



INSTALLATION PROCESS:

FK003D744 Complete Brake Line Kit

2000-2007 VFR800 NON ABS

Step 1:

Identify the key components that complete our brake line kit:

You should have Ten (10) hoses, one (1) double banjo bolt, fourteen (14) single banjo bolts, one (1) single banjo bleeder, (1) Installation CD. There are also a total of Thirty Seven (37) washers and Four (4) "olive" conic inversors, Seven (7) c-clips. Thirty Three (33) washers will be used the rest are spares.

Step 2:

Familiarize yourself with the brake lines, which are labeled for each application. Lettered brake hoses A, B, C, D, E, F, G are installed on the front of the motorcycle, while brake hoses (H, I and K) 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 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, H. Locate line A, this hose will run from the 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 upper mounting point. Line F will run from the (**SECONDARY MASTER CYLINDER**) up through the C-CLIP to the Right upper frame to the O.E.M tubing. The female fitting will thread onto the male fitting using a (**OLIVE**). This tubing travels to the rear delay vale.

Locate and install line G; line G will travel from the bottom mounting point on the left caliper, to the inner mounting point of the Secondary Master Cylinder. This line joins line F with a double banjo bolt. Line E will travel from the outer mounting point of the Secondary Master Cylinder up to left side upper frame to the O.E.M tubing the female fitting will thread onto the male fitting using a (**OLIVE**). Locate Line D runs from the clutch master cylinder down to the clutch slave using the stock routing tabs.

Torque all single and double banjo bolts at 17-20 ft. pounds and all female fittings to 7-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,J).

Step 5:

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 O,E,M tubing with an **OLIVE.**

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** to join the O,E,M 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 17-20 ft. pounds and all females to 7-ft pounds, and make sure there is a washer between every banjo and a **olive** in-between every female fitting.

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.

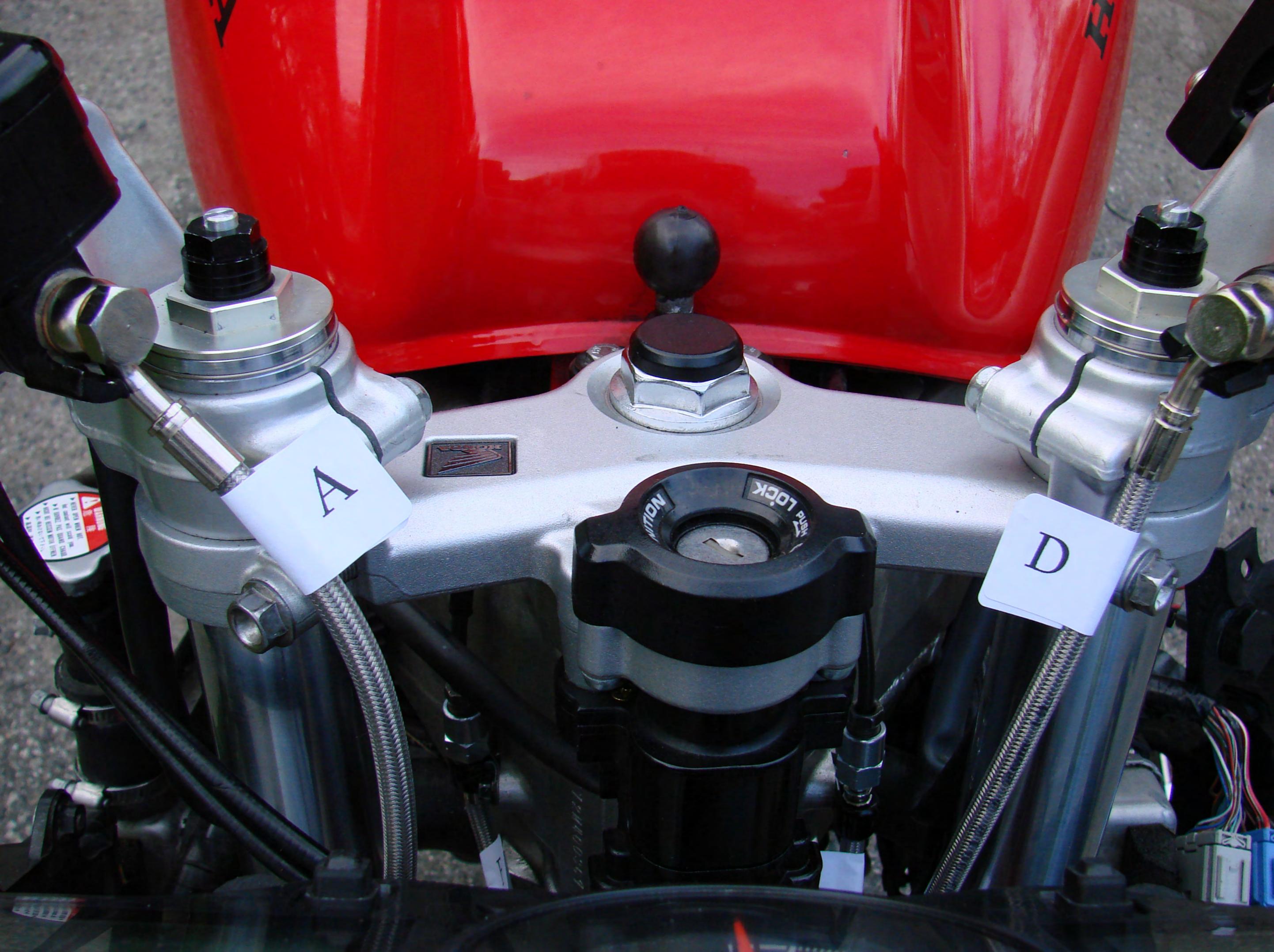
Step 7:

