

INSTALLATION PROCESS:
FK003D915-9 Complete Kit
2002-2004 Honda VTX1800 C-F

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 nine (9) brake lines, nine (9) single banjo bolts (course thread, used at the front, rear, and clutch master cylinders as well as the calipers and slave cylinder), five (5) single banjo bolts (fine thread, used at the Galfer provided T-Blocks) twelve (12) thick washers, ten (10) will be used, and two (2) will be spares (used on all banjo fittings that connect to the Galfer provided T-Blocks), three (3) T-Blocks, one (1) L-Bracket, one (1) M6 Bolt, one (1) M6 Nut and four (4) M6 washers. We have included a total of twenty two (22) crush washers; eighteen (18) will be used, and four (4) will be spares. We have also included seven (7) line grommets to be used at the OEM fastening points throughout the bike. 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:

First, remove your seat and gas tank, then after bleeding and drying out the OEM brake system (this bike has 5 bleeder bolts), uninstall your 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; each is labeled for application. **Lines 3, 4, 5, 6 and 8** will be installed on the front end of the bike, **Lines 1 and 2** will be for the rear brake application, **Line 7** will connect **T-Block 2** to **T-Block 3** and the **Clutch** line will install from clutch master cylinder to the slave cylinder.

NOTES:

- We refer to “Right” and “Left” as if you are sitting on the motorcycle
- Torque all stainless steel bolts to 15-17 ft pounds
- Torque all aluminum bolts to 12-15 ft pounds
- Torque all male fittings to 5 ft pounds

Step 5:

Using the OEM bolt, install the preassembled **T-Block Junction** to the stock mounting point on the lower triple tree (See pictures A & B for positioning.) Install **Line 5** to the front master cylinder using a single banjo bolt and two (2) crush washers. The sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt. Route the line down and install it to the **Top** mounting point of **T-Block 1** (See pictures B & C.)

Step 6:

Install **Line 3** to the **Bottom** mounting point of **T-Block 1** using two (2) thick washers and a single banjo bolt, the sequence will be as follows; T-Block, washer, banjo fitting, washer, banjo bolt. Route the line down to the **Top** mounting point on the **Right Caliper**; install the line to the caliper using two (2) crush washers and a single banjo bolt, the sequence will be the same as before. Follow these same steps for **Line 4**, installing the line to the **Bottom** mounting point of **T-Block 2**, route the line down and install it to the **Bottom** mounting point on the **Right Caliper** (See pictures B & D.)

Step 7:

Install the male end of **Line 6** to the *Left* side of **T-Block 1**. Route the line down to the *Top* mounting point of the **Left Caliper**; install the line using two (2) crush washers and a single banjo bolt. The sequence will be the same as it was for the **Right Caliper**. Install the male end of **Line 8** to the *Left* side of **T-Block 2**. Route the line down to *Bottom* mounting point of the **Left Caliper**; install the line using two (2) crush washers and a single banjo bolt. The sequence will be the same as before (See pictures E & F.)

Step 8:

Install the **Clutch Line** to the clutch master cylinder using two (2) crush washers and a single banjo bolt, the sequence will be as follows; clutch master cylinder, washer, banjo fitting, washer, banjo bolt. **Following the stock routing**; route the line through the OEM line guides, along the frame, through the frame clip and towards the slave cylinder. Install this end to the slave cylinder using two (2) crush washers and a single banjo bolt, the sequence will be the same as before (See pictures G & H.)

Step 9:

Remove the stock junction block from under the seat area, our system will be bypassing this and it will no longer be needed.

Step 10:

Using the OEM bolt, install the third and final Galfer provided **T-Block** to the frame by the gas tank. Install **Line 2** to the *Right* mounting point of **T-Block 3** using two (2) thick washers and a single banjo bolt, the sequence will be as follows; T-Block 3, washer, banjo fitting, washer, single banjo bolt. Route the line down and along the frame to the foot “lower” master cylinder, install this end to the foot master cylinder using two (2) crush washers and a single banjo bolt, the sequence will be the same as before (See pictures I & J.) Install the male end of **Line 1** to the *Left* mounting point of **T-Block 3**. **Following the stock routing**, route the line along the frame, through the frame clip and down towards the rear caliper, install this end to the rear caliper using two (2) crush washers and a single banjo bolt, the sequence will be the same as before (See pictures I & K.) Install the male end of **Line 7** to the *Top* mounting point of **T-Block 3**. Route the line towards the front of the bike, install this end of the line to the *Top* mounting point of **T-Block 2** using two (2) thick washers and a single banjo bolt, the sequence will be as follows; T-Block 2, washer, banjo fitting, washer, single banjo bolt (See picture L.)

