

INSTALLATION PROCESS:

FK003D744-10 Complete Brake Line Kit

2002-2009 VFR800 NON ABS



Step 1:

Identify the key components that complete our brake line kit:

You should have Ten (10) brake lines, one (1) double banjo bolt, ten (10) single banjo bolts, one (1) single banjo bleeder, four (4) conic “olive” inversors, seven (7) c-clips, thirty (30) washers, twenty-Five (25) washers will be used the rest are spares and one (1) Installation CD.

Step 2:

Familiarize yourself with the brake lines, which are labeled for each application. Lines **A, B, C, D, E, F** and **G** will be installed on the front of the motorcycle. Lines **H, I** and **J** are installed on the rear. Each label will reference a different drawing, which will show you the location of each brake line.

Step 3:

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

Step 4:

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 5:

Remove the stock hoses on the front of the motorcycle, and replace them with the Galfer lines labeled A,B,C,D,E,F and G. Locate **Line A**, this hose will run from the front **Master Cylinder** down to the Galfer t-block joining **Line B** to the **Right Caliper** mounting point. **Line C** will travel across the fender down to the **Left Caliper's** upper mounting point. **Line F** will run from the **Secondary Master Cylinder** up through the Galfer provided c-clip to the OEM tubing on the upper right portion of the frame. The female fitting will thread onto the male fitting using an olive inversor. This tubing travels to the rear delay vale.

Install **Line G** to the bottom mounting point of the **Left Caliper**, route the line to the **Secondary Master Cylinder**, install this end of **Line G** and **Line F** to the inner mounting point of the **Secondary Master Cylinder** using a double banjo bolt and three (3) washers. **Line E** will travel from the outer mounting point of the **Secondary Master Cylinder** up to left side upper frame to the OEM tubing the female fitting will thread onto the male fitting using an olive inversor. Install **Line D** to the **Clutch Master Cylinder** using a single banjo bolt and two (2) washers. Following the OEM routing; route the line down to the **Slave Cylinder** using the stock routing tabs, install this end of the to the **Slave Cylinder** using a single banjo bolt and two (2) washers.

Torque all single and double banjo bolts to 15-17 ft. pounds and all female fittings to 5-7-ft pounds, and make sure there is a washer between every banjo.

Step 6:

Remove the stock hoses on the rear of the motorcycle, and replace with Galfer hoses labeled **H, I, J**. Locate **Line H**, this hose will run from the master cylinder to the OEM tubing with an olive inverter. Locate **Line I**, this will run from the *Proportioning Valve* using the single banjo bolt bleeder provided down to inner mounting point of the rear caliper. Locate **Line J**, this will run from the *Valve Assembly* using an olive inverter to join the OEM tubing with the Galfer fitting down to outer mounting point of the *Rear Caliper*. Route this line with **Line I**. **Torque all single and double banjo bolts to 15-17 ft. pounds and all females to 5-7-ft pounds**, and make sure there is a washer between every banjo and an olive in-between every female fitting.

See pictures for sequences and positioning for lines A, B, C, D, E, F, G, H, I, J.

Before proceeding 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 the lines, making sure they are traveling correctly and are clear from any obstructions.

Step 7:

Bleed brake system according to owner's manual, and build appropriate pressure. Finish with Galfer DOT-4 brake fluid.

Step 8:

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 left and right, it will be as if you are 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).
- All female fittings require a brass conic inverter, more commonly referred to as an "olive".



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