INSTALLATION PROCESS:
FK003D195 Complete Brake Line Kit
1998-2001 HONDA VFR 800 link

Step 1:
Identify the key components that complete our brake line kit:
You should have nine (9) hoses, one (1) double banjo bolt, fourteen (14) single banjo bolts, (1) single bleeder bolt three (3) drawings, and a picture CD. There are also a total of forty (40) washers and two (2) “olive” conic inversors. Thirty six washers will be used, and two olives. The rest are spares.

Step 2:
Familiarize yourself with the brake lines, which are labeled for application. Lettered brake hoses
A, B, C, D, E, F, G are installed on the front of the motorcycle, while brake hoses (H and I) are installed on the rear. Each label will reference a different drawing, which will show you the location of the key brake system components.

Step 3:
To ensure no paint damage from a brake fluid spill, completely cover the bike. This process can be messy, and brake fluid WILL drip!

Step 3:
Dry out (bleed) your OEM hoses, and take note of how the stock system is installed. You may want to take a couple pictures, in case you need to re-install.

Step 4:
Remove the stock hoses on the front of the motorcycle, and replace with Galfer hoses labeled A,B,C,D,E,F,G.
Locate lines A. this hose will run from the master cylinder down to the right caliper and across the fender through the C-CLIP down to the left caliper. Line D. will run from the (DELAY VALVE) up through the C-CLIP to the right side upper frame female fitting will thread into the male with a (OLIVE) this O.E.M tubing travels to the proportion valve. Line F will run from the left caliper up through the C-CLIP to the left upper frame female fitting and thread to the male with a (OLIVE) this tubing travels to the rear master cylinder.
Locate and install line E; this hose will run from the lower delay valve down to the right caliper.
locate and install line C& G; line G will travel from the bottom (left) mounting point on the left caliper, to the upper inner mounting point of the left caliper this line joins line C with a double banjo bolt. line C will travel from the inner left caliper through the C-CLIP across the front fender to the inner mounting point of the delay valve.
Torque all single and double banjo bolts at 17-20 ft. pounds, and make sure there is a washer between every banjo.
See pictures for sequences and positioning (lines A, B,C,D,E,F,G,H,I.

Step 5:
Remove the stock hoses on the rear of the motorcycle, and replace with Galfer hoses labeled H,I.
Locate line H; this hose will run from the master cylinder (NOTE: YOU WILL BE REUSEING YOUR O.E.M DOUBLE BANJO BOLT AT THE REAR MASTER CYLINDER) this hose will run from the master cylinder to the outer mounting point with the tab of the rear caliper. leaving it snug but not completely tight. Route the line along the swing arm, through the two C-CLIP'S provided by galfer to the left of the rear caliper. Install the rear caliper banjo bolt.
Locate line I; this will run from the hydraulic unit to inner mounting point of the rear caliper. Route this line with line H.
Torque all single and double banjo bolts to 17-20 ft. pounds, and make sure there is a washer between every banjo.
See pictures.
Before you proceed to the next step, please check for clearance of the lines. Compress the suspension to make sure that the lines are not binding with anything. when the front and rear end are fully extended or fully compressed, double check that the lines are traveling correctly and clear from any obstructions.
Step 6:
Bleed brake system according to owner's manual, and build appropriate pressure. Finish with Galfer DOT-4 brake fluid.
Step 7:
Once the bleeding has been done, please check brake fluid level on master cylinder. Close brake fluid reservoir, and zip-tie the brake lever to the throttle for at least 2 hours to ensure no leaks or other possible issues. For the rear, set a jug or something similar on the brake pedal to apply pressure. If the lines are not leaking and all looks OK (bolts are tight, washers in between), you may now ride with the new system. Make sure the rider is aware that the overall braking feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure. We recommend checking your brake system periodically; keep in mind brake lines must be checked **very** carefully! If there are any signs of damage or stress to the lines, the complete brake system must be replaced. Remember, our brake lines have a LIFETIME WARRANTY! If you have any problems or questions, don't hesitate to call us at **(800) 685-6633.**

NOTES:
-When referring to right and left, it will be as if you were sitting on the motorcycle. For example, the right caliper is on your right when you are sitting on the motorcycle (left if you are looking at it head on).
-Both female ends require a brass conic inversor, more commonly referred to as an "olive".

