

INSTALLATION PROCESS:

FK003D873-6 Complete Front, Rear, Clutch Line Kit 2013+ SUZUKI GSX1300R Hayabusa ABS



Parts List:

- | | |
|--|------------------------------------|
| 6 lines | 2 small clips |
| 6 single banjo bolts | 1 large clip |
| 1 double banjo bolt | 1 olive inersor |
| 18 washers (15 will be used, 3 will be spares) | 13 zip-ties (to be used as needed) |
| 1 bolt, washer, and nut | |

We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty. ***Be sure to read through the instructions before installing Galfer lines.***

Step 1:

To prevent paint damage from 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 2:

Remove all brake fluid from the OEM brake system. Take note of how the stock system was routed (you may want to take pictures for reference).

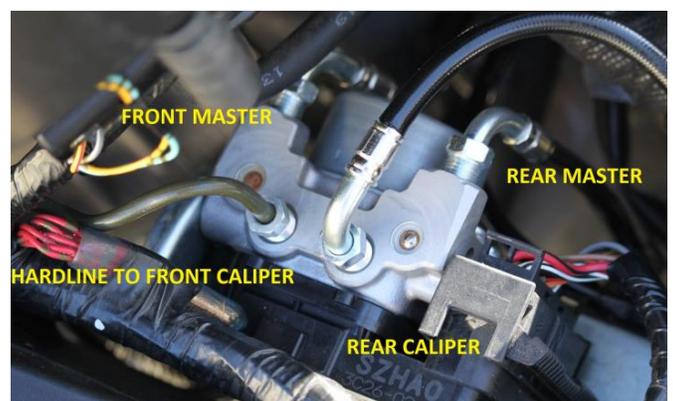
NOTE:

Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft pounds

Galfer stainless steel flare fittings are to be torqued between 5 – 7 ft pounds

Step 3:

Familiarize yourself with the new Galfer brake lines labeled **A, B, & C**; these will replace the front OEM hoses. Uninstall the front OEM hoses. Identify which end of **Line A** to install to the front master cylinder. 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. Following the OEM routing, route **Line A** down to the ABS unit. Install **Line A** to the right-forward port on the ABS unit and torque to the appropriate spec. This line will be secured to the frame rail using a small provided clip and the OEM hardware.



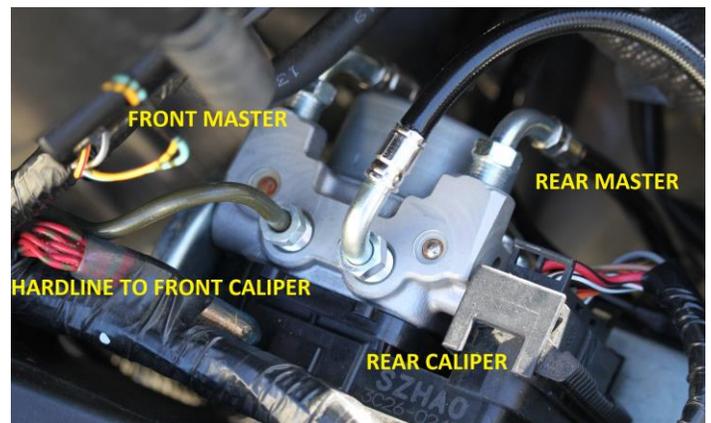
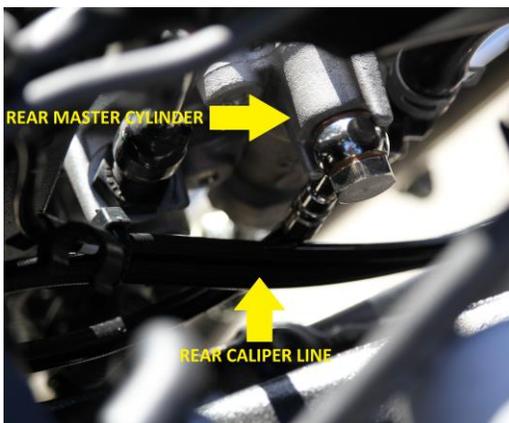
Step 4:

The OEM hardline will be retained from the ABS unit to the front flexline connection underneath the lower triple clamp. Identify which end of **Line B** to install to the OEM hardline. Using the provided olive inverter inside the block, attach the line and torque to the appropriate spec. The block will be attached to the OEM bracket using the provided bolt, washer and nut. Following the OEM routing, route **Line B** down to the right caliper. Identify which end of **Line C** to install to the right caliper. Install **Lines B & C** to the right caliper using a double banjo bolt and three (3) washers, the sequence will be as follows; caliper, washer, line C, washer, line B, washer, double banjo bolt. Following the OEM routing, route **Line C** over to the left caliper. Install **Line C** to the left caliper using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt.



