

INSTALLATION PROCESS:

FK003D874-8 Complete Front, Rear, Clutch Line Kit 2014+ HONDA VFR800 ABS



Parts List:

8 lines	2 small clips
7 single banjo bolts	3 large clips
6 olive inversors	4 zip-ties (to be used as needed)
17 washers (14 will be used, 3 will be spares)	2 washers
1 nut	1 long bolt, 1 short bolt

We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty. ***Be sure to read through the instructions before installing Galfer lines.***

Step 1:

To prevent paint damage from brake fluid, completely cover the front and rear end of the bike. Installing brake lines can be a messy process, and brake fluid ***WILL*** spill!

Step 2:

Remove all brake fluid from the OEM brake system. Take note of how the stock system was routed (you may want to take pictures for reference).

NOTE:

Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft pounds

Galfer stainless steel flare fittings are to be torqued between 5 – 7 ft pounds

Step 3:

Familiarize yourself with the new Galfer brake lines labeled **1, 2, 3, & 4**; these will replace the front OEM hoses. Uninstall the front OEM hoses. Identify which end of **Line 1** to install to the front master cylinder. Install this end to the master cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt. Following the OEM routing, route **Line 1** down to the hard line on the right frame rail. Install **Line 1** to the factory hard line using a supplied olive inversor inside the block. The block will be secured to the frame rail using the OEM hardware. The OEM hardline will be retained from the ABS unit to the front flex line connection on the left frame rail. Identify which end of **Line 2** to install to the OEM hardline. Using a provided olive inversor inside the female fitting, attach the line and torque to the appropriate spec. The line will be attached to the frame rail using a large provided clip and the OEM hardware.



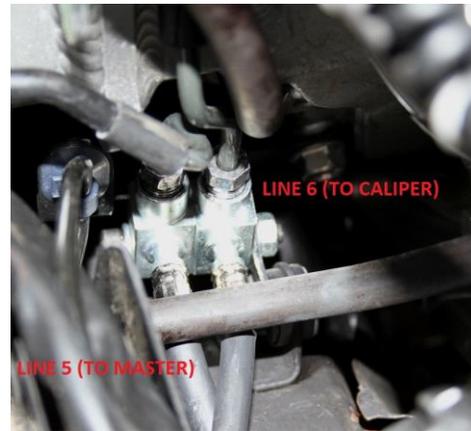
Step 4:

Following the OEM routing, route the front 3-line assembly down to the lower triple clamp. Use a small provided line clip and the OEM hardware to secure the assembly to the triple. Install **Line 3** to the left caliper using a single banjo bolt and two (2) washers. Install **Line 4** to the right caliper in the same fashion. Use a provided large line clip, short bolt and washer to secure the line and ABS wire to the right fender. Use 2 provided zip ties to attach the ABS wire to the line as it meets the "T". Use a small provided line clip and the OEM acorn nut to secure the line to the left fender.



Step 5:

Familiarize yourself with the new Galfer brake lines labeled **5, 6, & 7**; these will replace the rear OEM hoses. Uninstall the rear OEM hoses. Identify which end of **Line 5** to install to the rear master cylinder. Install this end to the master cylinder using a single banjo bolt and two (2) washers. Following the OEM routing, route **Line 5** up to the ABS hard line located behind the subframe mount. Install **Line 5** to the factory hard line using a supplied olive inverter inside the block. Do not fully tighten this connection yet. Install **Line 6** to the factory hard line using a supplied olive inverter inside the block. Do not fully tighten this connection yet. Use the provided long bolt, washer, and nut to attach both blocks to the OEM bracket. Start the nut, but keep the assembly loose for now. Torque the 2 hard line connections to the proper spec, and then tighten the assembly against the bracket.

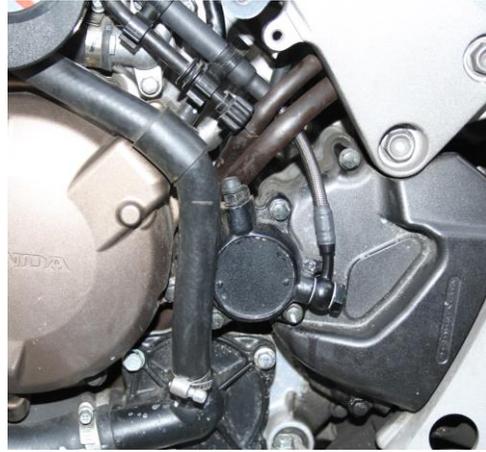


Install the other end of **Line 6** to the OEM hardline on the swingarm using a provided olive inverter inside the block. The block and ABS wire bracket will be secured to the swingarm using the OEM hardware. The OEM hardline will be retained along the swingarm. Identify which end of **Line 7** to install to the OEM hardline. Using a provided olive inverter inside the female fitting, attach the line and torque to the appropriate spec. The line will be attached to the swingarm using a large provided clip and the OEM hardware. Install the other end of **Line 7** to the rear caliper using a single banjo bolt and two (2) washers.



Step 6:

Familiarize yourself with the new Galfer clutch line labeled **8**. Uninstall the OEM clutch hose. Identify which end of **Line 8** to install to the clutch master cylinder. Install this end to the master cylinder using a single banjo bolt and two (2) washers. Following the OEM routing, route **Line 8** down to the slave cylinder. Install **Line 8** to the slave cylinder using a single banjo bolt and two (2) washers.



Step 7:

Check the clearance of your new lines with the front and rear ends fully extended and compressed. Make sure to double check that the lines are traveling correctly and are clear from any obstructions. You can use the provided zip ties as needed to secure any loose sections of line.

Step 8:

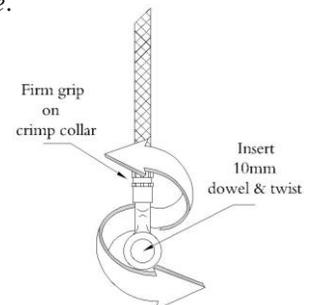
Using Galfer DOT-4 brake fluid (or equivalent), bleed your brake system according to the owner's manual.

Step 9:

Once the system is properly bled, check the brake fluid level in your master cylinders and top off if necessary. Clean any residual fluid from around the banjos and fittings, making sure to keep solvents away from the brake pads and/or rotors. To ensure there are no leaks in the system, zip-tie the brake lever to the throttle for at least 2 hours. For the rear, use a dumbbell or something similar to apply pressure to the brake pedal. If the lines are not leaking and all else looks good, you are ready to ride.

Please be aware that the newly modified braking system is now much more responsive and will take some getting used to. We recommend riding carefully as you feel out the lever and pedal. Check your brake system periodically for proper torque, leaks, and damage to the lines. If there are any signs of damage, the lines will need to be replaced. All Galfer USA brake lines have a LIFETIME WARRANTY! If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.

**Please note that although Galfer fittings come pre-positioned from the factory for easy installation, differences in bike setup, bar position, control angle, etc. may require the banjos to be rotated slightly. All Galfer fittings are what we refer to as turn-to-fit and can be rotated to alleviate twist or tension in the lines. To do so, firmly hold the crimped portion of the line; insert a wood dowel, brass punch, or pen into the banjo, and rotate as shown in the diagram below. Just be sure to only apply rotational force and NEVER pry on the connection. If you have any questions, please contact our tech department before attempting this procedure.*



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