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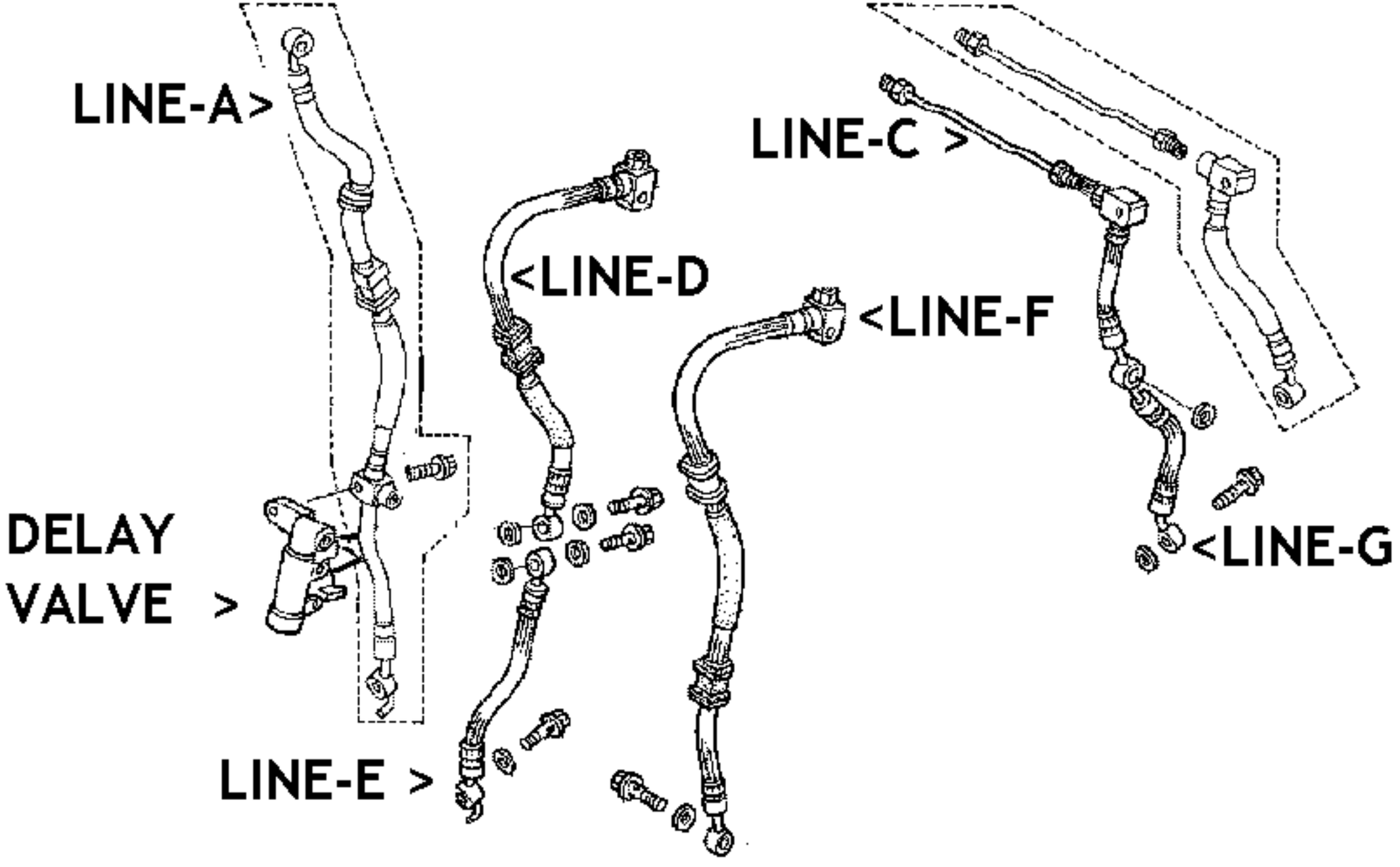