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).
- All female ends require a brass conic inersor, more commonly referred to as an **"olive"**.

GALFER USA DIVISION
310 Irving Drive, Oxnard, CA 93030
(800) 685-6633 (805) 988-2900
FAX (805) 988-2948



A

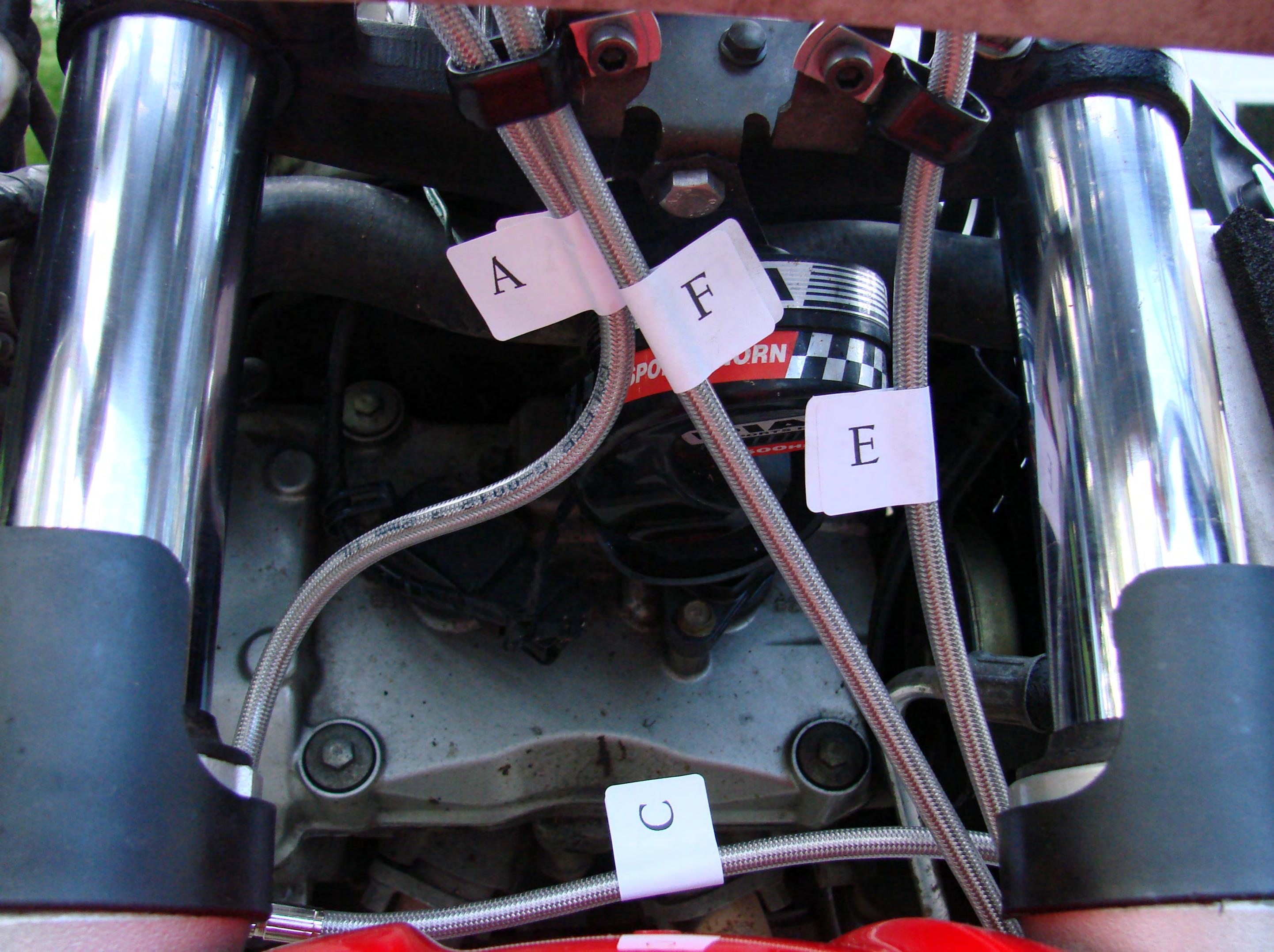
D

CAUTION
PUSH LOCK



F

WARNING
DO NOT OIL THE FORK TUBES
OR THE FORK SEALS
OR THE FORK SPRINGS
OR THE FORK BUSHES
OR THE FORK SLIDERS
OR THE FORK CARTRIDGES
OR THE FORK COILS
OR THE FORK SHOCKS
OR THE FORK PISTONS
OR THE FORK RINGS
OR THE FORK VALVES
OR THE FORK SPRINGS
OR THE FORK BUSHES
OR THE FORK SLIDERS
OR THE FORK CARTRIDGES
OR THE FORK COILS
OR THE FORK SHOCKS
OR THE FORK PISTONS
OR THE FORK RINGS
OR THE FORK VALVES