Step 11:

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 double check that the lines are traveling correctly and are clear from any obstructions.

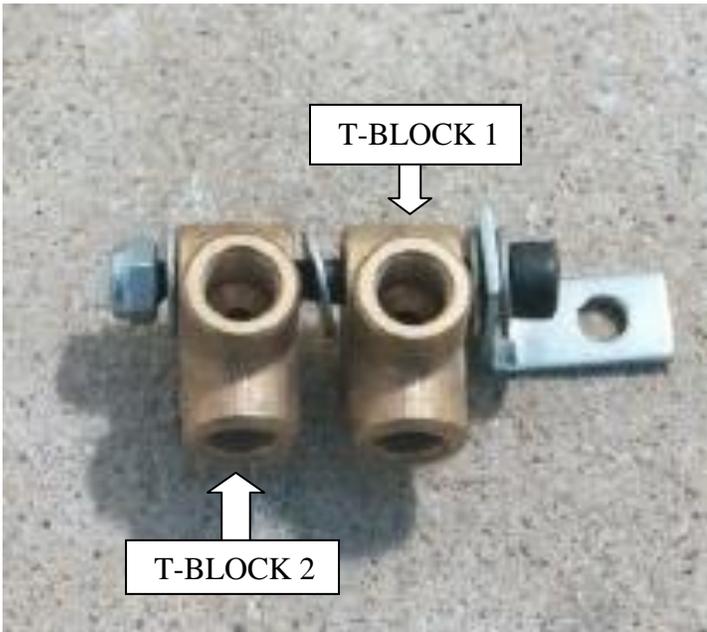
Step 12:

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

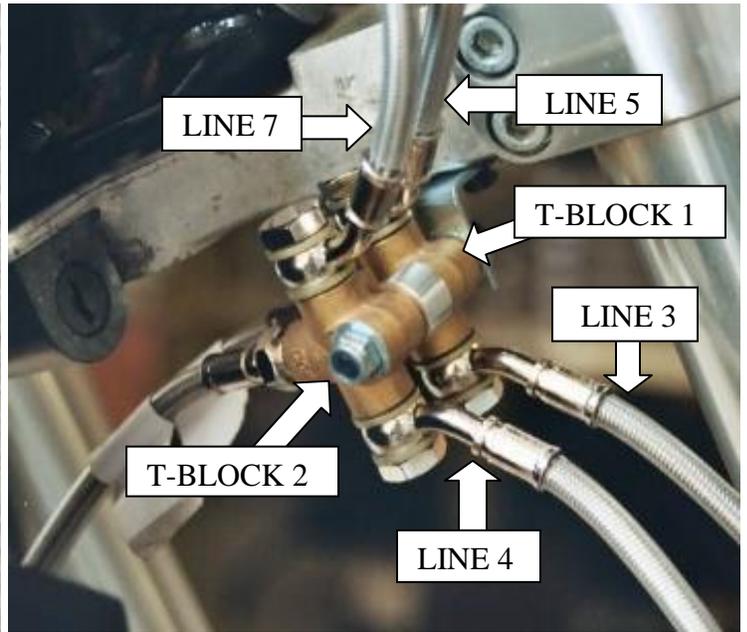
Step 13:

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(s) 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.