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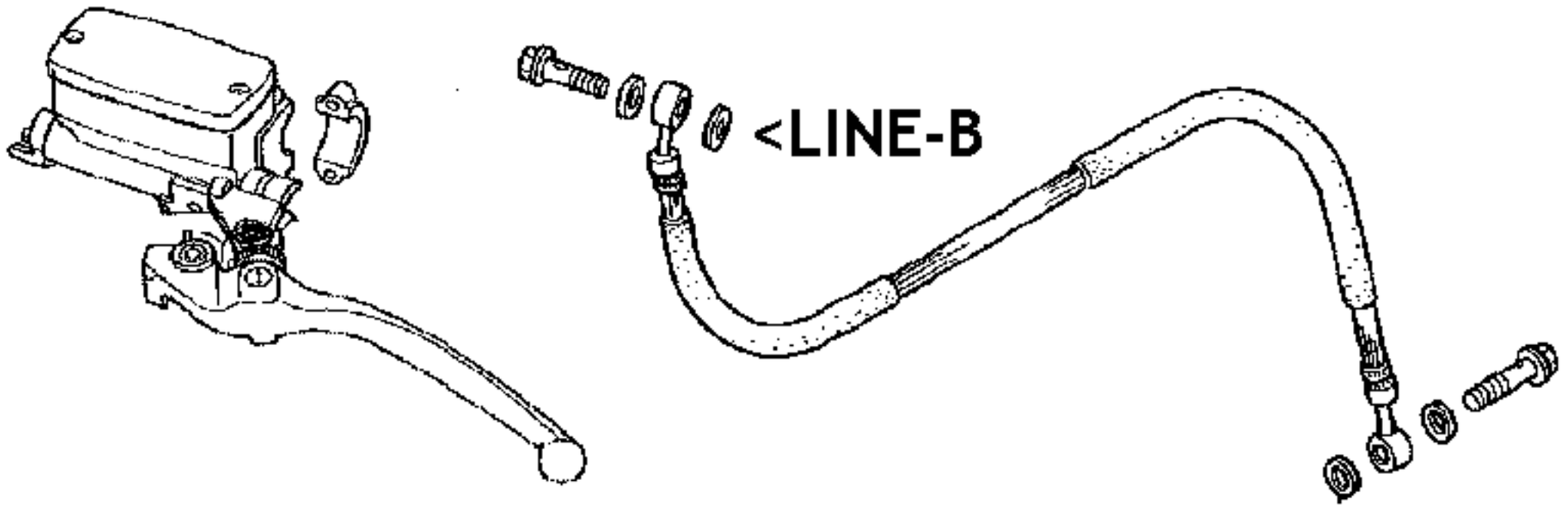
