

Stainless Steel Braided Brake Lines

Honda Aero 750

Submitted by Larry Abbott

I had stainless steel lines on my GSXR750 sportbike and they provided a lot better feel and stopping power. Since I gave up sportbike riding and switched to a cruiser I decided to switch the front line on my Aero. This will walk you through the process.



The stock brake cable on the Aero is quite thick, the new stainless steel lines from Goodridge is much thinner.

The kit comes with the new line, banjo bolts and crush washer. I also bought a speedbleeder for the brake caliper to aid in bleeding the brakes.

As brake fluid is corrosive and will remove paint make sure you cover the bike with towels, etc, to prevent an accident.





Remove the two screws holding the master cylinder cover in place.

It's best to remove the old brake fluid. I use a mity-vac to suction it out.

Place a bucket under the front caliper as it will leak brake fluid.

Remove the 12mm bolt holding the brake hose in place. Also there's an 8mm bolt on the fender bracket that holds the cable, and another further up on the triple tree.

Discard these clamps as the Goodridge kit comes with clamps.



Next remove the banjo bolt on the master cylinder. Again, keep rags handy as it will drip fluid.

Snake the old brake cable out from the the triple tree. The original cable has an adapter on the hose fitting at the master cylinder. You can discard it as its not used with the new SS line.

Feed the new line following the same route as the old cable. Loosely put on the new banjo bolts and crush washers and the new cable clamps.



Make sure you leave a loop at the bottom near the caliper. This is required as the front suspension will move up and down and you'll need the extra cable. Since I have TBars my new cable is 2" shorter than stock.

I installed the new speedbleeder at this time.

It has thread sealant on it which is better than the stock bleeder screw.

Check the suspension by pushing down on the front of

the bike to make sure the cable is set correctly. Turn the front end left and right, again checking the cable fitting.

Tightened up the banjo bolts: snug but not over-tight.

Fill the master cylinder with DOT4 brake fluid. I use Prestone Synthetic DOT4. Fill it SLOWLY. The fluid will begin to flow down the new cable. Let it sit for about 5 mins and refill again. Now comes the fun part, bleeding the brakes!!

Make sure the cover is on the master cylinder when bleeding the system as this prevents air from entering.





I used the mity-vac to pump the fluid through the line.

The advantage of the speedbleeder is you don't have to worry about air getting back into the system. It has a check valve that prevents air re-entering through the bleeder valve.

Took about 10 mins to get the system up to par.

The brake pressure feels a lot better. When I took the bike for a test ride there is a NOTICABLE difference in braking: smoother, better feedback from the lever and quicker braking action. A definite improvement over stock.