

INSTALLATION PROCESS:

FK003D716-5 Front & Rear Brake Line Kit 2009-2014 HONDA CBR1000RR ABS

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 five (5) brake lines, four (4) single banjo bolts, one (1) double banjo bolt, four (4) conic “olive” invertors, three (3) small c-clips, two (2) large c-clips, one each (1) 6mm bolt/washer/nut, one (1) “L” bracket, and one (1) zip tie. We have also included a total of thirteen (13) washers; eleven (11) 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, completely cover the front end of the bike before attempting installation. Installing brake lines is a messy process, so be prepared!

Step 3:

After bleeding 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:

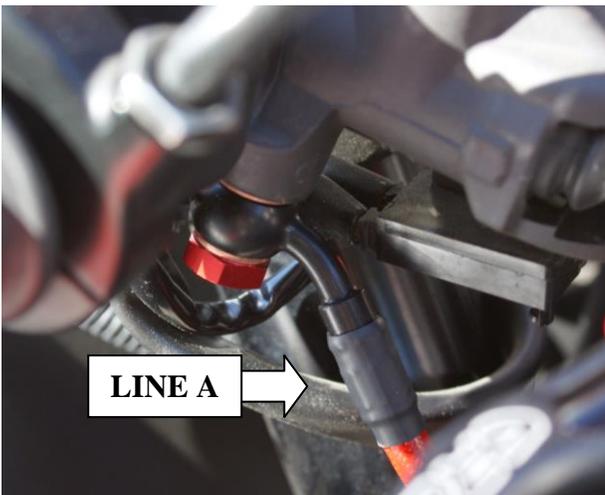
Familiarize yourself with the new Galfer brake lines; notice there are five (5) lines; **Line A**, **Line B** and **Line C** will be installed on the front of the bike, **Line D** and **Line E** will be installed on the rear of the bike.

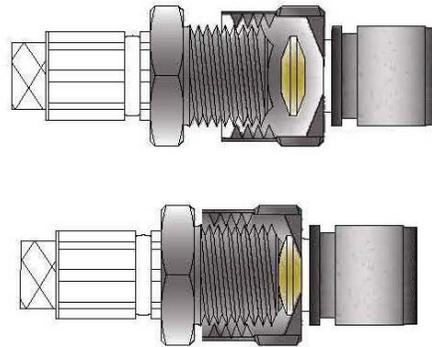
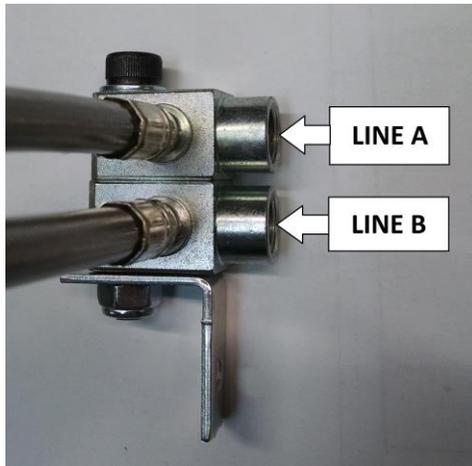
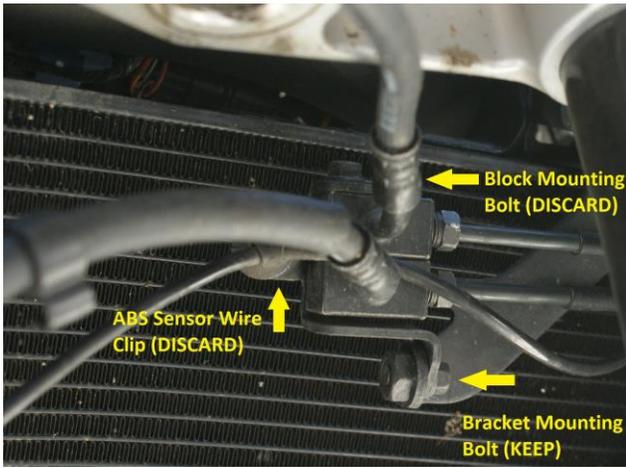
NOTES:

- 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 female fittings to 5-7 ft pounds
- All female fittings require a conic olive invertor

Step 5:

Install **Line A** to the front master cylinder using a single banjo bolt and two (2) washers. Route **Line A** down towards the OEM hard tubing, using one of the small Galfer provided C-Clips. Continue to route the line down and left toward the OEM hard tubing. At this point the factory bracket used to mount the OEM blocks will have to be removed. Unbolt the 2 factory blocks from the bracket and discard the bolt. Next, unclip the ABS sensor wire from the plastic clip. Lastly, remove the short mounting bolt for the bracket itself. ***Make sure to keep this bolt as it will be reused!*** Now you can find the bolt, washer, nut, and “L” bracket included in your kit. Assemble **Lines A & B** with the provided hardware noting line orientation. Fasten the “L” bracket to the factory mounting location using the OEM fastener. Reattach the OEM hard lines to their respective ports using one (1) supplied olive invertor per line. The provided zip tie is used to reattach the ABS sensor wire to the block assembly.