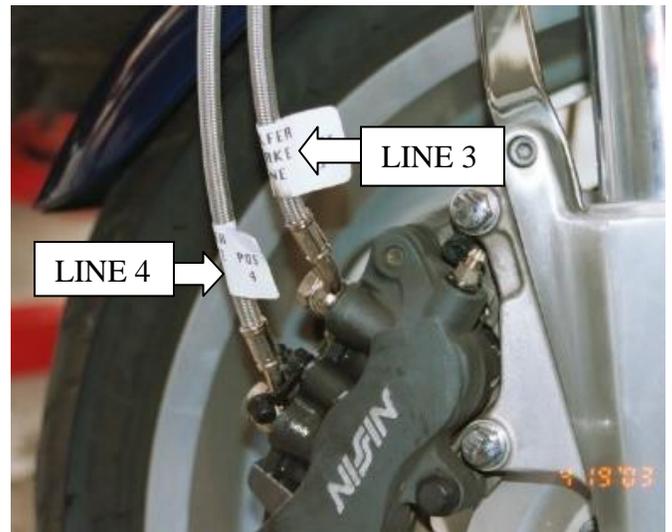
A. T-Block Junction Assembly



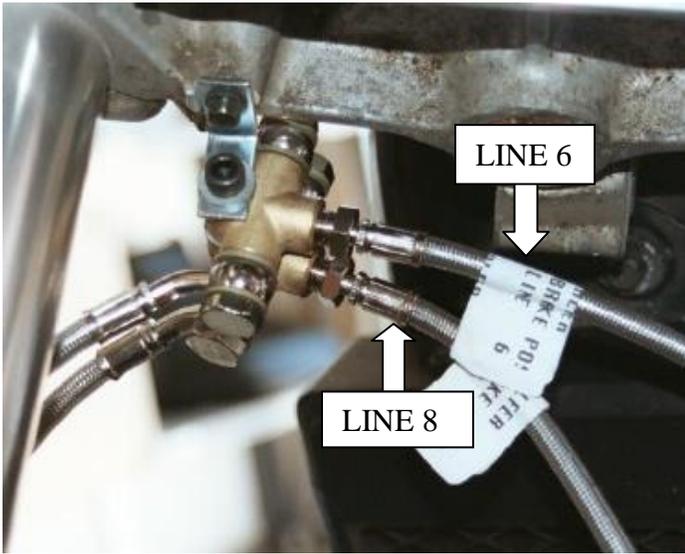
B. T-Block Junction



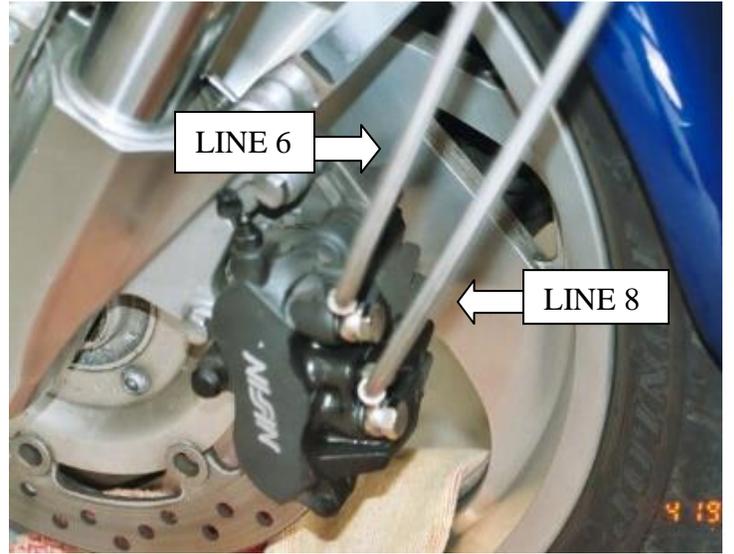
C. Front Master Cylinder



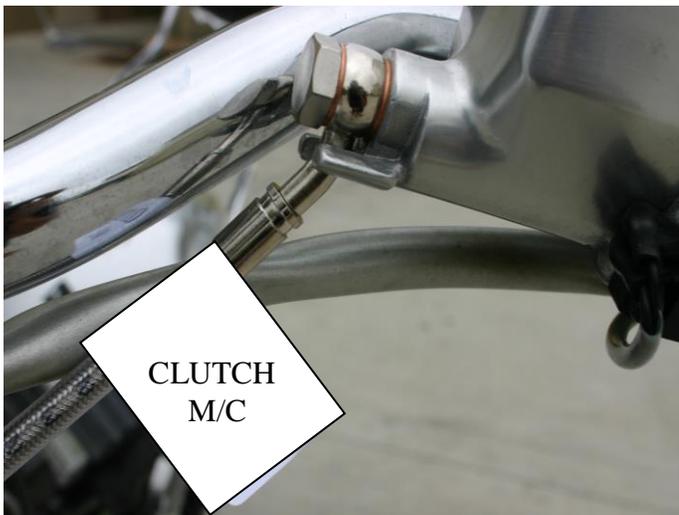
D. Right Caliper



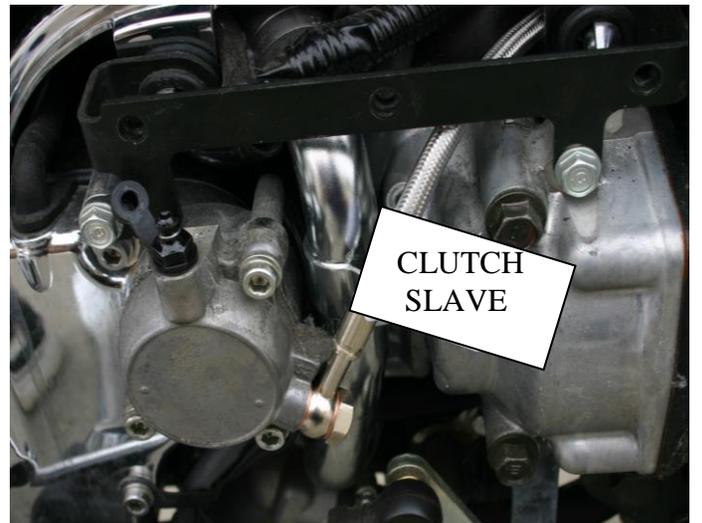
E. Left Side of T-Block Junction



