system's secondary master cylinder may cause the rear brake to drag. Unexpected braking increases the risk of a crash, and riding the motorcycle with the rear brake dragging may generate enough heat to cause the rear brake to catch fire.

**How do I get this defect repaired free of charge?**

Call any authorized Honda motorcycle dealer and make an appointment to have your motorcycle inspected and, if necessary, the secondary master cylinder replaced, free of charge. While the inspection may be completed in less than 30 minutes, you may need to leave your motorcycle with the dealer for approximately three days. If replacement of the secondary master cylinder is necessary, the dealer will contact Honda for a replacement part that will be delivered in two to three days. Upon receipt of the part, replacing the secondary master cylinder may be completed in approximately one hour. Please plan to leave your motorcycle for several days to allow the dealer flexibility in scheduling.

For assistance with locating a Honda Motorcycle dealer, you may call Honda Motorcycle Customer Support at 1-866-784-1870 or use the "find a dealer" option on <http://www.powersports.honda.com>

**Who to contact if you experience problems?**

If you are not satisfied with the service you receive from your Honda dealer, you may write to or call:

American Honda Motor Co., Inc.  
Motorcycle Customer Service  
Mail Stop 100-4C-7B  
1919 Torrance Blvd.  
Torrance, CA 90501-2746  
1-866-784-1870

If you believe that American Honda or the dealer has failed or is unable to remedy the defect in your motorcycle, without charge and within a reasonable period of time (60 days from the date you first contact the dealer for a repair appointment), you may submit a complaint to:

Administrator  
National Highway Traffic Safety Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

Or call the toll-free Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to [http:// www.safercar.gov](http://www.safercar.gov)

**What to do if you feel this notice is in error.**

Registration records show that you are the current owner or lessee of a 2001 to 2010 and 2012 model year GL1800/A motorcycle involved in this recall. If this is not the case, or the name/address information is not correct, complete, sign, and return the enclosed, postage-paid *Information Change Card*. We will then update our recall records.

If prior to receiving this notice, you paid to have the secondary master cylinder replaced, you may be eligible for reimbursement. Please refer to the enclosed *Request for Reimbursement* form for eligibility requirements and the reimbursement procedure.

**Lessor Information.**

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

We apologize for any inconvenience this campaign may cause you.

Sincerely,

**American Honda Motor Co., Inc.  
Motorcycle Division**



**TEXT OF CUSTOMER LETTER**



**Request For Reimbursement  
2001-2010, 2012 GL1800/A  
Secondary Master Cylinder Inspection/Replacement**

**Use this form only if you have previously paid for this repair.** You may be eligible for reimbursement if you previously paid to have a repair (typically, replacement of the secondary master cylinder) to address the problem that is the subject of this recall. No reimbursement will be made for other costs or repairs.

1. The vehicle must be a 2001-2010 or affected 2012 GL1800/A.
2. The repair must have been required due to a problem that is directly related to the subject of this recall. If the secondary master cylinder was not replaced as part of the repair, we may require additional information in order to confirm your eligibility for reimbursement. Unrelated repairs will not be reimbursed.
- 3. The previous repair must have occurred before February 1, 2012.**
4. You must have a repair bill showing itemized parts and labor costs, GL1800 model, year, VIN, name, address and phone number of the repair shop, and the date of the repair. There must be verification of payment, such as a copy of a cancelled check, cash receipt, or paid invoice.
5. To qualify for reimbursement, it is not necessary that you still own the affected GL1800/A motorcycle, but you must have been the owner when the repair was completed. Only the owner at the time of the repair may request reimbursement. Do not request reimbursement for the expenses of any other owner.
6. Even if you previously paid to have the secondary master cylinder replaced, you need to have the replacement part inspected by the dealer as it may have the same condition that is the subject of this SAFETY RECALL. Please make an appointment with your Honda dealer to have your motorcycle inspected and, if necessary, secondary master cylinder replaced.

IF YOU ARE QUALIFIED FOR REIMBURSEMENT:

Fill in the blanks; please print clearly.

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Vehicle Identification Number (VIN): \_\_\_\_\_

Total Amount Requested: \_\_\_\_\_

Mail this form together with a copy of your repair bill and verification of payment to:

**American Honda Motor Co., Inc.  
Customer Support, M/S 100-4C-7B  
1919 Torrance Blvd.  
Torrance, CA 90501-2746**

Please allow 6–8 weeks for reimbursement processing.

**This form is provided for dealer information and customer photocopies if needed.**