



INSTALLATION INSTRUCTIONS

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|------------------------|----------------------|-----------------------------------|
| YEAR 2002-2007 | MAKE: HONDA | MODEL: VRF 800 Interceptor w/ ABS |
| PRODUCT # FK003D425-13 | PRODUCT DESCRIPTION: | Multi Line Kit |
| LIFETIME WARRANTY | | |

Torque specifications
Stainless steel 15-17 ft. lbs
Aluminum 12-15 ft. lbs

Must have items: Torque wrench, line wrenches, a commercially available vacuum/pressure bleeder for brake systems, replacement DOT 4 brake fluid, shop towels, general assortment of metric tools.

NOTE: THIS IS A TIME CONSUMING TASK REQUIRING KNOWLEDGE OF THIS MOTORCYCLE'S BRAKE SYSTEMS, MECHANICAL ABILITY, AND THE USE/OPERATION OF SPECIALIZED TOOLS. HAVING THE FACTORY HONDA SERVICE MANUAL FOR THIS MOTORCYCLE IS VERY HELPFUL.

Step 1:

Note: it is not absolutely necessary to remove the fuel tank and body panels.. We decided to be safe (Fig. B) and removed the lower fairing left and right rear sides, fuel tank, front fender, seat, and black plastic inner fairing front parts, battery cover, and rear master cylinder cover according to the owner's manual. This also gives better access to the fittings. (Fig C)

Step 2:

To ensure there is no paint damage from the brake fluid, completely cover the front end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 3:

After bleeding and drying out the OEM brake system, uninstall your front stock hose. Take note of how the stock system was routed in case you need to re-install the hose..

Step 4:

Familiarize yourself with the new GBrakes brake line, identify which end to install to the front master cylinder. Install the line to the master cylinder using a banjo bolt and two (2) washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, banjo bolt (see **picture A**).



Step 5:

Perform the following steps for the clutch line (Fig D) A. In the bag marked Clutch Line: remove the left side lower body panels.

Remove vehicle speed sensor,
remove the coolant tank.

Remove the clutch fluid from the master cylinder on the left clip-on.

Remove the fluid from the clutch line and slave cylinder. This factory line is **NOT** attached along the inner frame spar so here is a little trick that made this a 20-minute job including the bleed:

1. Remove the banjo bolts from the master cylinder and the clutch slave ends.

2. With a nice heavy wire tie, attach the slave end of the new braided line to the lever end of the factory line. Snip off the tail of the wire tie. Wrap this “joint” with electrical tape.

3. Pull from the factory slave end until you get the braided line end to the clutch slave. If it gets caught on something, try turning the end you are pulling from.

4. Remove the tape, carefully cut off the wire tie, install new sealing washers and bolts at both ends and torque to 15 - 17 foot/lbs. maximum. Bleed the clutch

Step 6:

Removing the factory front brake hoses and calipers –
Front lines

A. loosen the bolts that hold the right caliper to the right fork leg (Fig E).

Also remove the two 8mm bolts from the ABS front wheel speed sensor. Loosen all of the hose mounting blocks on the front forks on both sides; also loosen the blocks for the crossover pipe (Fig F) between the fork legs. Also loosen the frame pipe mounts and the mount for the front lever line that is also attached to the right side of the frame. Loosen the left caliper mounting bolts (Fig G).

B. Remove the calipers and remove the hose mounts under the lower triple tree. Remove the hard pipes from both the left and right hard pipe to the soft line frame mounts (Fig. H). On the front ABS modulator remove the short soft line that is connected to the mount block. (Fig I and reference Fig G)

C. Carefully remove the entire assembly...both calipers, all of the lines and all of the block mounts. Remove the lines from the calipers.
(Fig. J-1 & J-2)

Step 7:

Installing front braided lines (Fig. K-1 & K-2)