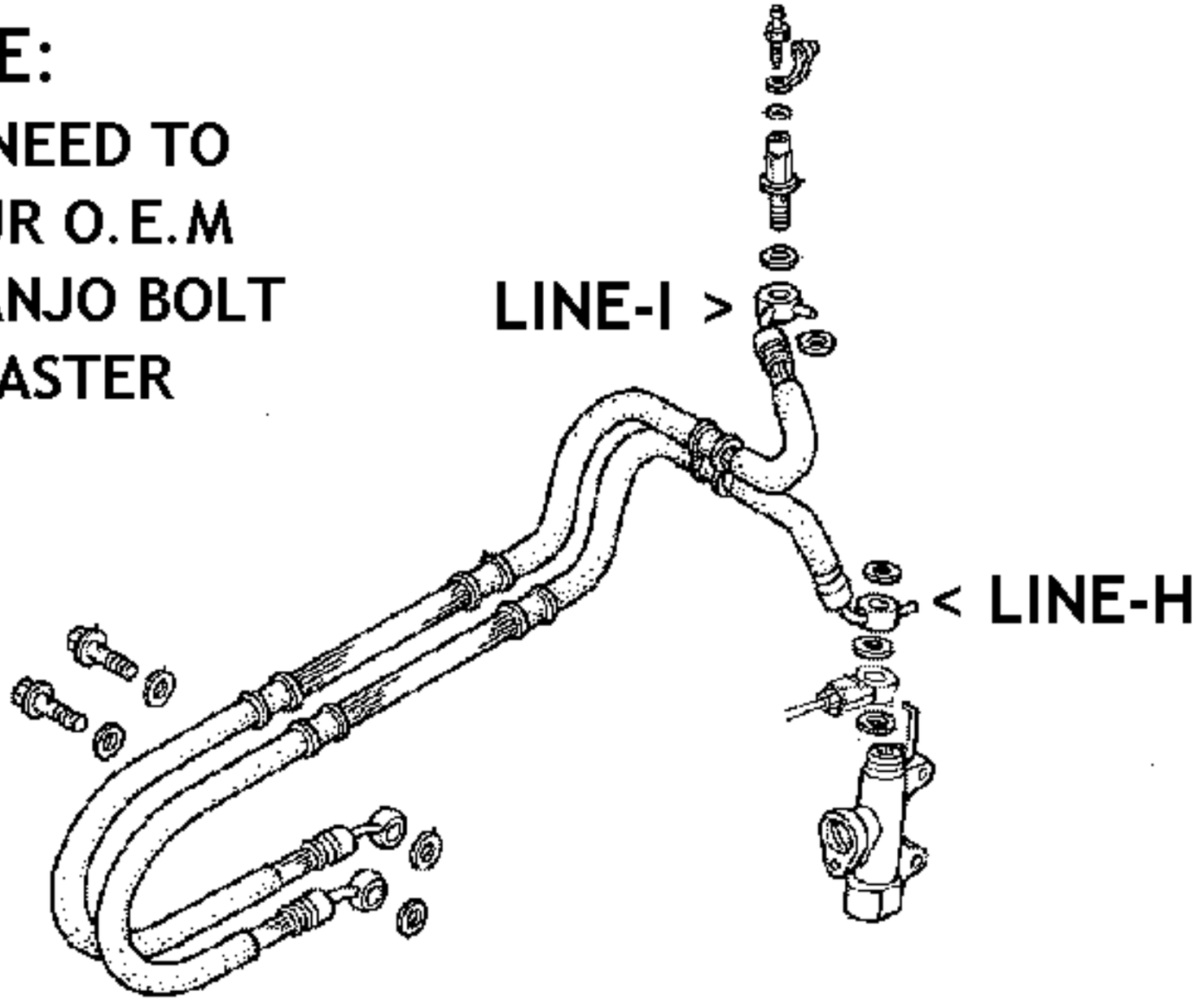
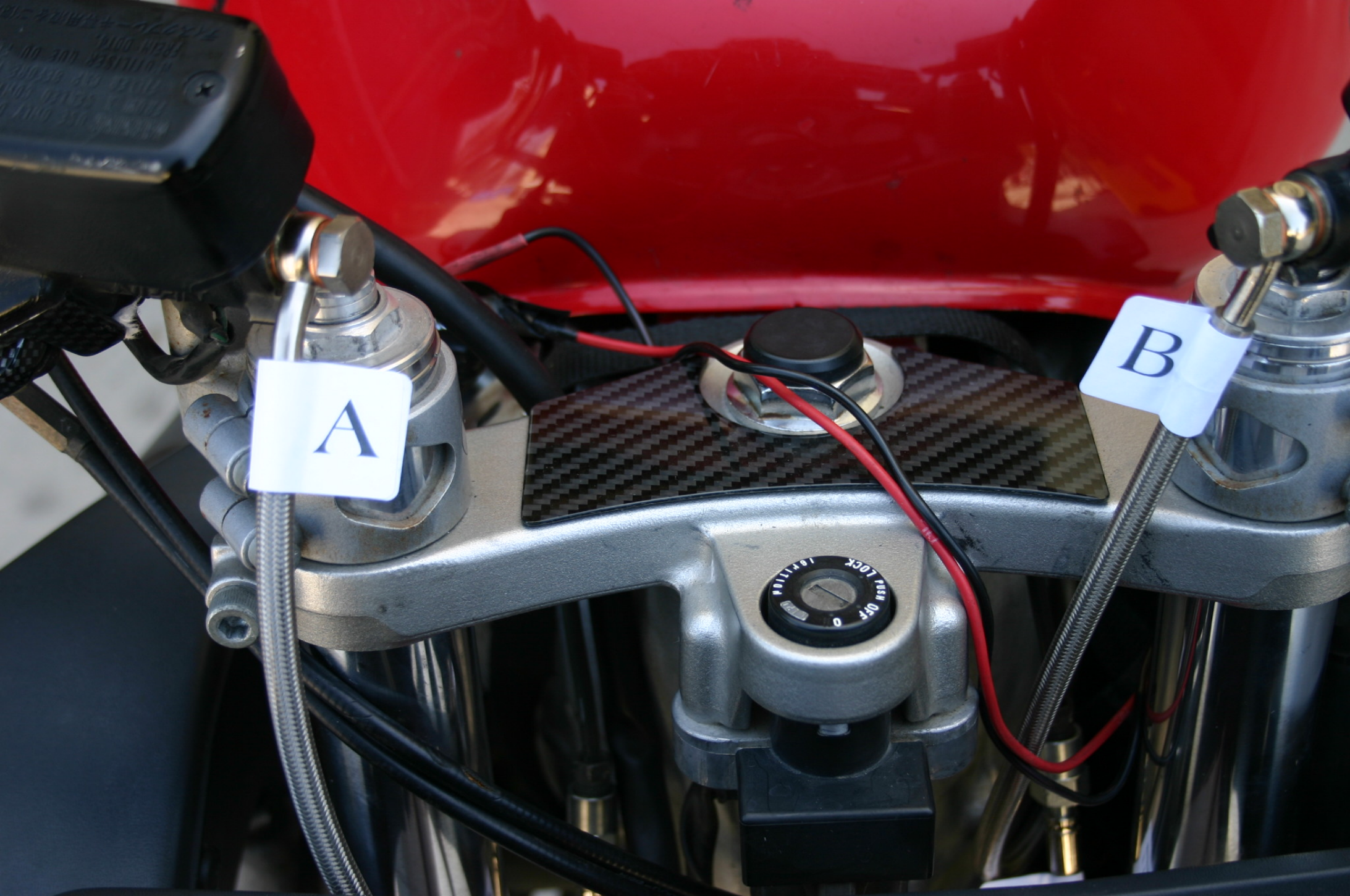
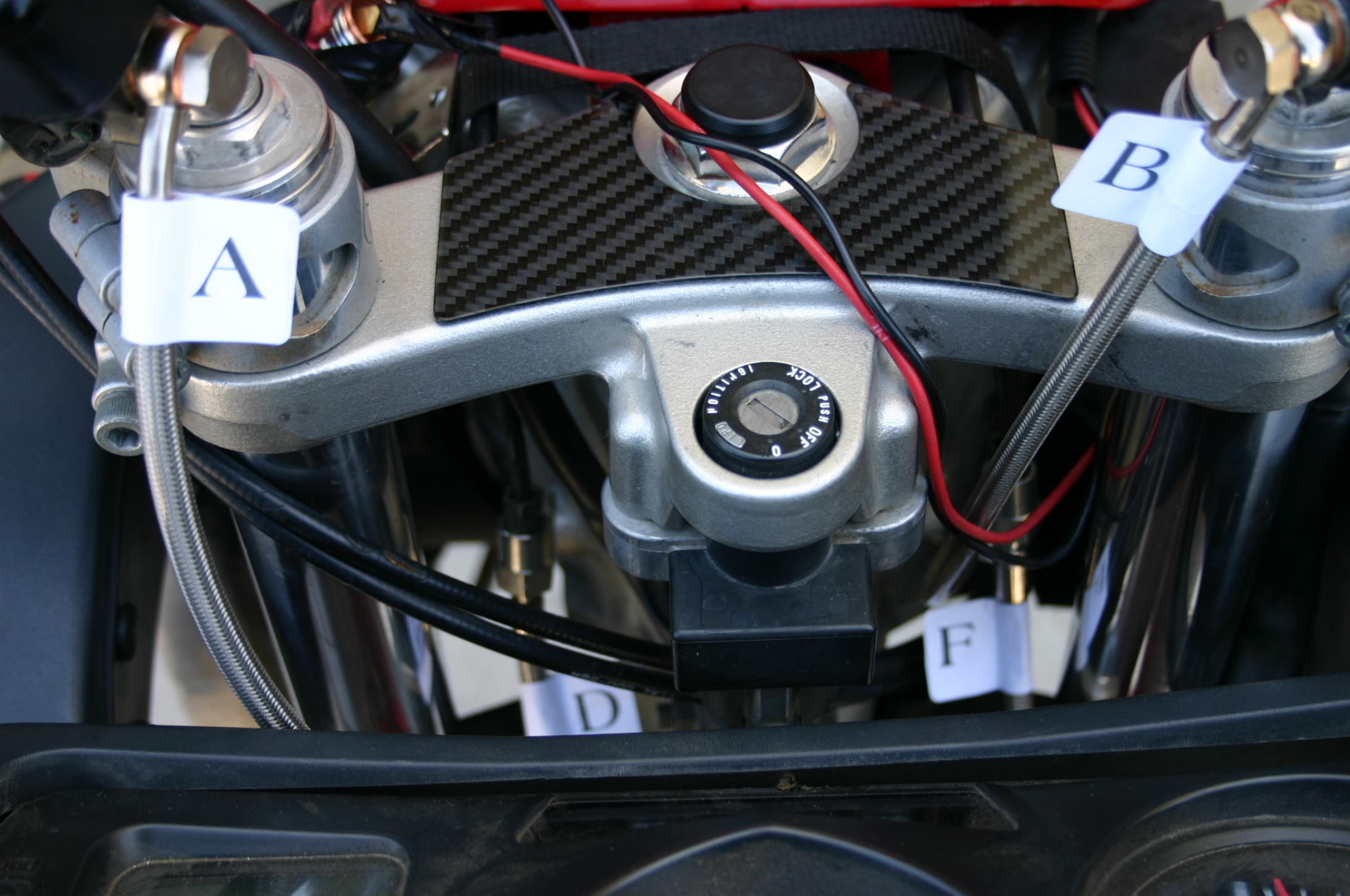