A

E

E

SPORT HORN

C



B

AXXION CARTRIDGE
AK-20
EQUIPPED
www.traxxion.com

NISSIN

KBA 61148

0877

676 FLW

MINI TH 4.2mm



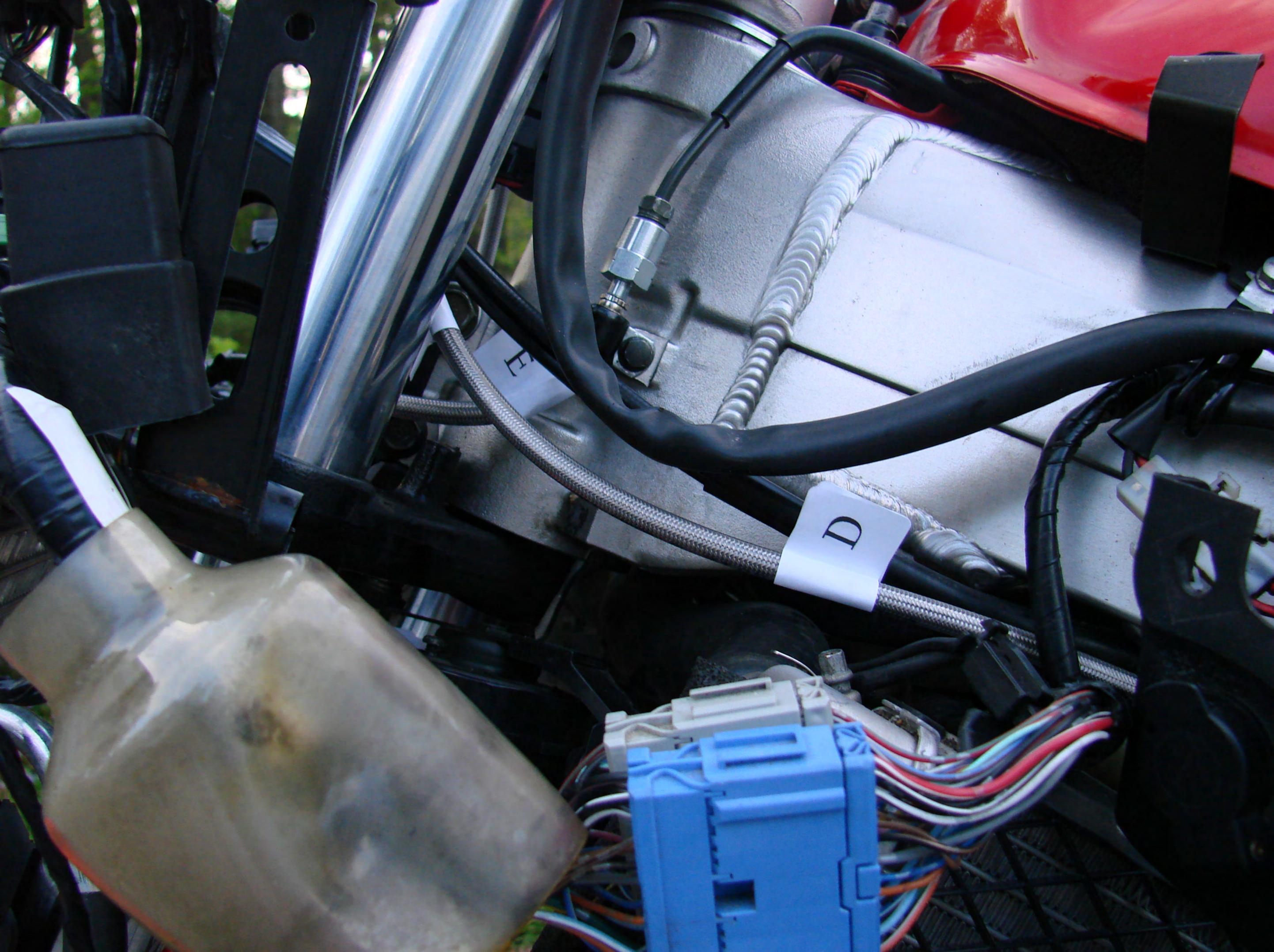
