

INSTALLATION PROCESS:

FK003D967-6 Complete Brake Line Kit

2019 Indian FTR 1200

Kit Should Be Installed By Experienced Mechanic

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 six (6) lines, eight (8) single banjo bolts and three (3) zip ties. We have also included a total of twenty six (26) washers; twenty one (21) will be used, and four (4) will be spares. There will also be two (2) caliper bleeder bolts), and one (1) front splitter block with bolt. 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 and rear end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 3:

After bleeding the OEM brake system, uninstall your stock hoses. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Familiarize yourself with the new Galfer brake lines; notice that each line is labeled for application. **Lines A and B** will be installed on the rear end of the bike, **Line C** will install from the ABS Block to the Front Master Cylinder and **Line D** will be used for ABS block to the Front Splitter. **Lines E and F** will go from front Galfer supplied splitter to calipers.

NOTES:

- We refer to “right” and “left” as if you are sitting on the motorcycle
- Torque all stainless steel bolts to 15-17 ft pounds
- Torque all aluminum bolts to 12-15 ft pounds
- All of the stock “Bleeder” bolts will be reused
- All stock bolts from the ABS unit will be reused
- The gas tank will need to be removed to access the ABS unit

Step 5:

Install **Line C** to the *Front Master Cylinder* using a Galfer provided banjo bolt and two (2) washers, the sequence will be as follows; *Front Master Cylinder*, washer, banjo fitting, washer, banjo bolt. **Following the stock routing**; route **Line C** through the triple tree and back to the *top* of the triple clamps, continue to route the line back, through the line clamp by the air box and to the *ABS Unit*, install this end of **Line A** to the mounting point on the *ABS Unit*, the sequence will be as follows; *ABS Unit*, washer, banjo fitting, washer, bolt (See **Pictures**) Install **Line D** to the mounting point on the *ABS unit*, the sequence will be the same as before. Route the line through the line clamp beside the cylinder head and the air box and up to the *bottom* of the triple clamps. At this point you need to install the Galfer splitter block under the triple clamps with the bolt provided. Now take **Line E** and route it from the splitter block down to the right caliper. You will connect **Line D and Line E** as follows to splitter block (Splitter block, washer, **Line D** banjo, washer, **Line E** banjo, washer, double stack banjo bolt) continue to route the line down behind the fork and to the *Right Caliper*, install **Line E** banjo to caliper using bleeder banjo bolts. Install **Line F** to other side of splitter block (splitter block, washer, **Line F** banjo, washer, banjo bolt). Then install **Line F** to *Left Caliper* using bleeder bolts. (See **Pictures**)

Step 6:

Install **Line A** to the mounting point on the *ABS Unit*, the sequence will be as follows; *ABS Unit*, washer, banjo fitting, washer, OEM bolt. Route the line down underneath the rear shock, continue to route the line down to the *Rear Master Cylinder*. Install the Master Cylinder marked end of **Line A** to the *Rear Master Cylinder* using a Galfer provided banjo bolt and two (2) washers, the sequence will be as follows; *Rear Master Cylinder*, washer, banjo fitting, washer, banjo bolt (**See Pictures**)

Install **Line B** to the mounting point on the *ABS Unit*, the sequence will be the same as before. Route **Line B** down, along the wire clusters and through the swingarm bracket, continue to route the line to the *Rear Caliper*. Install this end of **Line B** to the *Rear Caliper* using the OEM banjo bolt and two (2) washers, the sequence will be as follows; *Rear Caliper*, washer, banjo fitting, washer, banjo bolt (**See Pictures**)

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. For the rear; use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. For the clutch; zip-tie the clutch lever to the handle bar for at least 2 hours. This being an ABS bike the ABS module will need to be cycled to make sure there is no remaining air in the ABS module. 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.

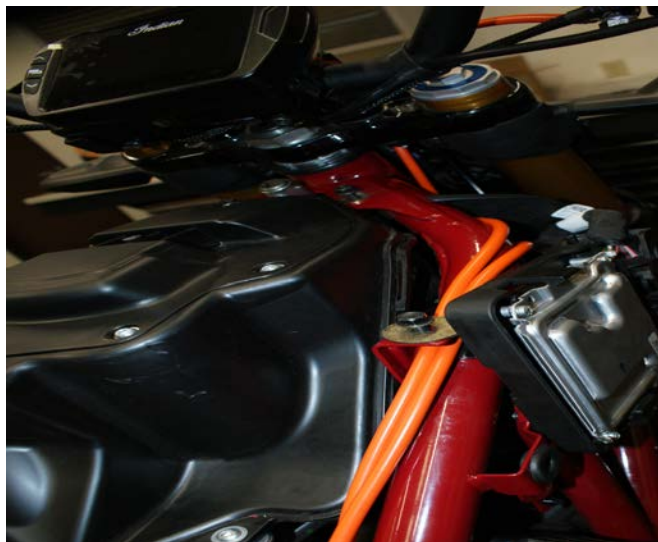
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for 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 - **(805) 988-2900**.



A. Line C at Master Cylinder



B. Line C & Line D Route at Frame



C. Line C & Line D at Line Clamp



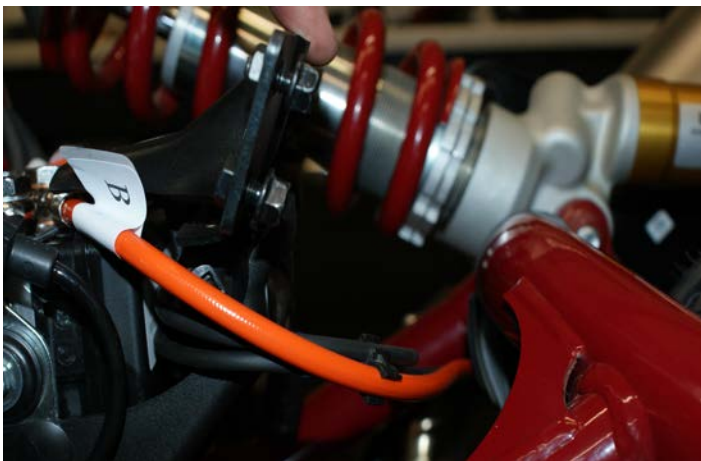
D. Lines A, B, C & D at ABS Unit



E. Lines D & E at Splitter Block



F. Line A From ABS Unit to Master Cylinder



G. Line B ABS Unit to Rear Caliper



H. Line B ABS Unit to Rear Caliper