<LINE-B

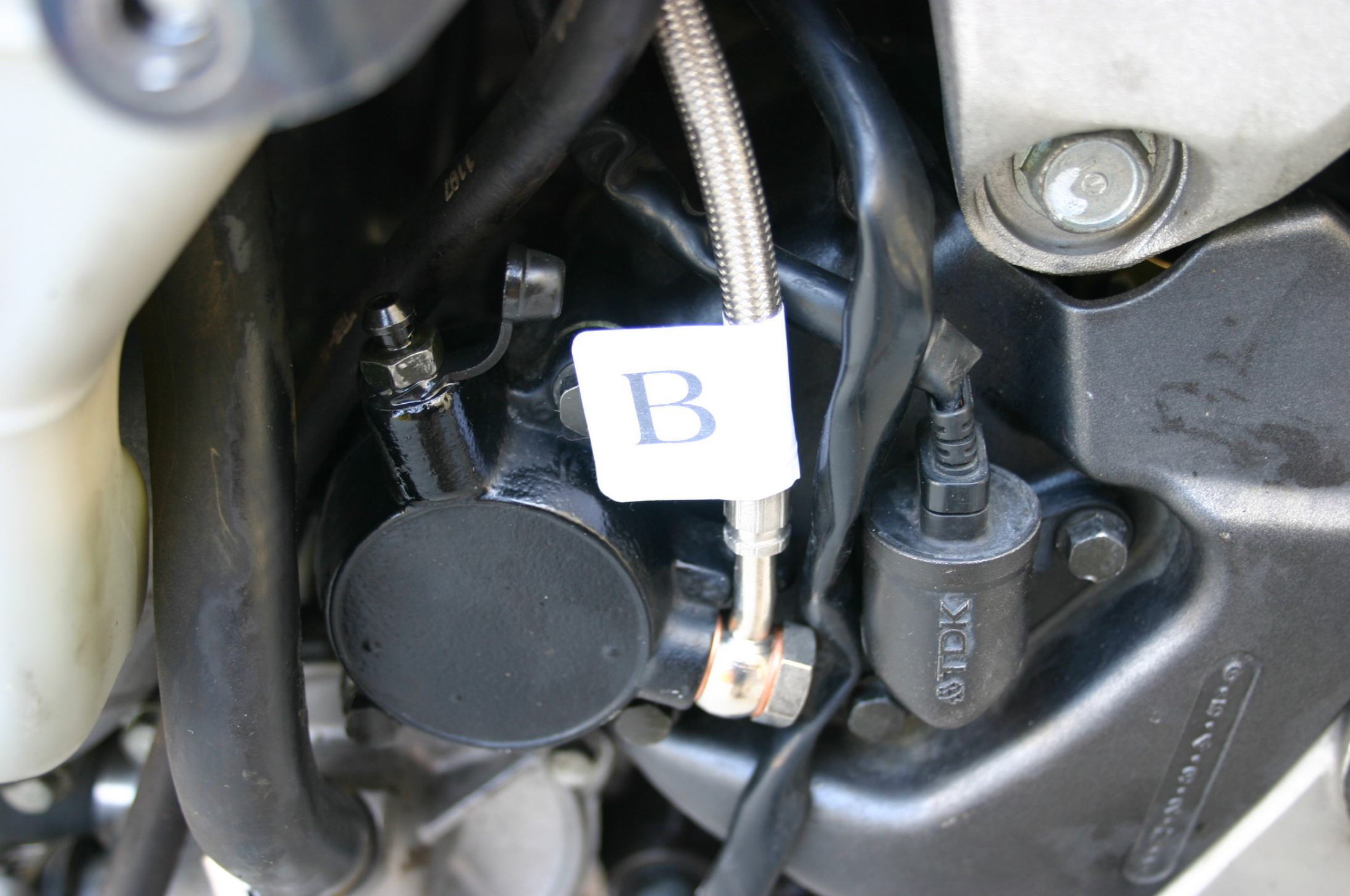
NOTE:

YOU WILL NEED TO REUSE YOUR O.E.M DOUBLE BANJO BOLT AT REAR MASTER CYLINDER.

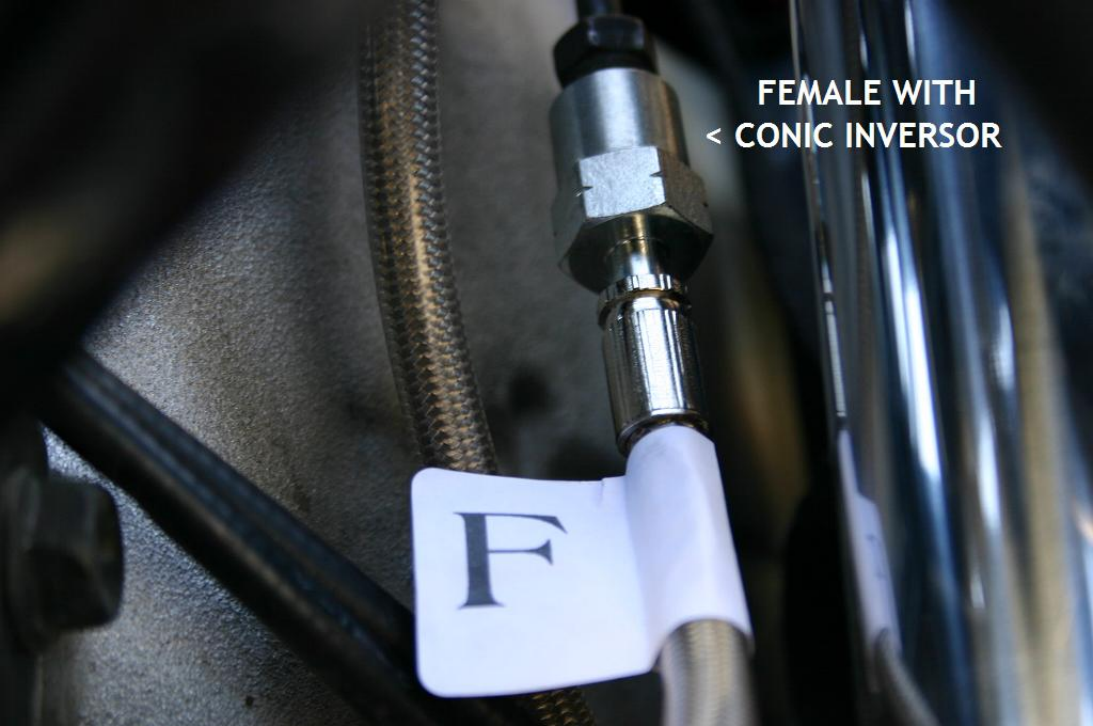



A
B
PUSH OFF
LOCK


A
B
F
D
PUSH OFF LOCK
O


B
