



# INSTALLATION INSTRUCTIONS

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YEAR 2005-2008	MAKE: HONDA	MODEL: VTX 1300 R
PRODUCT # FK003D598-1	PRODUCT DESCRIPTION:	Front Line
LIFETIME WARRANTY		

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

## Step 1:

Identify the key components that complete our brake line kit:

You should have one (1) line, two (2) single banjo bolts, two (2) c-clips and one (1) m6 nut. We have also included a total of six (6) washers; four (4) will be used, and two (2) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty.

## 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:

**Following the OEM routing;** route the line through the stock clamp at the upper triple tree, continue to route the line *behind* the triple tree. Replace the OEM line holder bracket at the lower triple tree with the *smaller* GBrakes provided c-clip, continue to route the line down to the fender. Remove the OEM line holder found on the stock bracket at your fender, install the *larger* GBrakes provided c-clip to this bracket (we have included an m6 nut to help ease this installation.) Install the line to the caliper using a banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, banjo bolt (**see picture B.**)

## Step 6:

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 7:**

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

**Step 8:**

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**.



