

INSTALLATION PROCESS:  
**FK003D811-6 Complete Brake Line Kit**  
2015 Yamaha R1-M1

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 SIX (6) lines, FIVE (5) single banjo bolts. We have also included a total of Twelve (12) washers; Ten (10) will be used, and Two (2) will be spares, Five (5) Clip-2 , One (1) Clip-1, One (1) Zip Tie, One (1) M6 bolt, one (1) M6 nut. 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 and rear end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

**Step 3:**

After Bleeding out the OEM brake system, 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; notice that each line is labeled for application. **Lines A, B and C** will be installed on the front end of the bike, **Lines E and F** will be used for the rear application.

**NOTES:**

- We refer to “left” and “right” 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 and female fittings to 5-7 ft pounds

**Step 5:**

Remove the stock hoses on the front of the motorcycle, these will be replaced with the Galfer lines labeled **A, B and C**. Locate **Line A**, this line will run from the master cylinder down and under the lower triple tree using a CLIP-1 continuing up and under the top front frame using a CLIP-2 alongside the bike’s inner frame back to the ABS UNIT; install the banjo fitting at the master cylinder using a single banjo bolt and two (2) washers. Replace the stock routing clip at the frame, with the Galfer provided c-clip. **Line D**, will be installed under the upper frame using a Clip-2 joining **Line A** to the ABS UNIT **Line B and C** will be joined with a T-crimp Route the **line-B** down to the left caliper, do not use the OEM routing clips and line holders. **Line C** will be installed at the Right caliper.

**Refer to the attached pictures for routing, sequences and positions ( Lines A, B, C, D. )**

**Step 6:**

Remove the rear stock hoses from the ABS unit , caliper and rear master cylinder. **Lines E and F** will be continuations from the front ABS UNIT, while **Lines I and H** will be replacing the rear hoses. Locate **Lines I and H**; these lines are intended to run down from the ABS unit to the rear brake system, identify which ends **Refer to the attached pictures for routing, sequences and positions ( ABS unit and Lines A, D, E and F. )**

**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. For the rear; use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. For the clutch; zip-tie the clutch lever to the handle bar for at least 2 hours. If the lines 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**.



Front master cylinder Line-A



Line-A routing lower triple using



Front right caliper Line-B



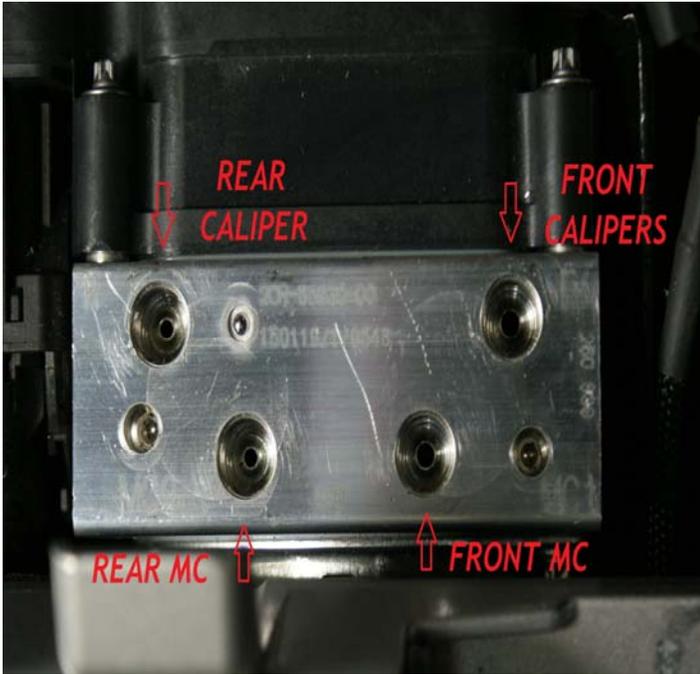
Front left caliper Line-C



Clip-2 Line-A-D lower neck frame



Line-A-D right frame routing to ABS Unit



ABS Unit



Lines-E-F-A-D



Rear Caliper Line-F



Rear Master Cylinder Line-E



Rear caliper / rear master cylinder Line-E-F  
Routing Using Clip-2 bottom tail section  
Using the provided M6 bolt and Nut



Lines-A/D joined with a zip tie

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