



GALFER USA

310 Irving Drive
Oxnard Ca 93030

INSTALLATION PROCESS:
FK003D605 Complete Brake Line Kit
2006-2007 Yamaha FJR1300 link w/ ABS

Torque specifications
Stainless steel 17-20 ft. lbs
Aluminum 12-15 ft. lbs

Step 1:

Identify the key components that complete our brake line kit:

You should have nine (11) hoses, one (1) double banjo bolt, twelve (14) single banjo bolts, picture CD. There are also a total of thirty (36) washers and seven (7) "olive" conic inversors. Twenty-seven washers will be used, and five olives. The rest are spares.

Step 2:

Familiarize yourself with the brake lines, which are labeled for application. Lettered brake hoses (A, B, C and D) are installed on the front of the motorcycle, while numbered brake hoses (2, 4, 6, 8, 10 and 17) are installed on the rear. Each label will reference a different drawing, which will show you the location of the key brake system components.

Step 3:

To ensure no paint damage from a brake fluid spill, completely cover the bike. This process can be messy, and brake fluid WILL drip!

Step 3:

Dry out (bleed) your OEM hoses, and take note of how the stock system is installed. You may want to take a couple pictures, in case you need to re-install.

Step 4:

Remove the stock hoses on the front of the motorcycle, and replace with Galfer hoses labeled A, B, C and D. Locate lines A and B. These will already be on a double banjo bolt with 3 washers in between; simply thread the double banjo bolt into the top (right) hole on the right caliper. Line A will run from the caliper to the middle female junction on the frame of the motorcycle. Line B will run from the right caliper - across the fender - to the left caliper.

Locate and install line C; this hose will run from the master cylinder to the top female junction on the frame of the motorcycle.

Finally, locate and install line D; this line will travel from the bottom (left) hole on the right caliper, to the bottom (third) female junction on the frame of the motorcycle.

Torque all single and double banjo bolts at 17-20 ft. pounds, and make sure there is a washer between every banjo.

See pictures for sequences and positioning .

Step 5:

Remove the stock hoses on the rear of the motorcycle, and replace with Galfer hoses labeled 2, 4, 6, 8, 10 and 17.

Locate line 17; this will run from a metal pipe at hydraulic unit (block) to the rear caliper. It may be easier to take the hard pipe off before installing line 17. Install this hose female end first, leaving it snug but not completely tight. Route the line along the swingarm, through the guide to the left of the rear caliper. Install the rear caliper banjo bolt, then tighten male in to female fitting.

Locate line 4; this will run from the hydraulic unit to the rear master cylinder. Install 40-degree banjo fitting to master cylinder first, then route the line up to the hydraulic unit.



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Locate lines 2, 6, and 8; these travel from female ends to the hydraulic unit. Leaving each snug but not completely tight, attach female ends (with olive) before installing the lines to hydraulic unit. Tighten banjos at hydraulic unit first, and then tighten male ends into new female ends.

Locate and install line 10; this hose travels from the hydraulic unit to the proportioning valve.

Torque all single banjo bolts to 17-20 ft. pounds, and make sure there is a washer between every banjo.

See pictures 7, 8 and 9 for rear hose (line 17); picture 10 for line 4; and pictures 11-17 for hoses coming into hydraulic unit (2, 6, 8 and 10).

Before you proceed to the next step, please check for clearance of the lines. Compress the suspension to make sure that the lines are not binding with anything. When the front and rear end are fully extended or fully compressed, double check that the lines are traveling correctly and clear from any obstructions.

Step 6:

Bleed brake system according to owner's manual, and build appropriate pressure. Finish with Galfer DOT-4 brake fluid.

Step 7:

Once the bleeding has been done, please check brake fluid level on master cylinder. Close brake fluid reservoir, and zip-tie the brake lever to the throttle for at least 2 hours to ensure no leaks or other possible issues. For the rear, set a jug or something similar on the brake pedal to apply pressure. If the lines are not leaking and all looks OK (bolts are tight, washers in between), you may now ride with the new system. Make sure the rider is aware that the overall braking feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure. We recommend checking your brake system periodically; keep in mind brake lines must be checked **very** carefully! If there are any signs of damage or stress to the lines, the complete brake system must be replaced. Remember, our brake lines have a LIFETIME WARRANTY! If you have any problems or questions, don't hesitate to call us at **(800) 685-6633**.

NOTES:

-When referring to right and left, it will be as if you were sitting on the motorcycle. For example, the right caliper is on your right when you are sitting on the motorcycle (left if you are looking at it head on).

-All female ends require a brass conic inversor, more commonly referred to as an "olive".



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MASTER CYLINDER LINE: C



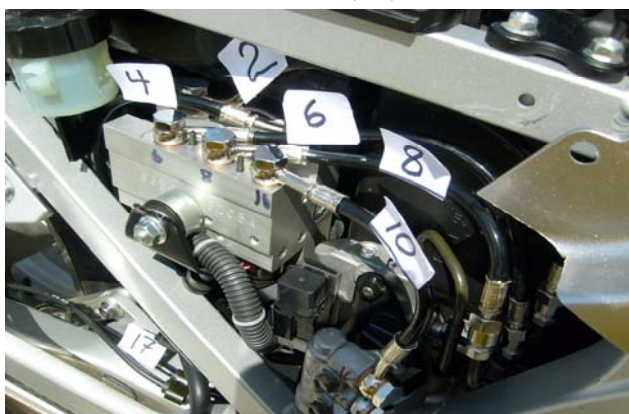
ABS TUBING LINES: A, C, D



LINES A, B, D



RIGHT CALIPER LINES: A, B, D



ABS UNIT LINES: 2, 4, 6, 8, 10



REAR MASTER CYLINDER LINE: 4



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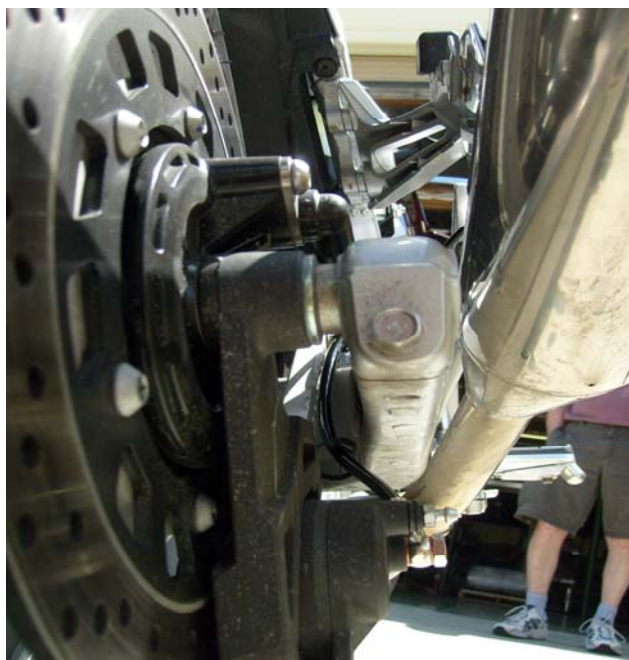
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REAR LINE FEMALE FITTING



REAR LINE ROUTING DOWN THE SWING ARM



REAR CALIPER LINE: 17

