

# HONDA CABLES

Installing parking brake cables on a Honda SI



The Honda SI in this story has been updated with a new brake improvement kit that features Superlite 6R front brakes and a Combination Parking Brake rear brake kit. The combination parking brake caliper uses hydraulic power for the brakes and a parking lock that is activated with a cable mechanism. The original cable in this Honda is similar to what is necessary, but different enough to change over to a Wilwood Engineering parking brake cable kit that is designed for use with the CPB caliper. Depending on the car that the Wilwood cables are being installed on, the installation can be very easy or, in this case, more difficult because the entire console has to be removed to access the internal parking brake mechanism.

Since we just showed you the brake installation, we decided to show you the next part of the total installation. This installation is similar to many other cars, so if you have just installed a Wilwood rear brake kit and it requires new cables, this story can help you out and give you some ideas of how to proceed. The tools required to complete this installation consist of an assortment of metric wrenches, screwdrivers, pliers, an impact gun with metric sockets and a convenient way to safely elevate the car. In this case we had the car on a car lift that could be easily be raised and lowered. That makes it easy because there will be work done under the car and some done inside of the car to complete the cable installation.



The original cables are routed under the car and are held in place with metal brackets that are connected to the underbelly. The brackets hold the cables in place and away from the hot muffler system.



The Honda has a large plastic panel that covers the brake cables on the driver's side of the car. In order to access the brake cable connections the panel was removed. Certain sections of the panel are fastened with plastic pop-in fasteners.



Being careful not to damage the fastener, they were pulled out of their connection with pliers. Some come out easily while others are more difficult.



There is a stiffening bracket that keeps the plastic panel in place and minimizes any flexing, so it had to be removed next. Here the bolt is being removed with an impact gun and the correct size socket.



The front of the plastic panel is secured with several small sheet metal bolts. Here the bolts are being disconnected so the panel can be removed.



The panel was removed and now the connections for the driver's side cable are easily accessible.



The brake cables run to the side of the exhaust heat shield and up into the car. The heat shield was removed to access the cable entrance into the car.



After the heat shield was removed, you can see how the cable enters the car through two rubber grommets.



All of the brackets that secure the cable to the underbelly were removed with an impact gun. Keep the brackets in good condition because they will be reused on the new cable.

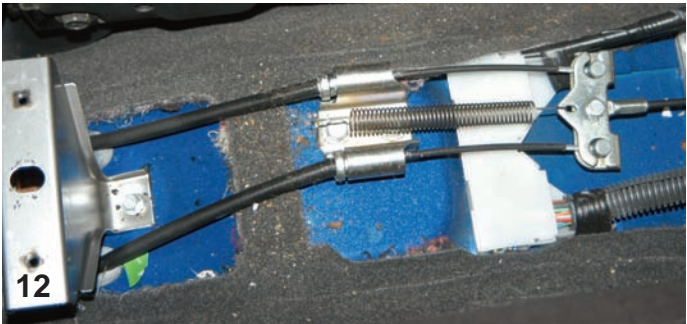


After the cable brackets were removed, there was enough slack to disconnect the cables from the original disc brake cable mechanism. The lines were left to hang but they will be used as a guide later when the brackets are installed on the new cable.



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The console had to be removed next. Here the two rear bolts are being removed from the console. Part of the console uses bolt connections and part of it just snaps together.



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Looking under the console you can see the two cables entering the car and the bracket the cables fit into. The cable lines connect to the balance mechanism, and it connects to the parking brake handle.



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The cable ends were pulled out of the bracket and then the lines were pushed out of the car. The rubber grommet popped out and then it was easy to route the lines out of the car.



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Using the cables as a guide, the brackets were transferred to the new Wilwood lines. It's important to keep track of the sides so the brackets can be fastened to their original location.



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The rubber grommet was mounted on the line and then it was pushed back through the hole in the floorboard so the connection can be made to the original bracket.



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The Wilwood cable end fits into the original bracket just like a factory installation.



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The Wilwood cable was routed back to the rear brake calipers. The front bracket was secured first to keep it out of the way, while the second cable was being installed. The rubber floor grommets were reused for this installation.



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After both cables were in place, the brackets were screwed back into their original location. Here the bracket is being secured with the original sheet metal screw.



The other end of the cable fits through the bracket hole and the cable end fits into the mechanism lever. When the lever is pulled back the parking brake is applied.



A close look reveals the C-clip that holds the cable end securely in the bracket.



Looking under the car you can see the cable being routed from the inside of the car back along the undercarriage. The original cable brackets work great with the new cable.



The cable is held at the front with an original bracket and then it runs to the caliper bracket. A small plastic tie wrap is used to keep the cable in place as it crosses over to the caliper.



The exhaust heat shield was reinstalled and the bolts were secured with a socket wrench and the correct size socket.



The plastic panel was installed using the fasteners that were carefully removed. Here one is being popped in place.



The front of the plastic panel was secured with the original sheet metal bolts.



Looking inside of the car you can see the two cables routed perfectly into the original Honda brackets. This looks like a factory installation.

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The rear console bracket that was removed to access the holes in the floorboard was reinstalled. Here the bolts are being secured with a socket wrench and the correct size socket.



The console was placed back into the car and the holes were lined up with the floorboard brackets.



Here the front of the console is being connected to the floorboard bracket. The top part of the console snaps in place.



Here is the console in place and ready for a cruise around the block to bed in the brakes. Most of the cable installations are easier than this one that required console removal.