



**GALFER USA**

310 Irving Drive  
Oxnard Ca 93030

INSTALLATION PROCESS:  
**FK003D417F Front Brake Line Kit**  
2006 Yamaha r1-std / le

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 two (2) hoses, one (1) double banjo bolt, two (2) single banjo bolts, and one (1) zip ties. There are also a total of nine (9) washers. Seven (7) will be used, and two (2) are spares.

**Step 2:**

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

**Step 3:**

After drying out the OEM brake system, uninstall stock hoses. Take note of how the stock system was routed in case you need to re-install it. Please note there is a plastic shield on the lower triple clamp of some models; we took this piece off to ease installation. (See picture C)

**Step 4:**

Install the right and left (to your right and left as you sit on the bike) lines to the calipers, using the shorter line on the right side. These lines will travel from the master cylinder to the calipers; a double banjo bolt is included to run two lines down. The positioning sequence on the master cylinder is as follows:

Double banjo hex, washer, 40-degree banjo labeled for right line, washer, 40-degree banjo labeled for left line, washer, master cylinder. If your bike has a tab at the master cylinder, you may have to cut it off to position the banjos correctly. **Please see picture A for reference!** Double banjo bolts must be torqued at 17-20 FT pounds.

**Step 5:**

Route both brake lines through OEM metal holder at lower triple clamp, and the right line through the holder on the front fender. (See pictures B & D) Drop the lines down and thread the single banjo bolts at each caliper using the following sequence: single banjo hex, washer, 20-degree banjo, washer, thread into caliper. Torque banjo bolts to 17-20 FT pounds.

Before you proceed to the next step, please check for clearance of the lines. Compress the front end to make sure that the lines are not binding with anything. When the front end is 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. Keep in mind your master cylinder is equipped with it's own bleeder nipple. 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. 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.**



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