

INSTALLATION PROCESS:
FK003D914-6 Complete Front & Rear ABS Line Kit
2017+ YAMAHA YZF R6 ABS



Parts List:

- | | |
|--|------------------------|
| 6 lines | 2 line clips |
| 5 single banjo bolts | 2 olive flare adapters |
| 16 crush washers (14 will be used, 2 will be spares) | 8 zip ties |
| 6 grommets | 2 bolts and nuts |

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:

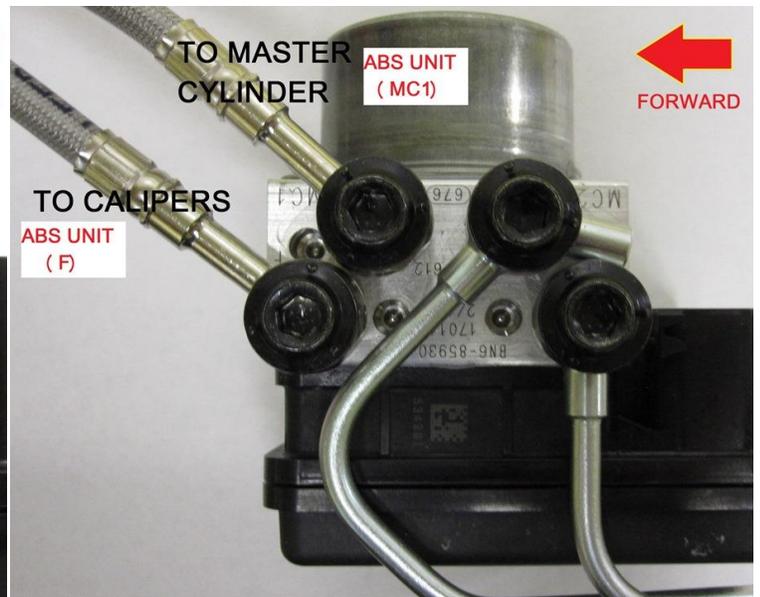
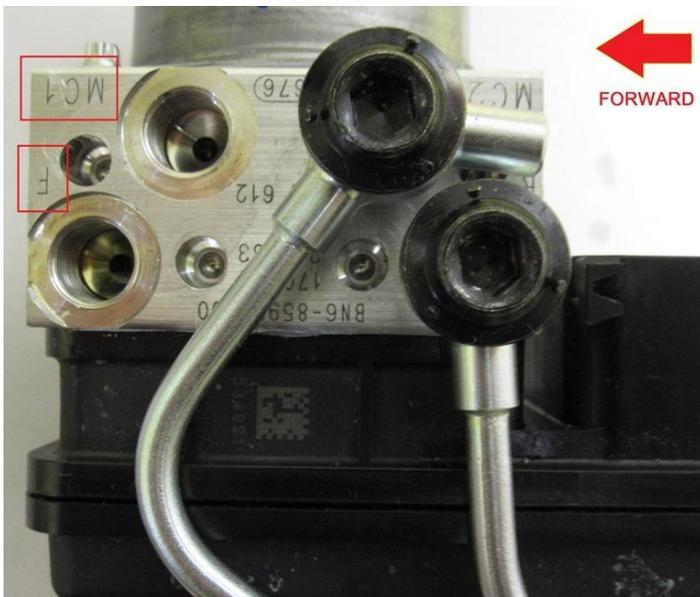
To prevent paint damage from brake fluid, completely cover the front and rear end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill! Remove all brake fluid from the OEM brake system. Take note of how the stock system was routed (you may want to take pictures for reference).