Step 5:

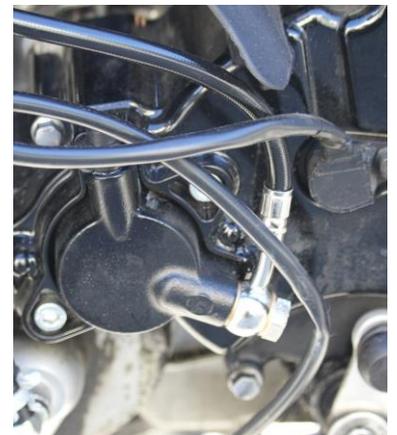
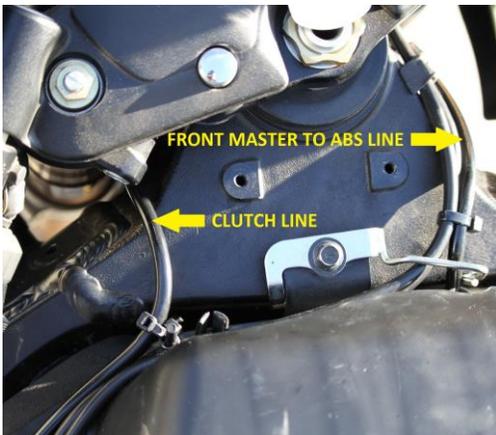
Familiarize yourself with the new Galfer brake lines labeled **D & E**; these will replace the rear OEM hoses. Uninstall the rear OEM hoses. Identify which end of **Line D** to install to the rear master cylinder. Install this end to the master cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt. Following the OEM routing, route **Line D** up to the ABS unit. Install **Line D** to the right-rearward port on the ABS unit and torque to the appropriate spec. Identify which end of **Line E** to install to the ABS unit. Install this end to the left-rearward port on the ABS unit and torque to the appropriate spec. Following the OEM routing, route **Line E** down to the caliper. Install **Line E** 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. This line will be secured to the swingarm using a large provided clip and the OEM hardware.





Step 6:

Familiarize yourself with the new Galfer clutch line labeled **F**. Uninstall the OEM clutch hose. Identify which end of **Line F** to install to the clutch master cylinder. 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. Following the OEM routing, route **Line F** down to the slave cylinder. Install **Line F** to the slave cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; slave, washer, banjo fitting, washer, single banjo bolt. This line will be secured to the frame rail using a small provided clip and the OEM hardware.

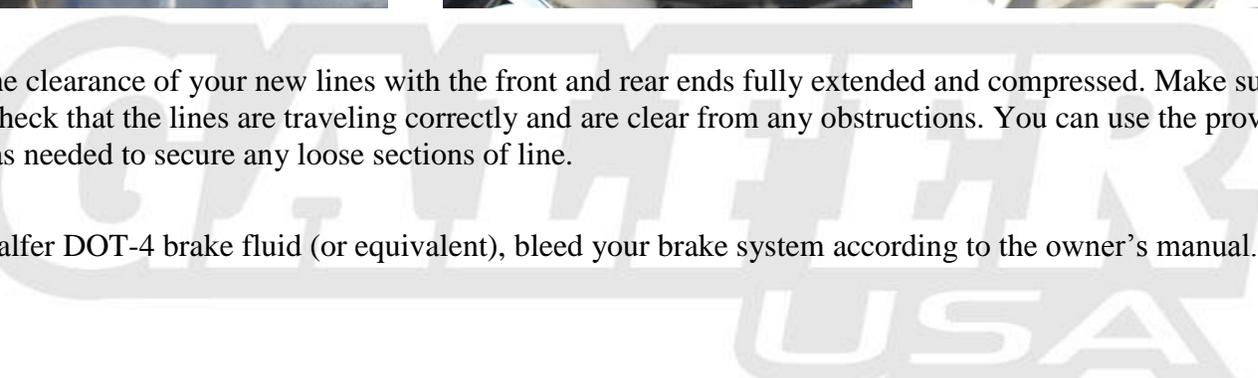


Step 7:

Check the clearance of your new lines with the front and rear ends fully extended and compressed. Make sure to double check that the lines are traveling correctly and are clear from any obstructions. You can use the provided zip ties as needed to secure any loose sections of line.

Step 8:

Using Galfer DOT-4 brake fluid (or equivalent), bleed your brake system according to the owner's manual.

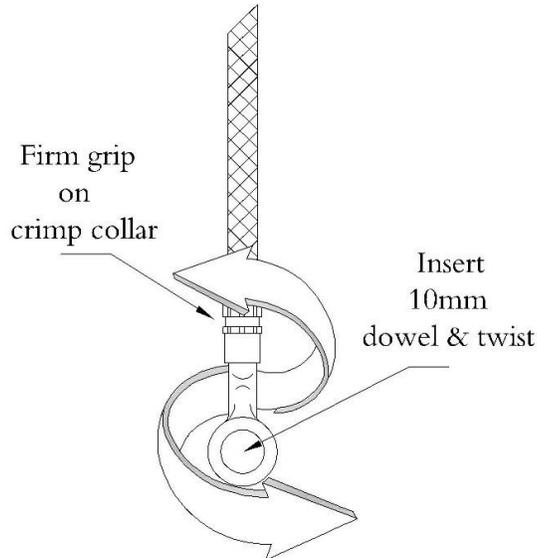


Step 9:

Once the system is properly bled, check the brake fluid level in your master cylinders and top off if necessary. Clean any residual fluid from around the banjos and fittings, making sure to keep solvents away from the brake pads and/or rotors. To ensure there are no leaks in the system, zip-tie the brake lever to the throttle for at least 2 hours. For the rear, use a dumbbell or something similar to apply pressure to the brake pedal. If the lines are not leaking and all else looks good, you are ready to ride.

Please be aware that the newly modified braking system is now much more responsive and will take some getting used to. We recommend riding carefully as you feel out the lever and pedal. Check your brake system periodically for proper torque, leaks, and damage to the lines. If there are any signs of damage, the lines will need to be replaced. All Galfer USA brake lines have a LIFETIME WARRANTY! If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.

**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.*



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