F

E

C

G

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E

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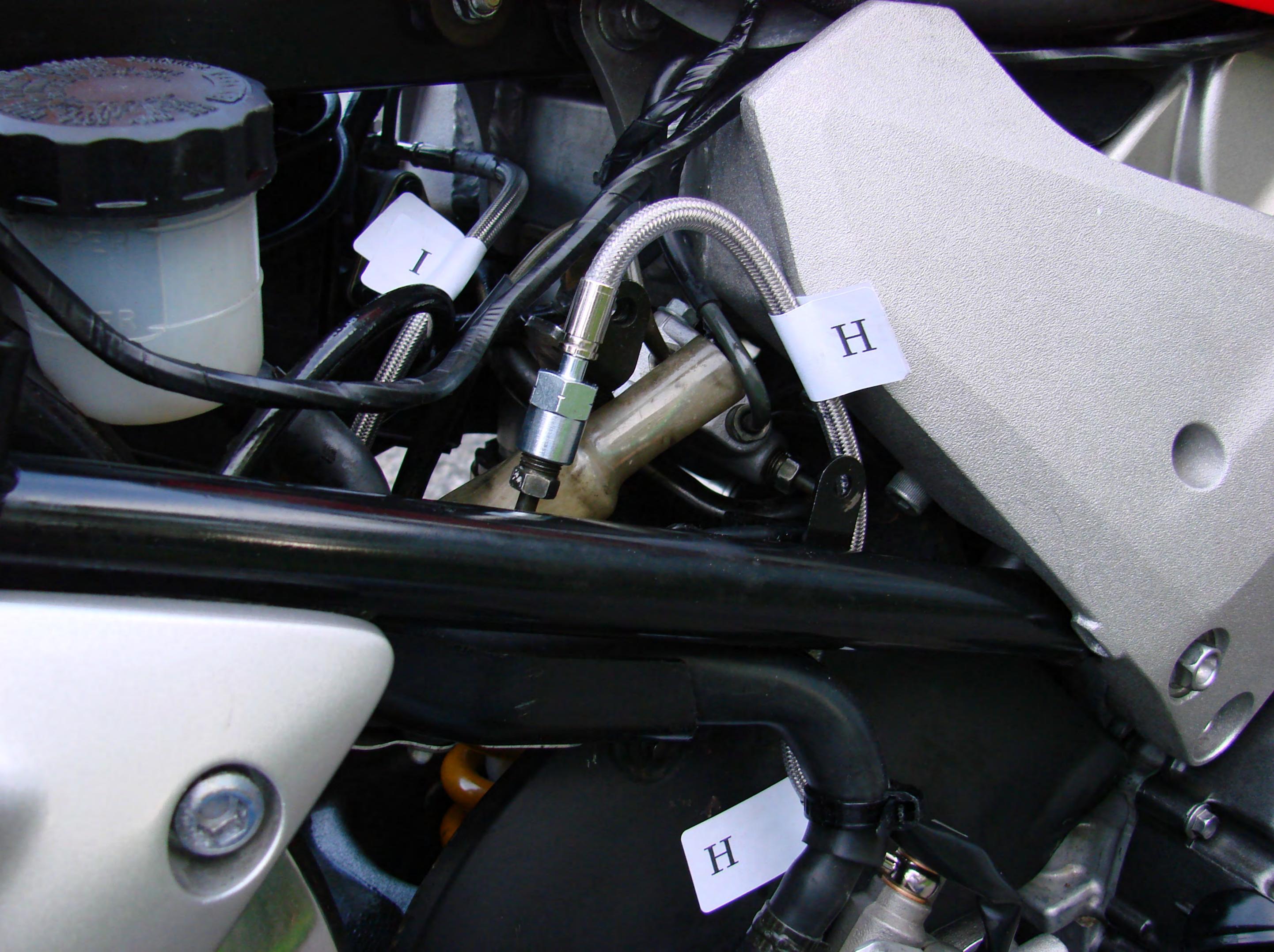
UPPER

