

INSTALLATION PROCESS:

Rear Brake Line Kit

General Instructions

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 one (1) line, and two (2) single banjo bolts. We have also included a total of six (6) washers; four (4) 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 rear 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, remove the rear master cylinder from the bike frame and uninstall your rear stock hose (**see picture A.**) Take note of how the stock system was routed in case you need to re-install the hose.

Step 4:

Identify which end of your new Galfer brake line to install at the rear master cylinder. **Following the OEM routing;** Loop the line towards the front of the bike and then back towards the rear. 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. Be sure to torque the banjo fitting to spec and then re-attach the rear master cylinder to the bike frame (**see picture B.**)

Step 5:

Route the line along the swing arm, through the stock line holder and towards the rear caliper. Install this end to the caliper using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (**see pictures C & D.**)

**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.*

Step 6:

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

Step 7:

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

Step 8:

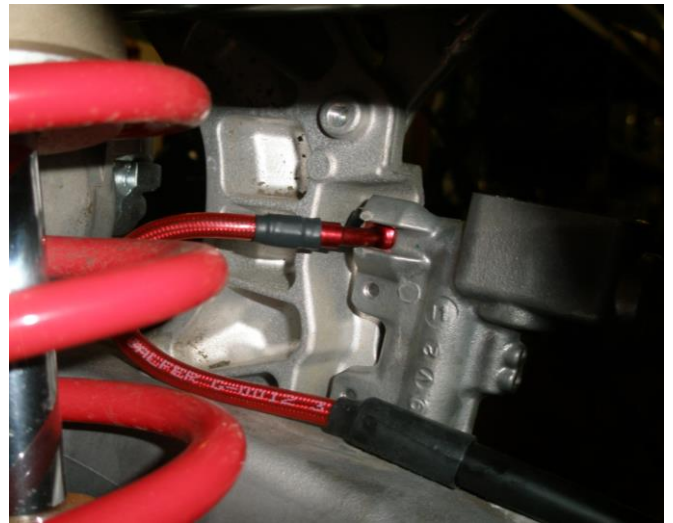
Once you have bled the system, please check the brake fluid level in your master cylinder. Top off your brake fluid according to your manual and close the brake fluid reservoir. To ensure there are no leaks or other issues, use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. If the line is not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and the line is 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 line 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. Rear Master Cylinder (removed from frame)



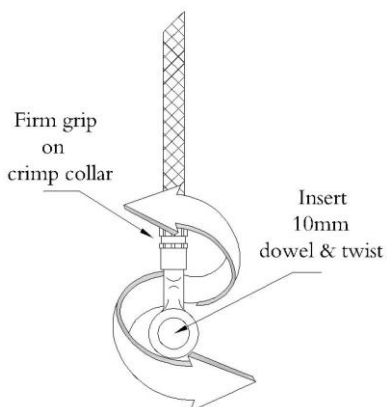
B. Rear Master Cylinder (re-attached to frame)



C. Line routed down the swing arm to caliper



D. Rear Caliper



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