

INSTALLATION PROCESS:
FK003D753-3 Front Brake Line Kit
2008-12 Harley Davidson XR 1200

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 three (3) lines, one (1) double banjo bolt, three (3) single banjo bolts, one (1) c-clip, and one (1) Galfer 2-way union. 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 from the brake fluid, completely cover the front end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 3:

After bleeding and drying out 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. ***Keep the OEM bolt from your master cylinder handy, as it will be used with your new Galfer lines.***

Step 4:

Locate the top line of your kit; this line will be labeled "A," it will also include a label to identify which banjo will be installed at the master cylinder. Run line A through your upper triple tree (**refer to pictures A and C**) and install the appropriate fitting at the master cylinder using your OEM bolt and provided 12mm washers. Line A will route behind the headlight and throttle cables to your Galfer provided c-clip (**refer to pictures B and C,**) this will be replacing the OEM clip, it will then route in front of the lower triple tree (**refer to pictures B and C.**)

Step 5:

Identify the right caliper line (as if you were sitting on the bike,) this will be labeled line "B;" line "C" will be for the left caliper. Both lines will have a label indicating which banjo to install at the calipers. Galfer has included a 2-way union; this will replace your OEM union and is to be installed under your lower triple tree (**refer to picture D.**) The top line, A, will be installed first and on the left side (when you are looking head on) of the union, followed by the right caliper line, line "B" (**refer to picture D.**) You will be using the double banjo bolt and three (3) washers to install lines A and B, the sequence will be; union, washer, line A banjo, washer, line B banjo, washer, double banjo bolt (**refer to picture E, for example.**) Line C, or the left caliper line will be installed on the right side of the union using a single banjo bolt and two (2) washers, be sure to use the same sequence.

Step 6:

From the Galfer union, your right and left lines will route down to the appropriate calipers (**refer to picture F.**) Use a single banjo bolt and two (2) washers to install the lines at each caliper. Follow the same sequence as the union (**refer to picture E.**) Be sure to note what type of fittings you have received since torque specs will vary.

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 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 use 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**.



a. Front master cylinder, line A routed through the upper triple tree



b. Line A routed in front of lower triple tree, using c-clip



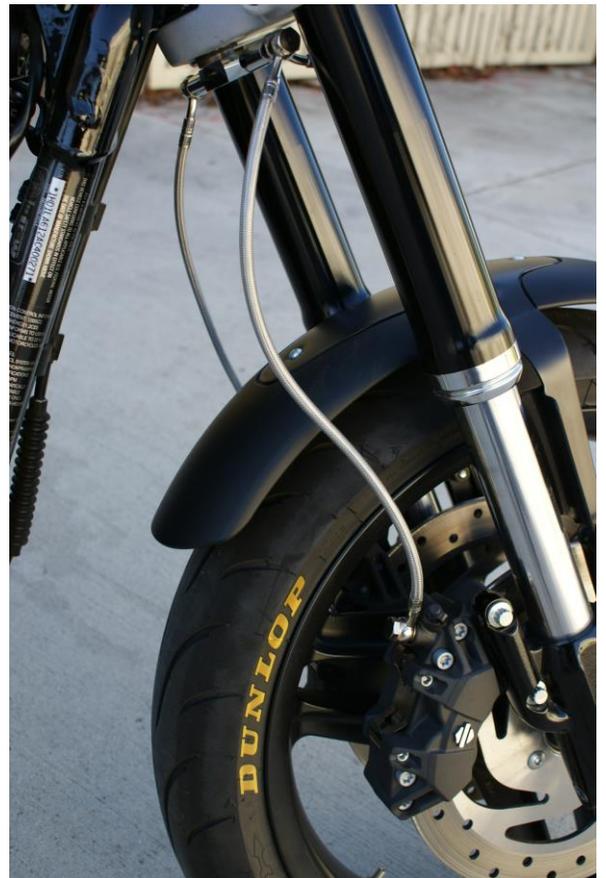
c. Overall line A routing, behind throttle cables

GALFER USA
310 IRVING DRIVE
OXNARD, CA 93030
PH (805) 988-2900 . FAX (800) 685-6633
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d. Galfer union, under lower triple tree looking head on



f. Right and left line routing from union to calipers



e. Banjo installed at front caliper, using washer, banjo, washer, bolt sequence

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