LOWER

D

SPARK

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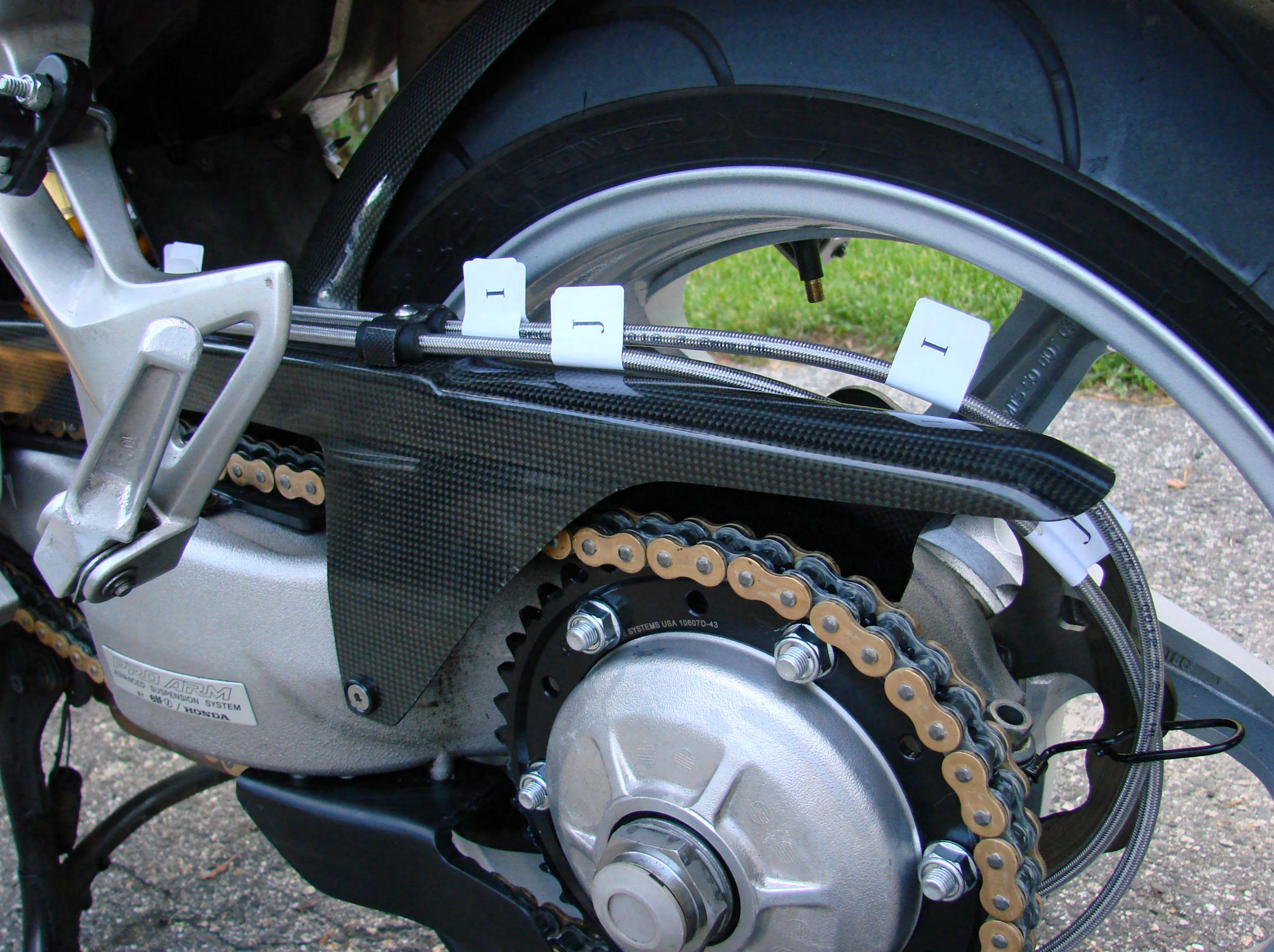