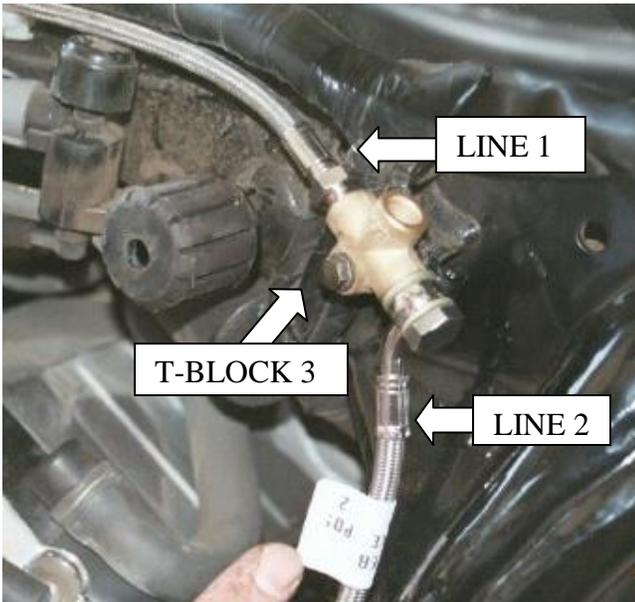
F. Left Caliper



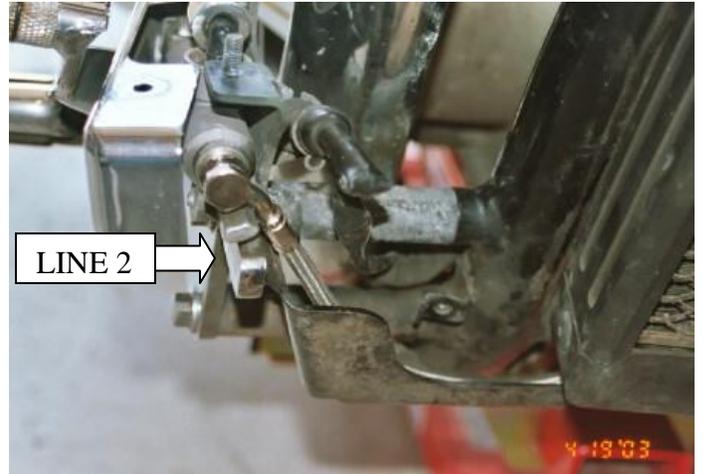
G. Clutch Master Cylinder



H. Slave Cylinder



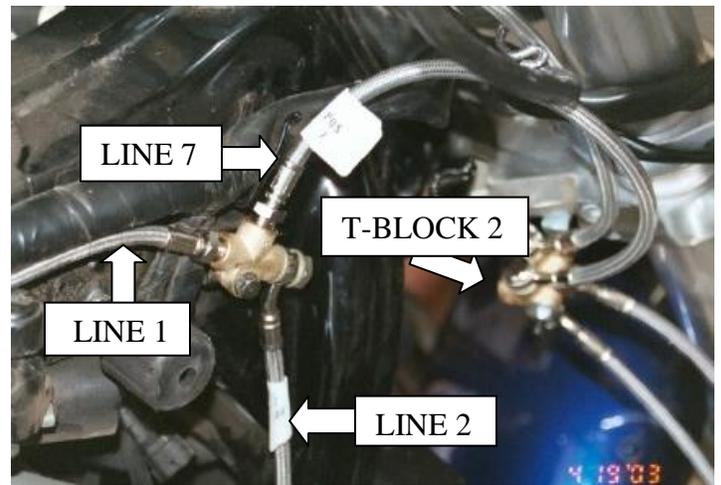
I. T-Block 3 at Frame



J. Foot "Lower" Master Cylinder



K. Rear Caliper



I. Line 7 from T-Block 3 to T-Block 2

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