

INSTALLATION PROCESS:  
**FK002D753GP 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 GP brake line kit:

You should have a 3-line kit that includes two (2) 10mm single banjo bolts and one (1) c-clip. We have also included a total of (8) washers; (6) will be used, and (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 your bolt from the master cylinder handy, it will be used with your new Galfer lines.***

**Step 4:**

Identify the top line of your kit; this will be the longest line. Run the top line through your upper triple tree, going from the bottom towards your master cylinder (**refer to picture A.**) Install this line onto your master cylinder using the OEM bolt and provided 12mm washers. The top line will route in front of the lower triple tree (**refer to picture B.**) The Galfer c-clip will be replacing the OEM union, under the lower triple tree (**refer to picture B.**)

**Step 5:**

From the T-block, the left and right line will route to their appropriate calipers (**refer to picture C.**) Use the Galfer supplied 10mm bolts and washers to install the lines to the front calipers, the sequence should be caliper, washer, banjo, washer, and then bolt (**refer to picture D.**) Be sure to note what type of fittings you've received since torque specs will vary.

**Step 6:**

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 7:**

Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

**Step 8:**

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 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.**



**A. Top line at master cylinder, routing through upper triple tree**



**B. Top line routing in front of lower triple tree, Galfer c-clip replacing union**



**C. Left and right line routing to calipers**



**D. Banjo fitting, with bolt and washers, installed on caliper**

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