

INSTALLATION PROCESS:
FK003D49-4 Front Brake Line Kit
1997-2003 Honda GL1500 Valkyrie

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 three (3) lines already pre-assembled and with one (1) bleeder installed, three (3) single banjo bolts, and two (2) c-clips. We have also included a total of eight (8) washers; six (6) 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 hoses. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Familiarize yourself with the new Galfer brake lines; notice the lines are similar to the OEM set up, *with the lower lines labeled right and left (this is as if you are sitting on the bike.)* To help ease installation, install the Galfer middle line and t-blocks to the lower triple tree first; re-use the OEM bolts to install the t-block connecting the top line and right line, to the “right” side of the lower triple tree and the t-block with the left line and bleeder to the “left” side (**refer to pictures B & C.**)

Step 5:

Route the top line to the master cylinder. Install this end to the front 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 (**refer to picture A.**)

Step 6:

Use either the provided Galfer c-clips, or the OEM line holders/grommets at the fender. If you are reusing the rubber grommets, they must be cut length-wise and transferred over to the new lines. Install each lower line to the appropriate calipers using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (**refer to picture D.**)

Step 7:

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

Step 8:

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

Step 9:

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 lines are not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and lines are 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 lines 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**.



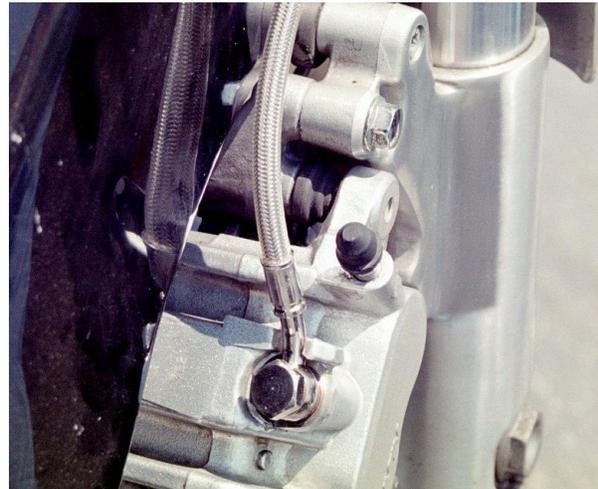
a. Front master cylinder



b. top line and t-block at "right" side



c. t-block with bleeder at "left" side



d. Right caliper

GALFER USA
310 IRVING DRIVE
OXNARD, CA 93030
PH (805) 988-2900 . FAX (800) 685-6633
WWW.GALFERUSA.COM