TDK


FEMALE WITH
< CONIC INVERSOR
D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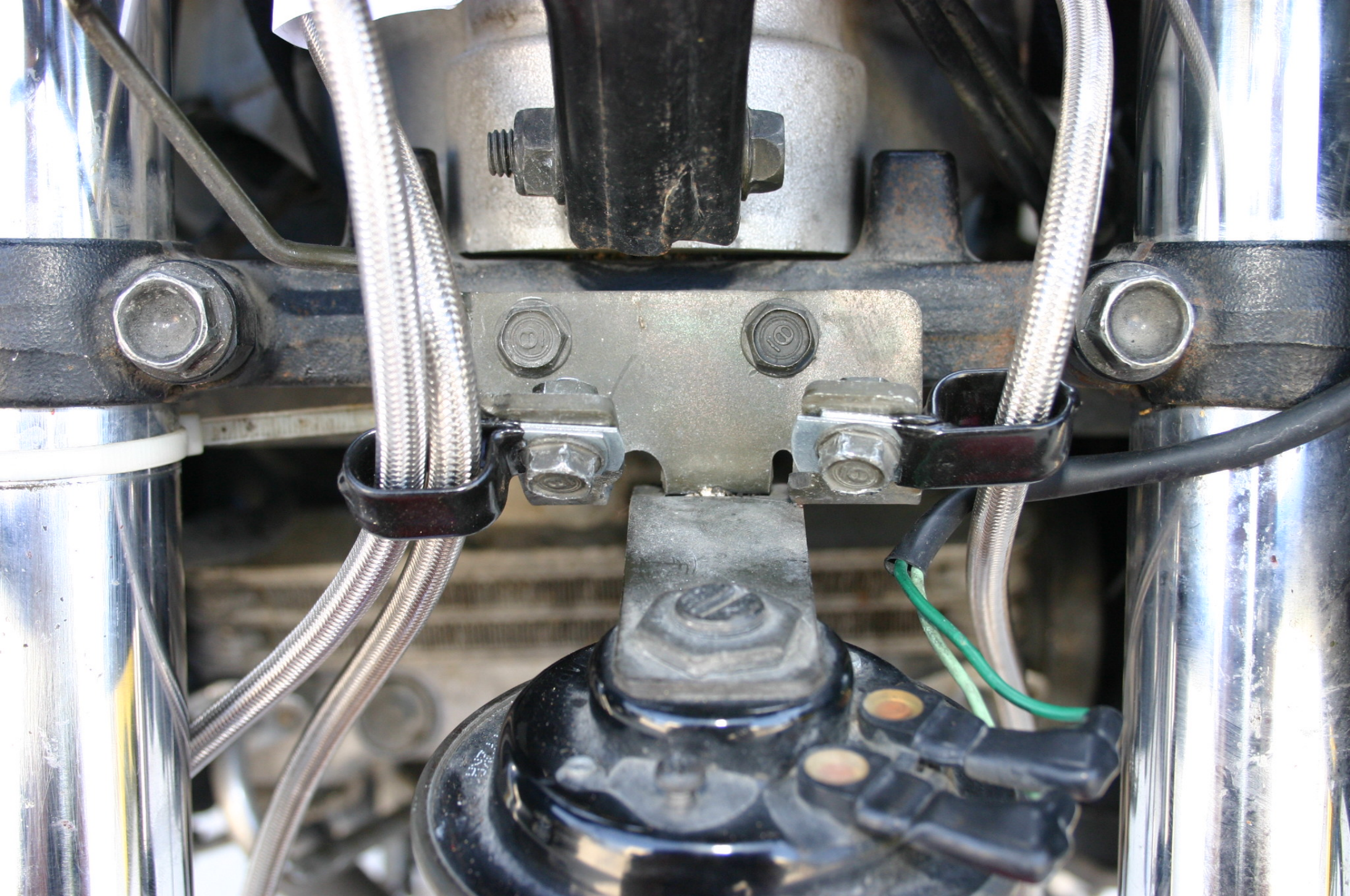
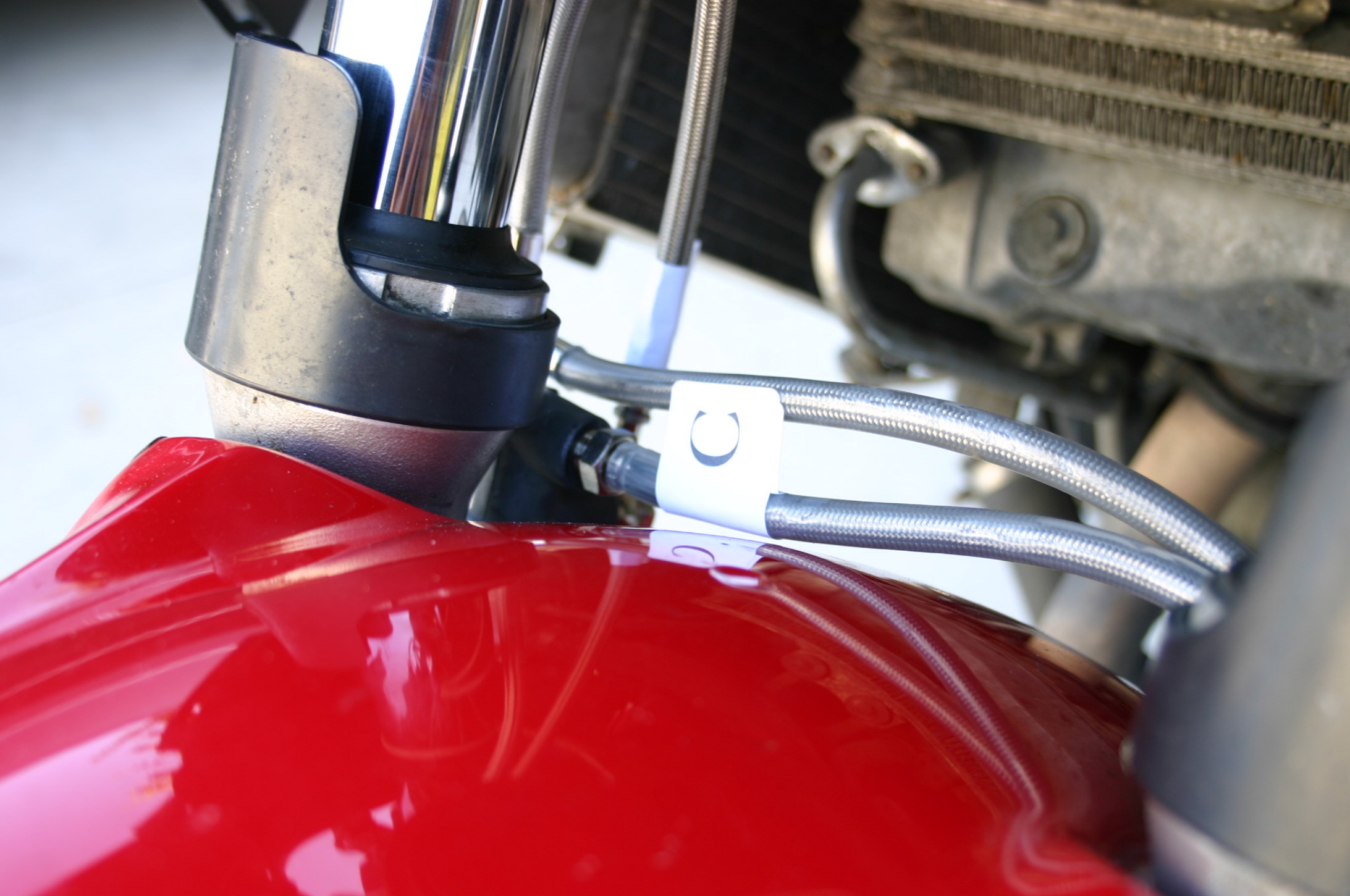
F