NOTE:

- Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft. pounds
- Galfer stainless steel blocks and hard lines are to be torqued between 5 - 7 ft pounds

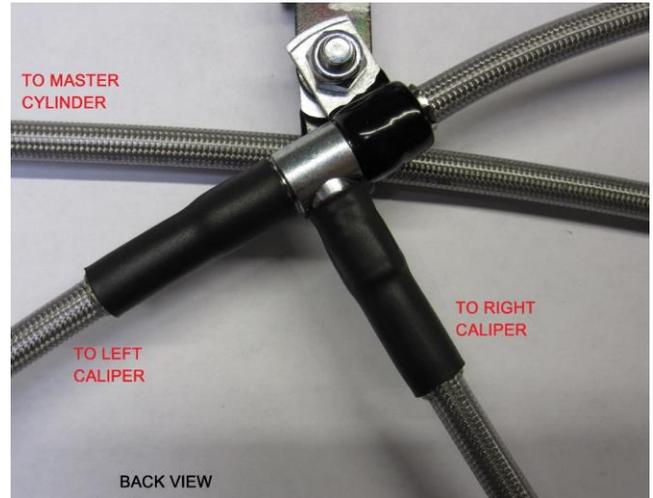
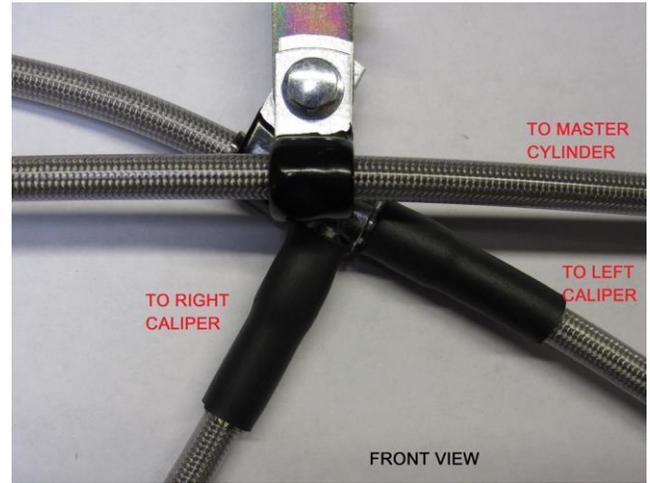
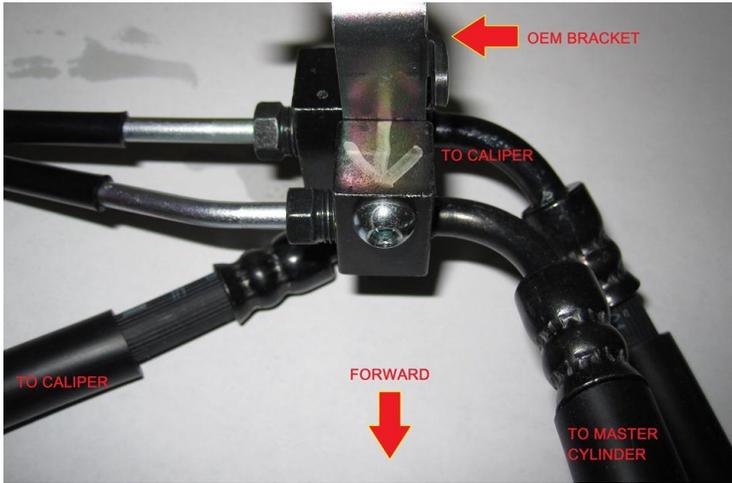
Step 2:

Begin by removing all OEM brake lines on the front of the bike. This includes both flex and hard lines all the way back to the ABS unit. Locate the 3-line Galfer assembly, and the single line labeled **ABS Unit**. Route these lines from underneath the lower triple clamp right and rearward toward the ABS unit following the factory routing. These will install to their respective ports using a factory banjo bolt and 2 provided crush washers (each). Note that the ABS unit and the Galfer lines are labeled **ABS Unit (MC1)** and **ABS Unit (F)**.



Step 3:

Next, locate the provided 14mm (short) bolt, 2 line clips, and nylock nut. These will be assembled as pictured below to locate the lines underneath the lower triple clamp. The lines and clamps will sandwich the factory hanger/bracket with the master cylinder line in front, and the caliper lines in back. Note that the rearward line assembly should be slightly rotated for a natural path down to the calipers.