Step 6:

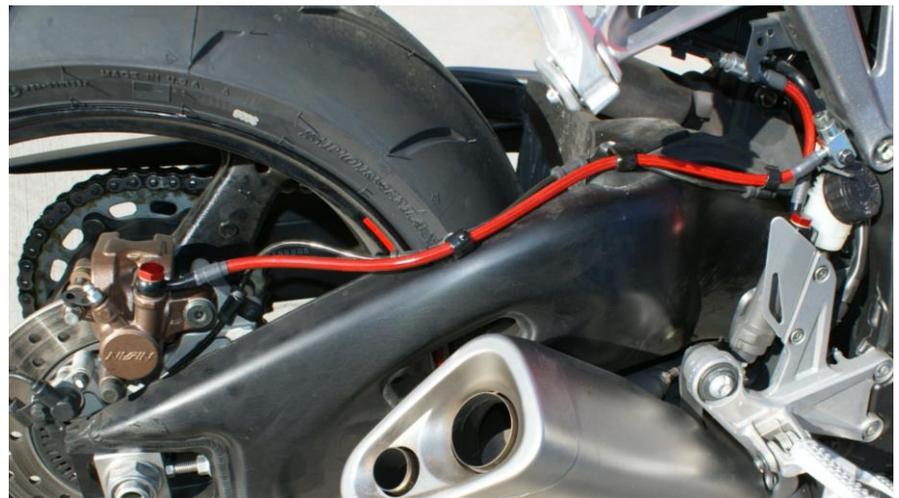
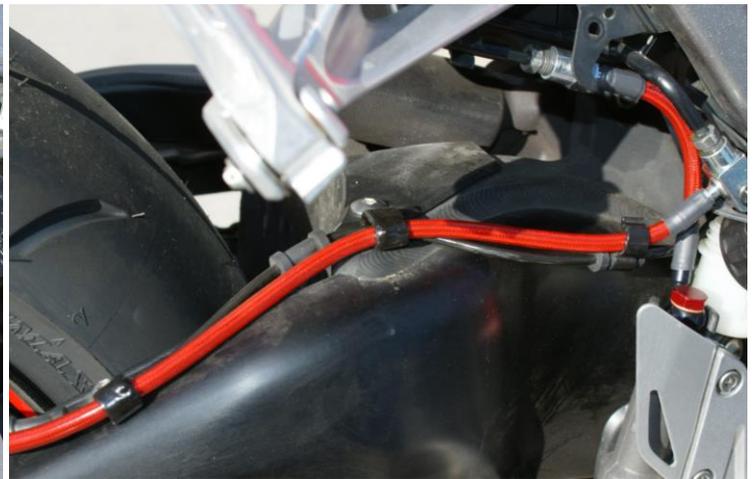
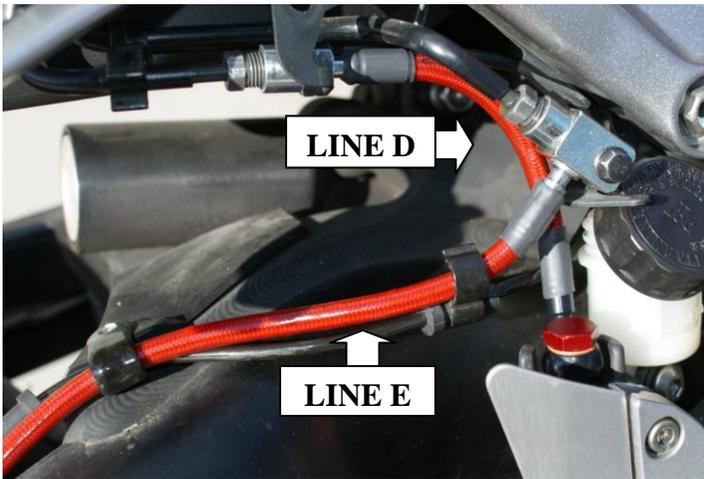
Route **Line B** down, behind the forks and to the **Right Caliper**. Install the banjo fitting from **Line B** against the caliper, and a banjo from **Line C** on top of it using a double banjo bolt and three (3) washers. Using a large Galfer provided C-Clip and the OEM bolt, install **Line B**, **Line C**, and the ABS wire to the stock mounting point on the right side of the fender. Route **Line C** across the fender using the second small Galfer provided C-Clip and OEM bolt to secure it to the stock mounting point on the left side of the bike. Continue to route the line down and to the **Left Caliper**, install **Line C** to the caliper using a single banjo bolt and two (2) washers.





Step 7:

Install the female end of **Line D** to the *Left-upper* OEM hard tubing (on the right rear of the bike) using an olive inverter. Route **Line D** down to the *Rear Master Cylinder*, and install using two (2) washers and a single banjo bolt. Install the 90° union fitting of **Line E** to the *Right-lower* OEM hard tubing with an olive inverter. Reuse the factory bolt to attach the union fitting to the bracket. Route **Line E** rearward on the swing arm using the last large c-clip to retain both the brake line and ABS sensor wire. The last small c-clip will be used at the rearward location on the swing arm in the same fashion. Both clips will reuse the factory mounting hardware. Install the end of **Line E** to the *Rear Caliper* using two (2) washers and a single banjo bolt.



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 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**.



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