

INSTALLATION PROCESS:
FK003D879-GP Front Line Kit
2015+ YAMAHA FZ-07



Parts List:

- 3 line assembly
- 3 single banjo bolts
- 8 crush washers (6 will be used, 2 will be spares)
- 1 grommet
- 1 zip tie

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! 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). Remove the factory line guides from the triple clamp and fender before removing the OEM brake lines.

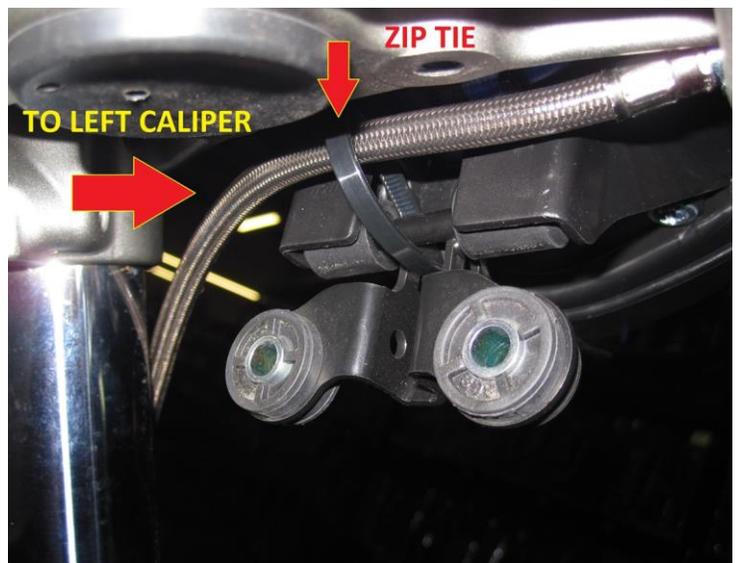
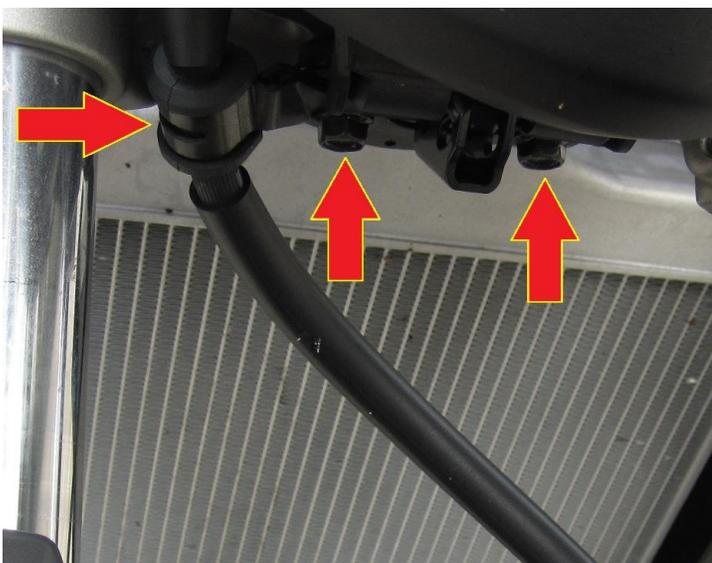
NOTE:

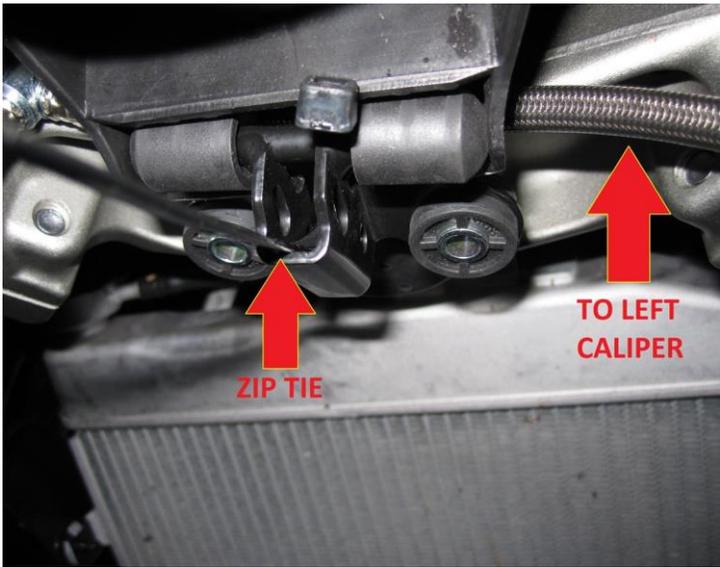
Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft. pounds