I

H

H





I

J

I

APD ARM
ADVANCED SUSPENSION SYSTEM
BY BFD / HONDA

E SYSTEMS USA 10807D-43

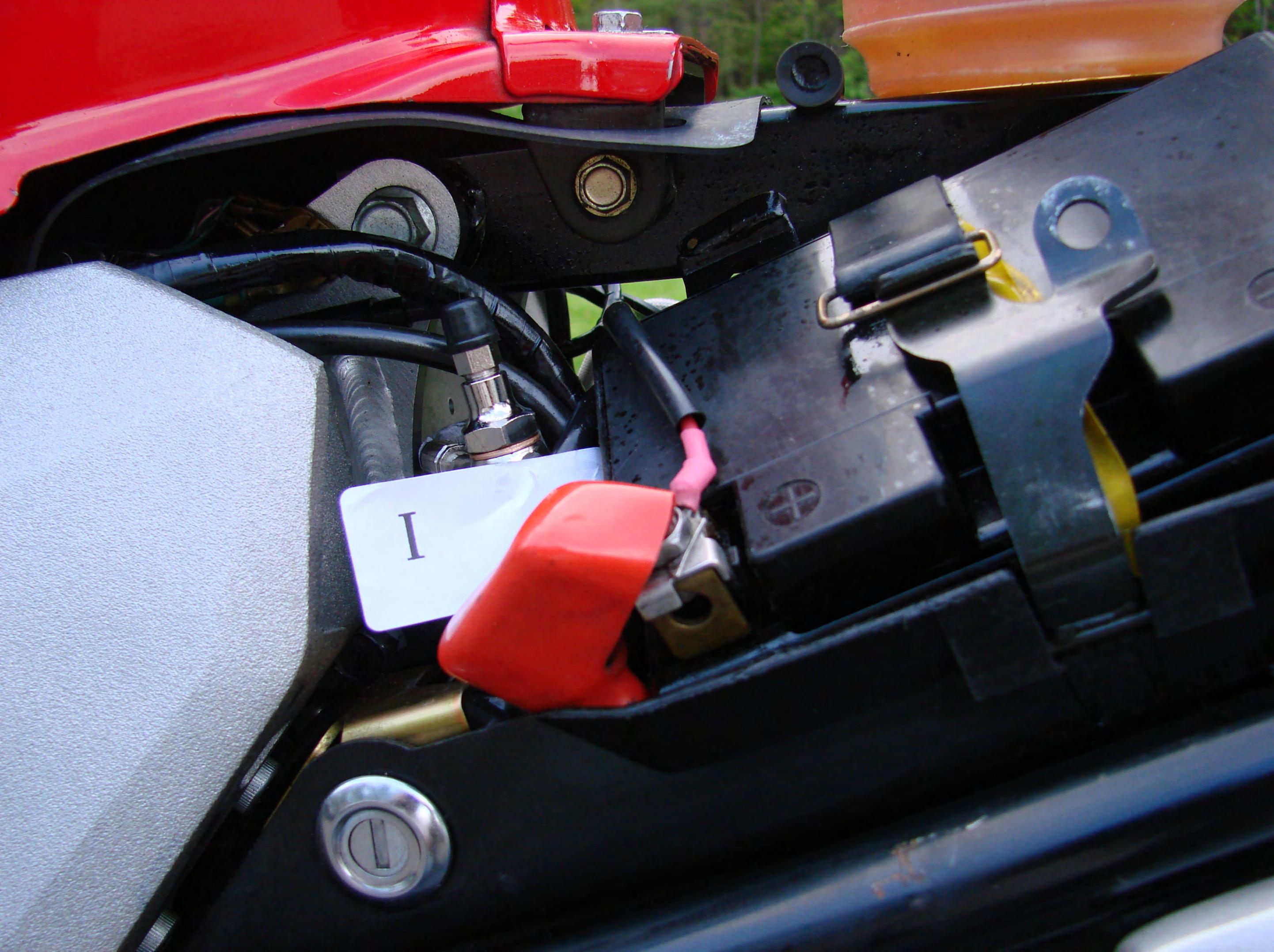


J

I

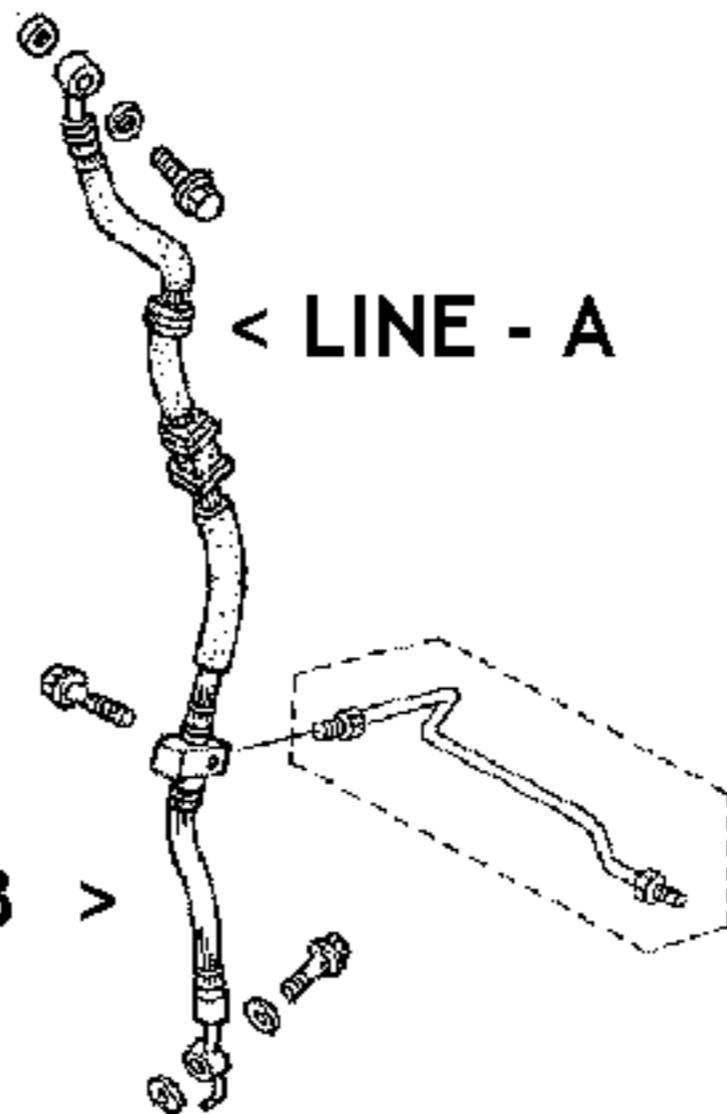
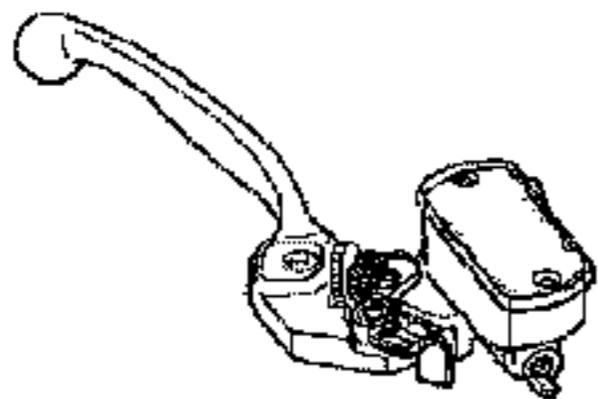