A. In the front line set is a group of four lines. In a bag marked Front Lines; the A, B, C line assembly is first. Attach the long end to the front modulator (**A**). (Fig. L) Loosely remount the calipers on both fork legs. The line end with the “T” goes to the right caliper (**C**). Loosely attach the line using two new washers and a new banjo (or as Honda calls them, “Oil Bolt”) bolts. The other long end off of the “T” is actually the line that jumps over the front fender between the forks. This line was made to not make contact with the front fender. You may at this time loosely install the front fender. Attach the line marked (**B**) to the left caliper upper line mount. Again use two washers and a new bolt. Do not tighten. (reference Fig J-1)

B. The next lines will be from the hard line fittings on the front, both sides of the frame, from the right side hard line fitting, install one of the small brass disc seals (Fig M) and start the hard pipe threaded fitting into the line end. Do not tighten. This line is marked (**P**) and goes to the front hole on the secondary master-cylinder on the left fork leg. This hole also gets the short “jumper line” to the lower hole on the same side caliper. Use the double banjo bolt and three sealing washers, in this order, against the caliper: washer, short line, washer, “P” line end, washer, and bolt. The loose end of the short line can now be attached to the lower caliper hole. (Fig N-1 & N-2)

C. The last line from the left front frame mount area is marked (**F**). Again, use a seal disc (brass) and start the line (See Fig M). This line goes to the rear hole on the secondary master cylinder. NOTE: It is a good idea not to torque the lines on the calipers yet because you may need to re-route them for a cleaner look. With a few black wire ties, tie the lines (Fig O-1 & O-2) loosely under the oil cooler, as the picture demonstrates. (Fig P) The way they were done in the picture had none of the lines rubbing on anything...even with the steering locked left to right. When you are happy with the routing, tighten and torque all of the fittings. Use line wrenches to tighten the hard line to braided fittings on both sides of the frame. (Fig Q) Torque the banjo bolts. The is 15-17 ft/lbs. DO NOT EXCEED THE TORQUE VALUE!!! It may be necessary to remove the left caliper to torque the banjo bolts that face into the wheel.

D. The last front line is the (**L**) line (for lever). This line (Fig R) attaches to the lever master cylinder on the right clip-on, and then attaches to the hard pipe. Also install the ABS sensor and re-torque the caliper bolts to 23 ft/lbs as per the factory Honda instruction

Step 8

Before you begin the next step, please check the clearance of your new line. When the front end is fully extended or compressed, make sure the line does not bind with anything. Be sure to triple check that the line is traveling correctly and is clear from any obstructions.

Step 9:

Bleed your brake system according to the owner’s manual. Add DOT-4 brake fluid to the system and build appropriate pressure.



This is a linked brake system and must be bled when the line installation is complete.

Open the bag marked Rear Lines.

B. Loosen and remove the factory line from under the servo proportional control valve bleeder (Fig S). Loosen it from the rear ABS modulator unit. (Fig T)

C. Install the braided line in its place.

D. Remove the short factory line on the rear ABS modulator unit that goes to the pedal bleeder block. (Fig U-1 & U-2)

E. Install the braided line in its place.

F. Torque these two lines to 15-17 ft/lbs. NOTE: The servo proportional bleeder gets torqued to 25 ft/lbs, as per the factory Honda instruction. (refer to Fig S)

G. Pedal line: remove the line from the foot pedal master cylinder. Remove the pedal block, but leave the bent hard line. (Fig V) Install the braided line and a brass sealing disc to the hard line. Tighten with a pair of line wrenches. Torque to 15-17 ft/lbs. at the master cylinder end.

Step 10:

Rear brake caliper lines

A. The rear caliper has a pedal line and a lever line. The rear ABS modulator unit is where both of these lines go. While looking at the rear ABS modulator from the brake pedal side of the motorcycle you will see the modulator with four lines on it. The two top holes have the lines you previously replaced. (Fig W) The two lower ones are for the rear caliper.