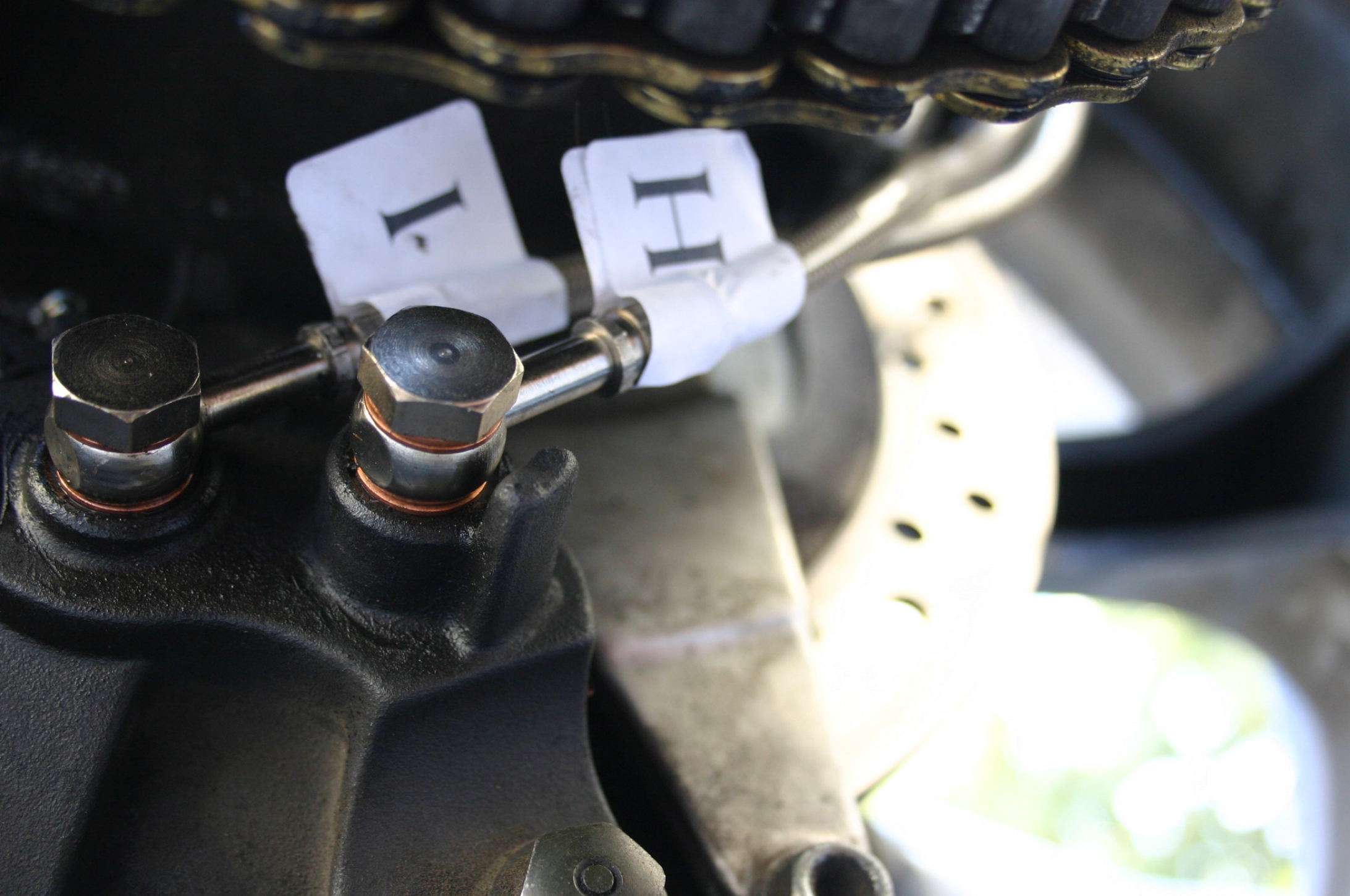



D
E
A
NISSIN
NISSIN
SHINKO


C
F
A
G
NISSIN




H


1.
H


FOOG REA