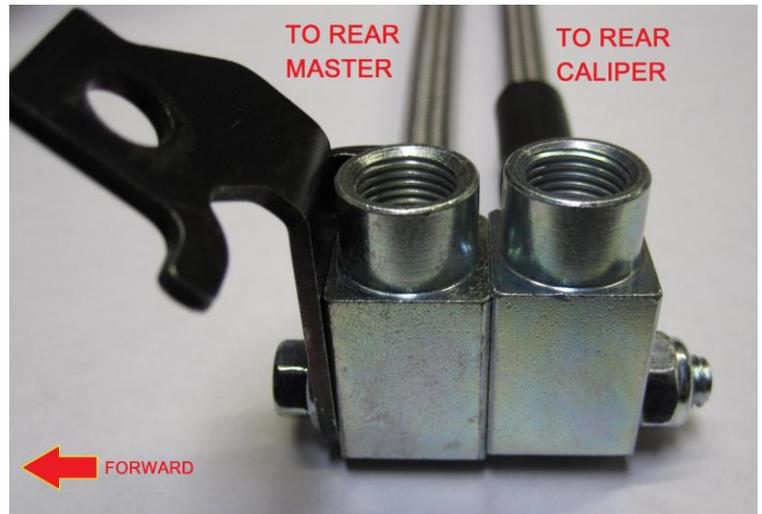
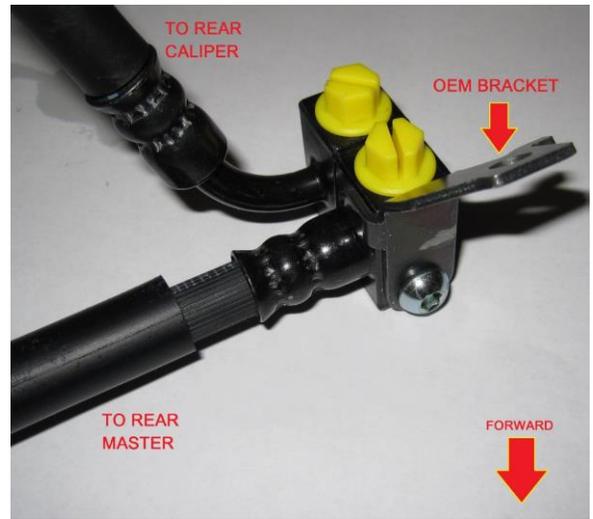
Step 4:

Route the **F. Master Cylinder** line up to the handlebar following the stock routing. A provided grommet will be used with the OEM line bracket and bolt to secure the line along the way. Install the banjo to the master cylinder using a provided (coarse thread) banjo bolt and 2 crush washers. Route the lower lines labeled **Right Caliper** and **Left Caliper** down to their respective calipers through the OEM line guides. 2 more of the provided grommets will be used at these locations. Install the caliper banjos with a provided (coarse thread) banjo bolt and 2 crush washers (each). The provided zip ties can be used throughout the front system to secure the ABS sensor wire and lines as needed.



Step 5:

Remove the OEM rear flex line assembly by disconnecting the hard lines at the blocks, and the caliper and master cylinder banjos. Note that the 90° OEM adapter bolted to the master cylinder will be retained with the Galfer line kit. Remove the factory bracket from the block assembly as it will be retained as well. Locate the provided 40mm (long) bolt, nylock nut, and the lines marked **R. Master Cylinder** and **Rear Caliper**. Use these to reassemble the Galfer blocks as pictured below. Note that the line closest to the bracket (forward) is short, and the line furthest from the bracket (rearward) is long. Once the assembly is torqued, reinstall it on the bike while leaving the bracket mounting bolt slightly loose to aid with hard line installation.