B. Loosen and remove the lower two banjo bolts from the rear ABS modulator unit. An easy way to remember which line is lever and which is pedal is to either mark the casting with a marker or just remember the front hole is for the front lever and the rear hole is for the rear pedal. The same is true while you're looking at the rear caliper, two holes...front hole = lever, rear hole = pedal. (Fig X-1 & X-2)

C. With the bike on the center stand, remove the rear wheel. Remove the ABS sensor from the rear caliper mount. Follow this sensor wire along the chain guard and up through the rear shock area. Unplug the wire from the connector. Remove the caliper banjo bolts. Also remove the driver's foot peg and spring loaded mount from the frame. Remove the chain guard from the swing armchain guard from the swing arm. If you look behind the shock mount you will see a dual line mount. Remove the bolt and remove the two factory lines, and ABS rear wheel speed sensor and the chain guard as a unit. (Fig Y)



D. With a piece of masking tape and a marker, mark both ends of lines P and L from the bag marked Rear Lines. Lay out the braided lines and the rear wheel speed sensor along the chain guard and remount the holder (Fig Z-1 & Z-2), with the new lines and wire to the chain guard. Drop the lines through the swing arm line retainer loop and install the lines to the caliper.

L line in the forward most hole and P line in the rear hole (See Fig X-1). Don't forget the sealing washers and torque to 15-17 ft/lbs. Remount the ABS rear wheel speed sensor (wire pointing down). At the rear ABS modulator unit install the braided line marked L in the forward lower hole of the modulator and the line marked P in the rearward lower hole. Install new sealing washers and re-torque to 15-17 ft/lbs.

YOU ARE NOW READY TO FOLLOW, WORD FOR WORD, THE FACTORY PROCEDURE FOR BLEEDING THE BRAKE SYSTEM.

Note: After bleeding is completed and the motorcycle test ridden, sometimes it is necessary to re-bleed the system a short while later just to remove any air that worked its way into the bleeders. This is not always the case, but the system was completely drained, and it is just a good preventative measure to take.

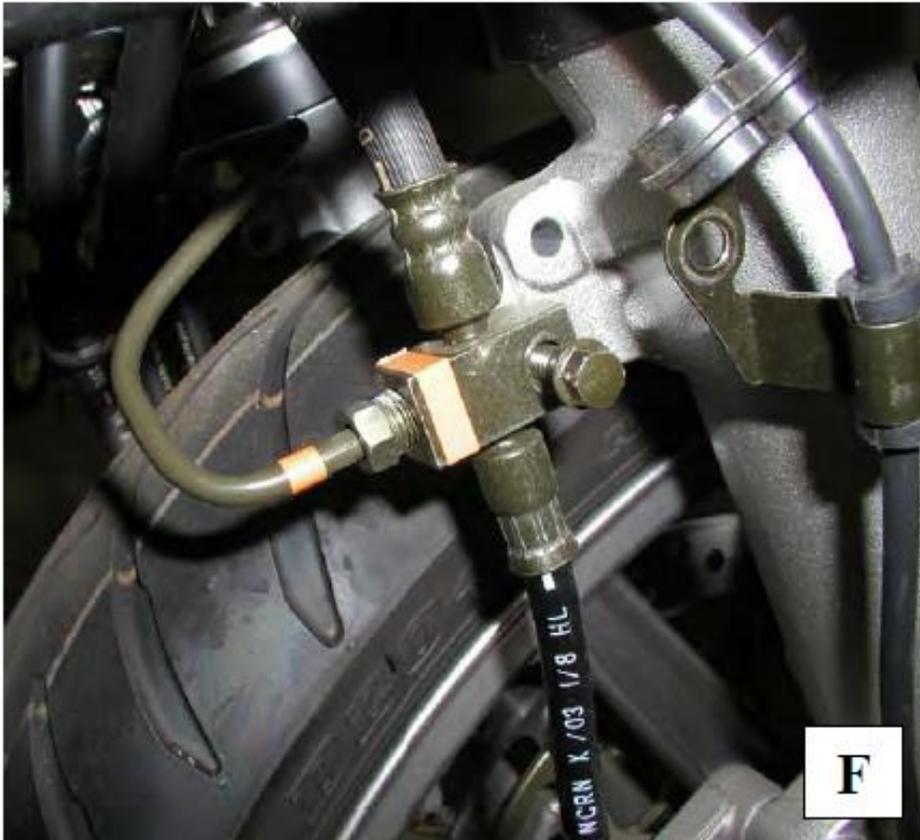
Step 11:

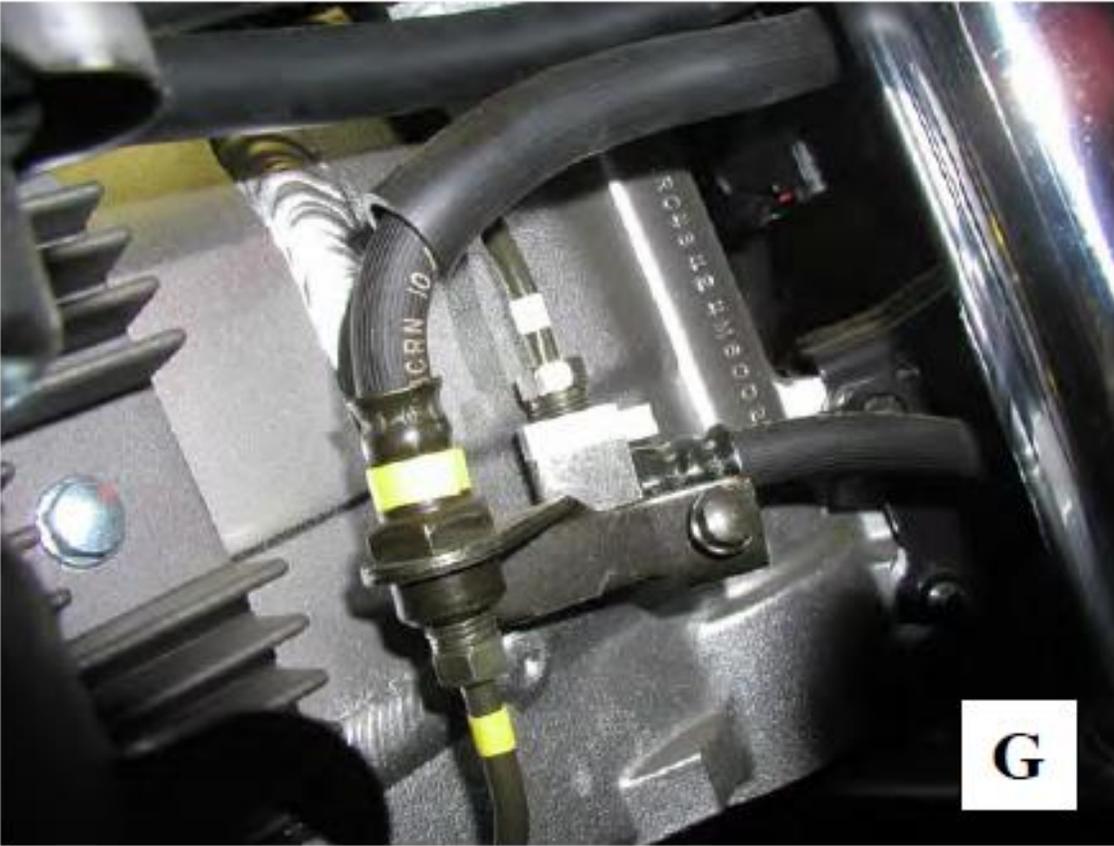
Once you have bled the system, please check the brake fluid level in your master cylinder. Top off your brake fluid according to your manual and close the brake fluid reservoir. To ensure there are no leaks or other issues, zip-tie the brake lever to the throttle for at least 2 hours. If the line is not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and the line is clear from obstruction) you are now ready to ride with the new brake system.

Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your line for any leaks or damage. If there are any signs of damage or stress to the lines, the complete brake line kit will need to be replaced. Remember, our brake lines have a **LIFETIME WARRANTY!** If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.