E-PEARL

ASAHI



I

MASTER CYLINDER

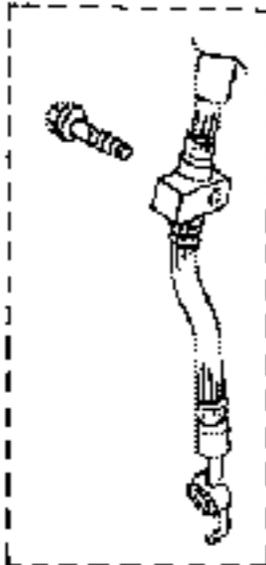


< LINE - A

LINE - B >

LINE - F

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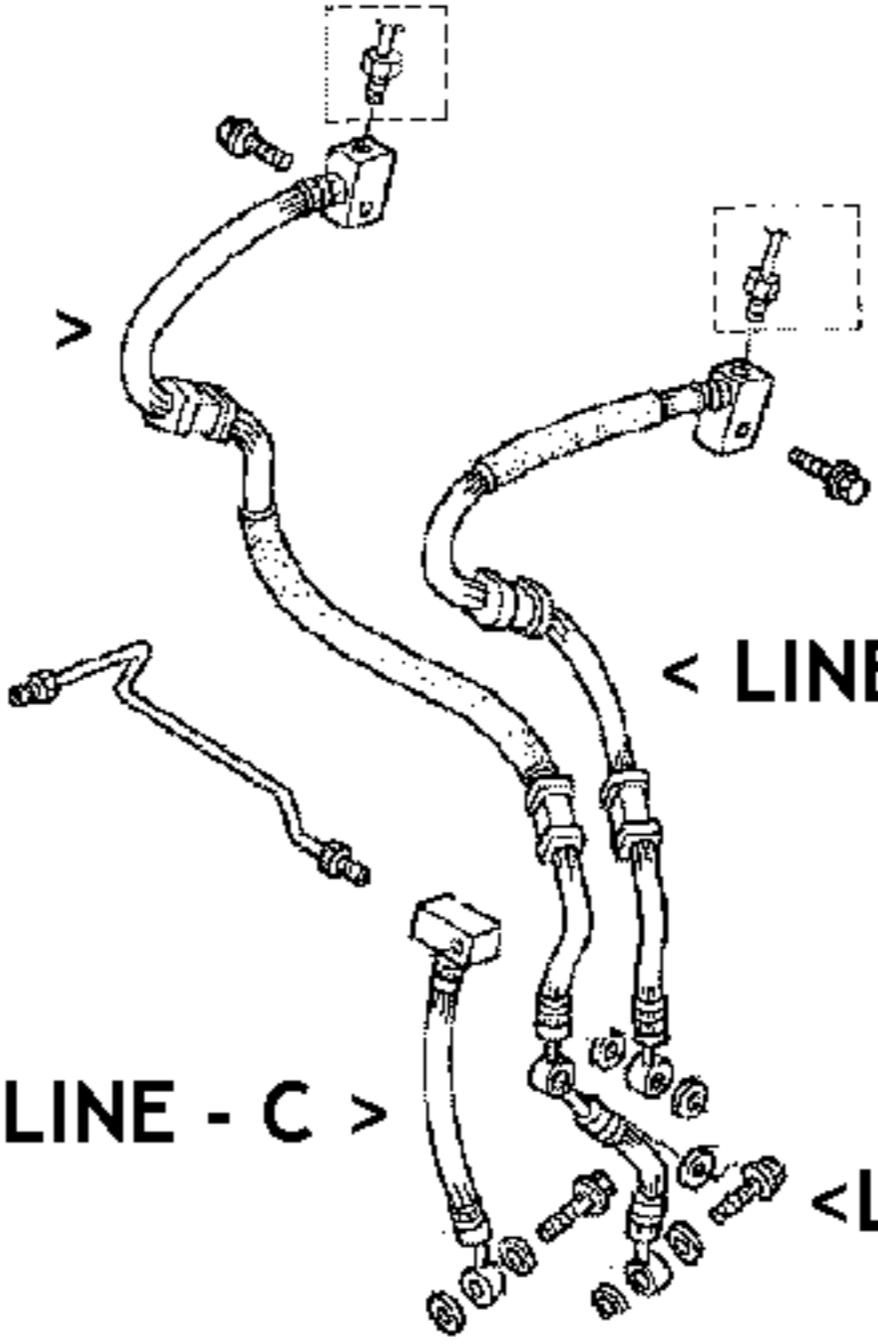