Galfer aluminum banjos and bolts are to be torqued between 12 – 15 ft pounds

Step 2:

Remove the 2 bolts from the headlight mount underneath the lower triple clamp, and take off the 2-piece metal bracket for attaching the OEM front line. The small hinged clamp can be discarded, but keep the large plate handy as it will be reused with your Galfer line kit. Locate the end of the 3-line assembly marked **Master Cylinder** and begin routing it up toward the master cylinder. The “T” will sit on the right side of the lower triple clamp with the longer line traveling across the bike to the left caliper (if sitting on the bike). Rotate the rubberized headlight mount down 90 degrees and place the left caliper line above it. Use the provided zip tie to *lightly* attach the line to the headlight bracket as pictured below (you will tighten the zip tie later when the lines are positioned properly). Rotate the rubberized mount back into position and locate the bracket you set aside earlier. This will be flipped over and reinstalled as pictured below. Notice that the arm is now on the left side as opposed to the right.





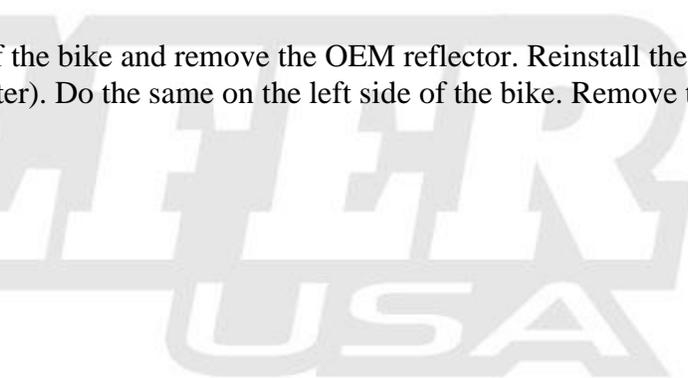
Step 3:

Continue routing the top line up to the master cylinder following the factory routing. It will be secured to the top of the lower triple clamp with the provided grommet and OEM bracket. Install the banjo to the master cylinder using a single banjo bolt and 2 washers.



Step 4:

Loosen the caliper mounting bolts on the right side of the bike and remove the OEM reflector. Reinstall the bolts, but leave them loose for now (they will be torqued later). Do the same on the left side of the bike. Remove the factory line clip on the fender and discard it.



Step 5:

Route the lower lines down to their respective calipers and install with a single banjo bolt and 2 washers (each). Position the lower lines so they are even when viewing the bike from the front. Make sure they do not contact the fork tubes and have a natural curve down to the calipers. Once you are happy with their position, snug up the zip tie that was left loose in step 2 (it does not need to be extremely tight).



Step 6:

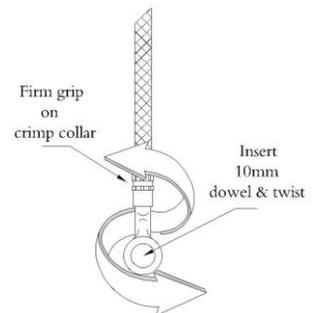
Before continuing, check clearance of your new lines with the front suspension fully extended and compressed. Make sure to double check that the lines are traveling correctly and are clear from any obstructions. Using Galfer DOT-4 brake fluid (or equivalent); bleed your brake system according to the owner's manual. ***At this point the caliper mounting bolts can be torqued to factory specifications with the front brakes applied.***

Step 7:

Once the system is properly bled, check the brake fluid level in your master cylinder 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, use a zip tie around the brake lever and handlebar to apply pressure to the brake system. 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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