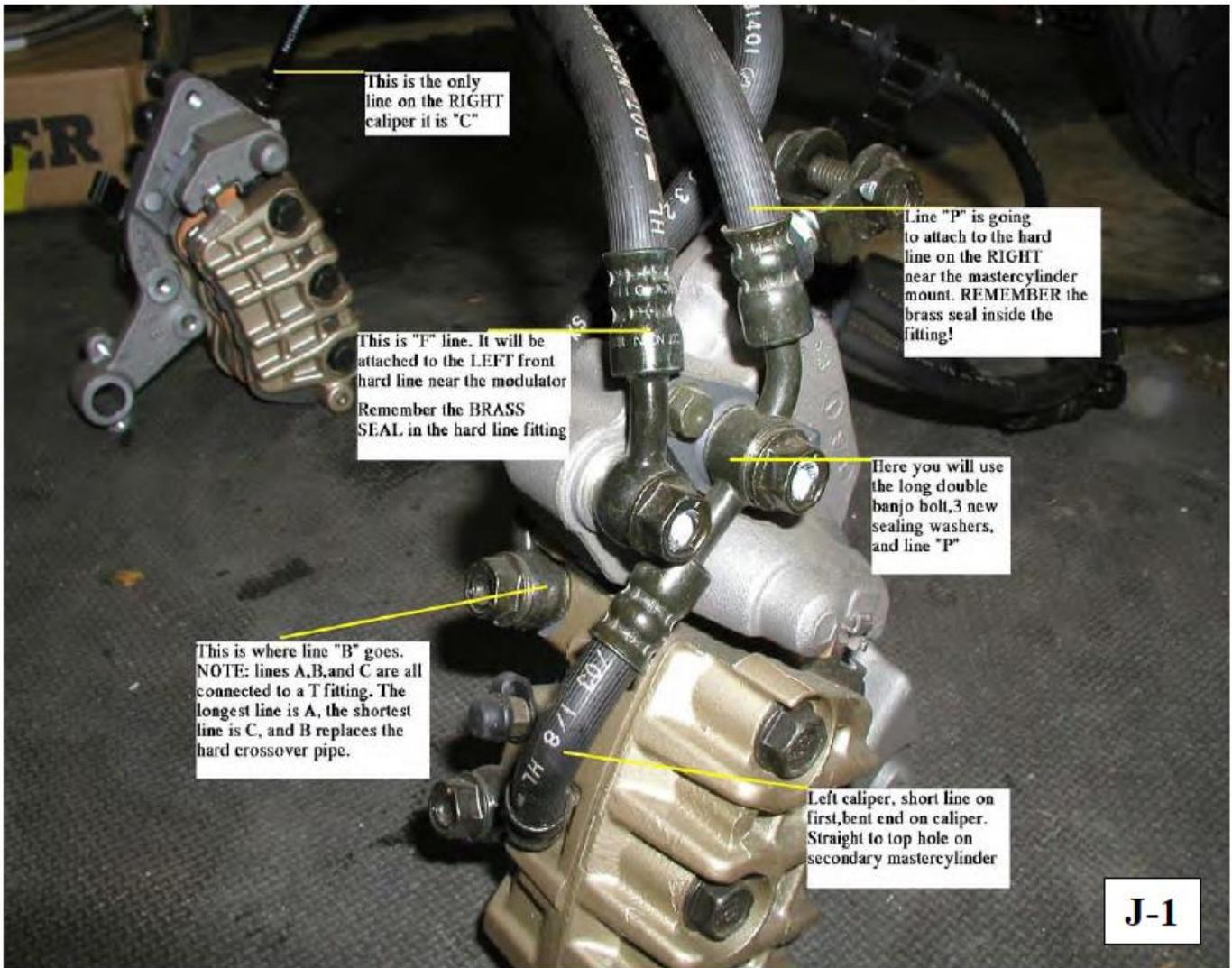


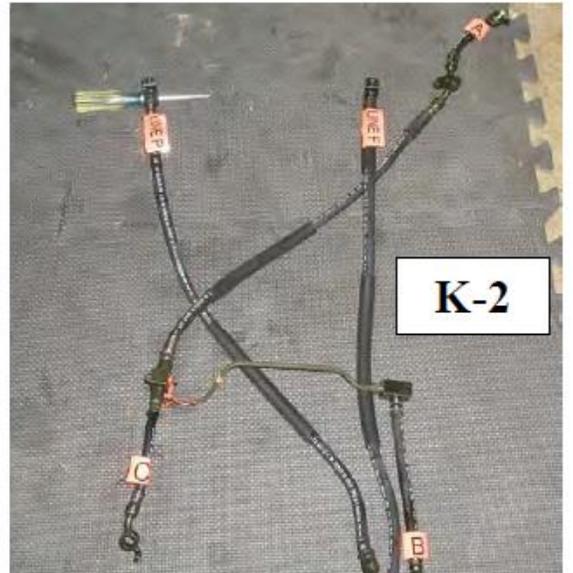
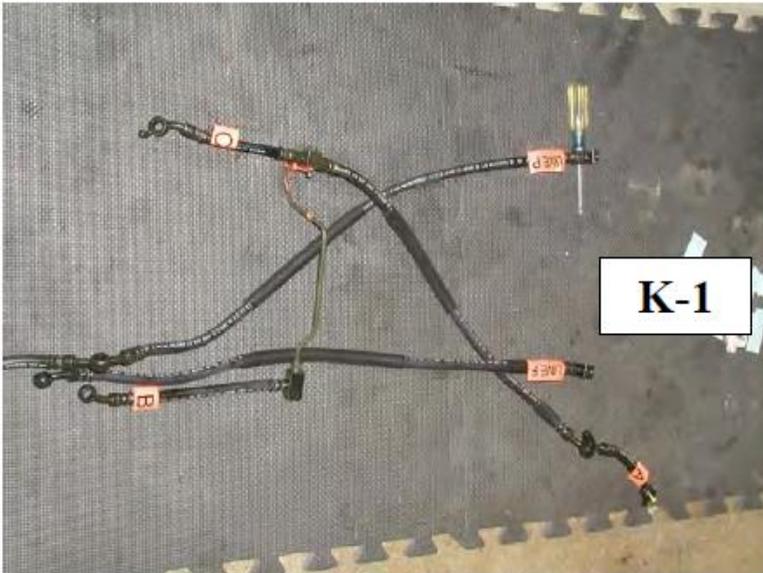
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