LINE - C

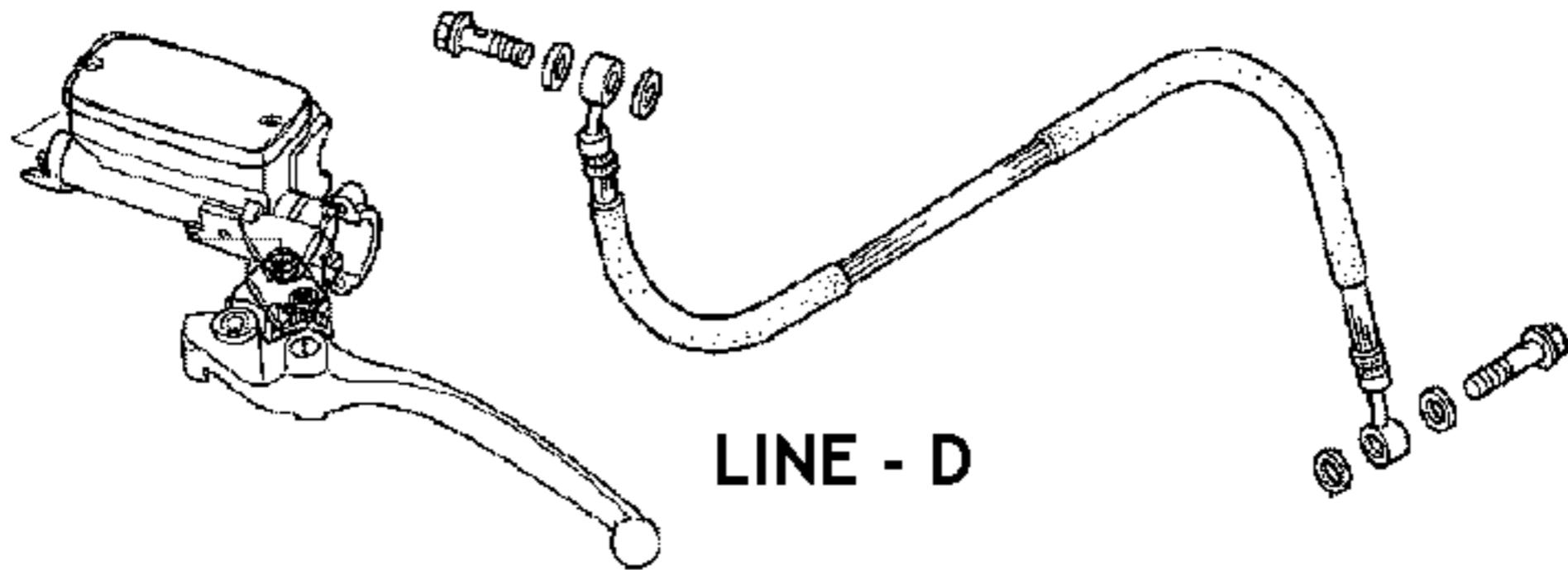
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< **LINE - E**

< **LINE - G**



CLUTCH MASTER CYLINDER



LINE - D

REAR MASTER CYLINDER