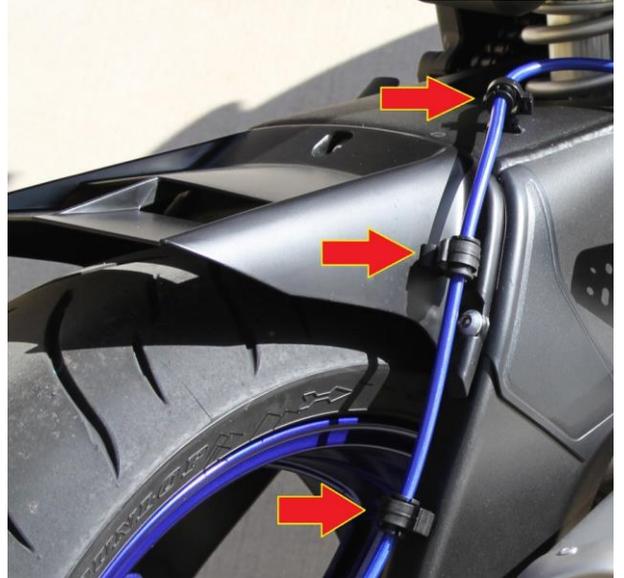
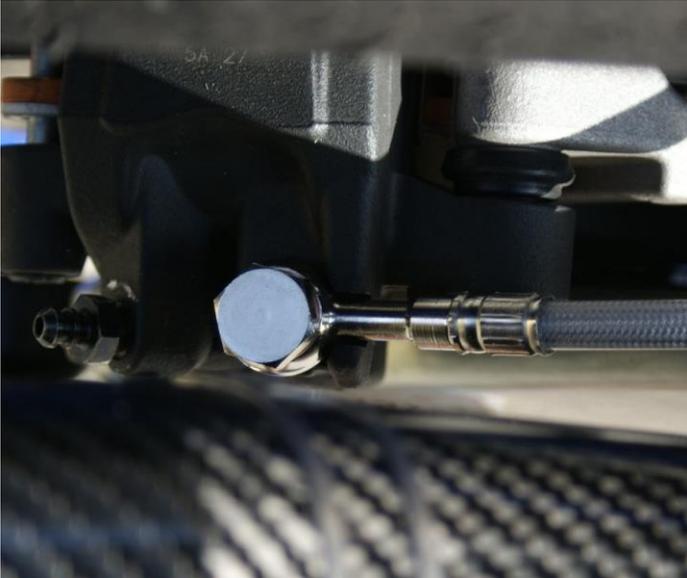
Step 6:

Locate the 2 provided olive flare adapters. These will create a proper seal between the Galfer blocks and the OEM hard lines. Install them into the blocks as pictured below, attach the hard lines to their respective blocks, torque to spec, and don't forget to tighten the bracket mounting bolt when done.



Step 7:

Route the **R. Master Cylinder** line to the 90° OEM adapter and install using a provided (fine thread) banjo bolt and 2 crush washers. Route the **Rear Caliper** line along the swingarm and install to the caliper using a provided (coarse thread) banjo bolt and 2 crush washers. The remaining 3 grommets will be used along the way to secure the line in the factory clamps. The remaining zip ties can be used to secure the ABS sensor wire as needed.



Step 8:

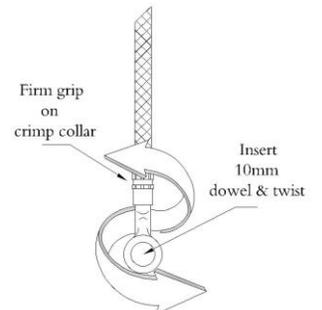
Before continuing, check clearance of your new lines with the suspension fully extended and compressed. Make sure to double check that the lines are traveling correctly and are clear from any obstructions. Using Galfer DOT-4 brake fluid (or equivalent); bleed your brake system according to the owner's manual.

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, apply pressure to the brake lever and pedal for at least 30 minutes. For the front, a zip tie around the bar and lever works well. In 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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