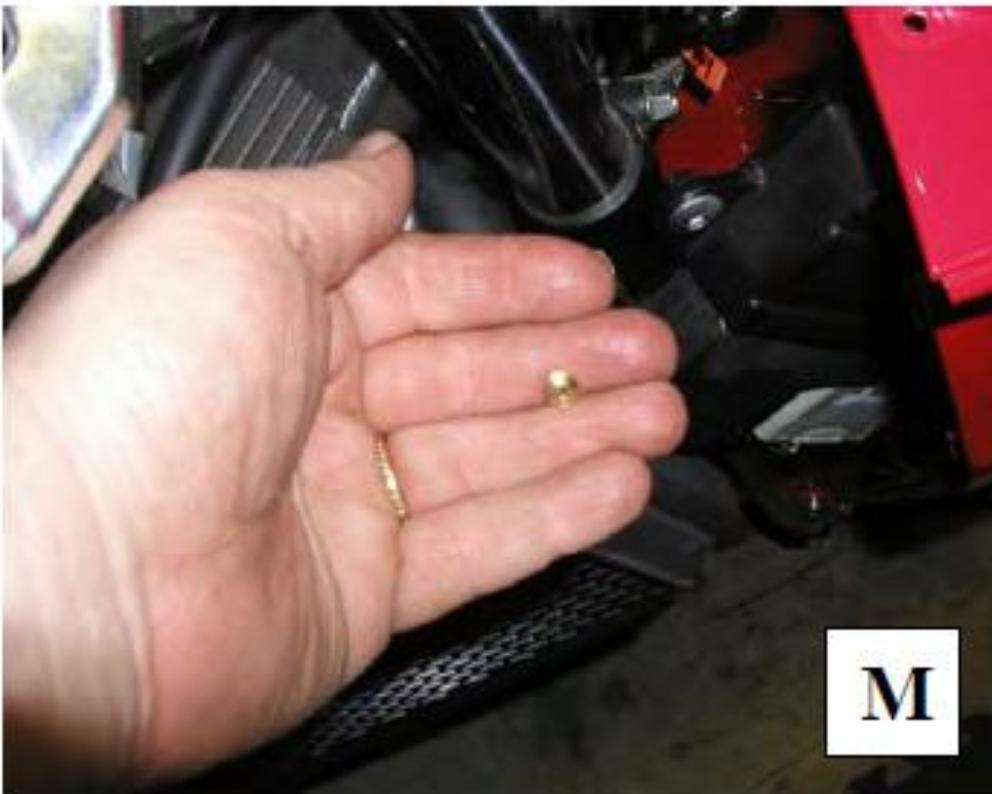
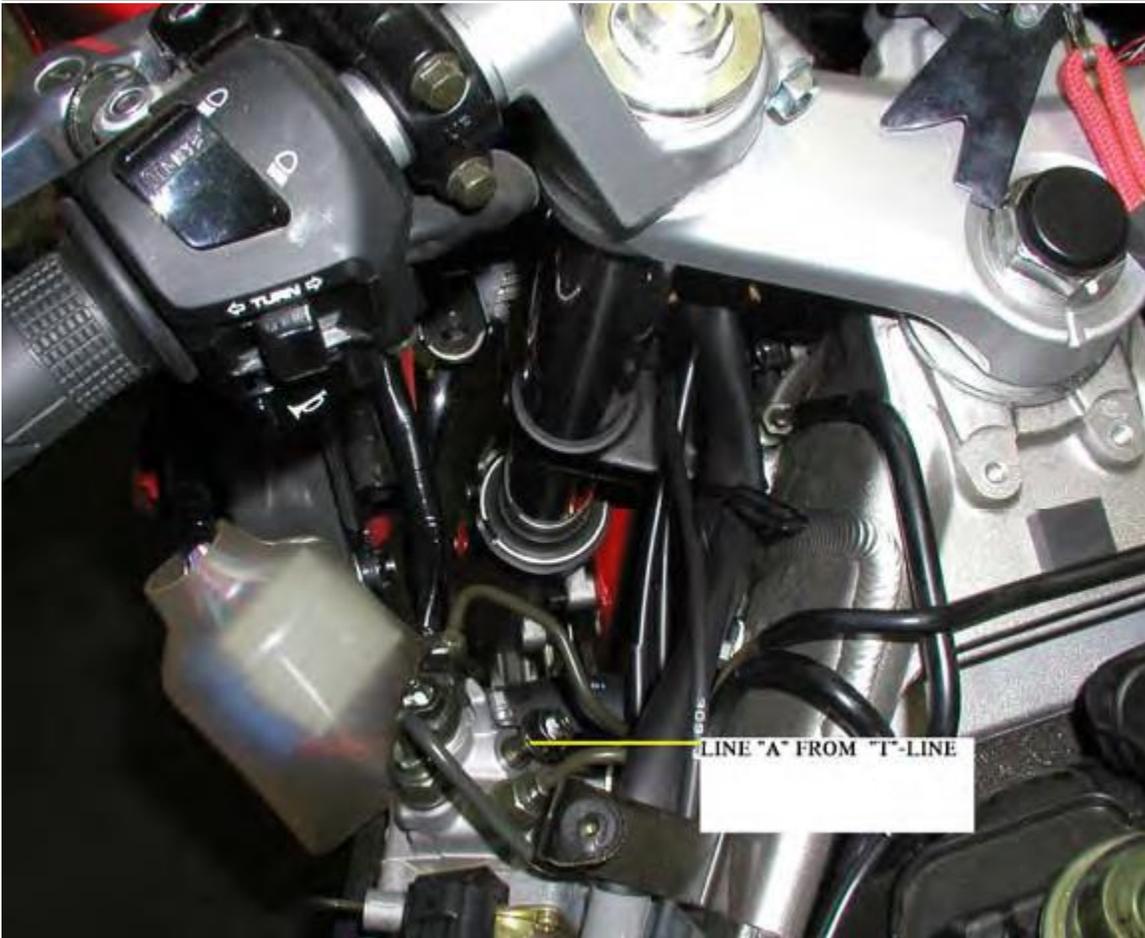


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VI. Rear factory Line removal including modulator, lines, pedal line, rear caliper lines and rear proportional control valve, rear modulator.





