

Installation VTX1800R-F3 Complete System.

-This kit includes 8 brake lines and 1 clutch hose and 1 installation cd.

Tools needed

**5mm Allen, 8, 10, 12 and 14mm wrench, Phillips screwdriver, mighty vac
Two bottles of brake fluid and shop rags.**



-1) First of all, drain the gas and remove gas tank and seat.

-2) remove all brake fluid from motorcycle brake systems, bike has 5 bleeding nipples.

-3) understand the complete stock brake system write yourself a few notes about the connections for the front caliper lines, make sure to label all lines as you remove them in case you need to re-install.

-4) Install **BLOCK 3** on the right side frame under the gas tank connecting to the O.E.M tubing using the supplied Galfer conic inversor (olive).

5) Install ‘T’ block marked **1** and **2** on triple tree. Lines **4,5** and **6** will be preassembled to **BLOCK 1**. Lines **1, 2** and **3** will be preassembled to **BLOCK 2** Mounting hardware will be preassembled and should follow sequence :

Long Allen head bolt, washer, ‘L’ bracket, washer, **BLOCK 1**, washer, **BLOCK 2**, washer, nut.

NOTE: You will need to reuse your stock bolt to mount the **L bracket** underneath the triple tree (right side)

6) Starting with **BLOCK 2** Line **#1** will travel to your front master cylinder, line **#2** will travel down to your right caliper upper mounting point, and Line **#3** will travel across front fender down to your left caliper upper mounting point. Now moving on to **BLOCK 1** Line **#4** travels to **BLOCK 3** mounted to the frame underneath the gas tank Line **#5** travels down to the right caliper lower mounting point, Line **#6** will travel across the front fender down to your left caliper lower mounting point. Now that all lines for the front brake system have been replaced with the Galfer stainless steel you will need to **TORQUE** banjo bolts to **17-20 FT-LBS**. Male and Female fittings will need to be torque to **12-15 FT-LBS**

8) **CLUTCH LINE:** will follow stock routing using retaining ties and routing clips it will be best to start from the master cylinder down to the clutch slave.

9) **REAR LINES:** Lines **#7** and **8**. Line **7** will replace the stock line that runs from the foot pedal rear master cylinder. When replacing with the Galfer line you will need to use a Galfer conic inversor (olive) at the female end that connects to the stock tubing, this will insure the seal. Line **#8** will replace the stock rear line that runs from rear caliper to the stock tubing using a Galfer conic inversor (olive)

BRAKE LINE BLEEDING

STEP 1 Fill the front and rear master cylinder with Galfer DOT 4 Brake fluid using a Mighty vac you will need to bring fluid down to each caliper using the upper bleed valve on both calipers. Make sure to keep adding fluid to the master cylinder to keep it from drawing air into the system and you will need to start over. Once you have fluid in the calipers. **STEP 2** you will need to pump the master cylinder 10 to 15 times, hold the lever in and crack the right upper bleed valve and allow the lever to travel down to the handle bar and close the bleeder valve. Repeat this step to the left caliper. Now we move on to the rear master cylinder. Following step one we move to the lower bleed valves, right caliper to left caliper, and move over to the rear caliper. Now you will follow step 2 but bleeding the lower bleed valve right caliper, left caliper, rear caliper and follow steps 1 and 2 one more time once you are done with bleeding now zip tie the front lever and leave it under pressure for one hour and keep rear pedal under pressure and look out for leaks.

If you have any problems or questions, please call us. Our tech line is 800-685-6633.



LINE:1 MASTER CYLINDER



BLOCKS 1 AND 2



BLOCK 3



LINE: 2 AND 5 RIGHT CALIPER



LINES: 3 AND 6 LEFT CALIPER



CLUTCH MASTER CYLINDER



CLUTCH SALVE



REAR FOOT PEDAL LINE:7



LINE:7 FEMALE TO OEM TUBING



LINE: 8 REAR CALIPER



LINE: 8 FEMALE END TO OEM TUBING

