

INSTALLATION PROCESS:

FK003D975-5 Complete Brake Line Kit

2019 Yamaha MT-07

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 five (5) lines and six (6) single banjo bolts. We have also included a total of eighteen (18) washers; fifteen (15) will be used, and three (3) will be spares. There will also be two (2) olives, one (1) bolt with nut and five (5) grommets. 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, B AND C** will be installed on the front end of the bike, **Line A** will install from the ABS Block to the Front Master Cylinder and **Line B** will be used for ABS block to the Front left caliper while **Line C** will be used for the crossover left caliper to right caliper. **Lines D and E** will be used for the rear braking system.

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 A** to the **Front Master Cylinder** and ABS Module using a Galfer provided banjo bolts and four (4) washers, the sequence will be as follows for single bajo bolt; **Front Master Cylinder**, washer, banjo fitting, washer, banjo bolt. **Following the stock routing**. Install **Line B** to the ABS Module and front left caliper following the stock line routing and using THREE grommets the sequence will be as follows; **ABS Unit**, washer, banjo fitting, washer, bolt (**See Pictures**) Install **Line C** crossover line from left caliper to right caliper using one grommet in the line holder on the fender, the sequence will be as follows for the left caliper, caliper, washer, banjo fitting, washer, banjo fitting, washer, double banjo bolt. Right caliper will be normal single banjo bolt sequence same as line A. Now take **Line D** and route it from the rear master cylinder (use single banjo bolt sequence to connect line to master cylinder) to the inside of the frame where you will be connecting the Galfer line block to the existing hard line using ONE olive on the inside of the block at the end of **Line D**. Install **Line E** to the **Rear Caliper** using single banjo bolt sequence then following stock line routing, route **Line E** up the swingarm to the inside of the frame where you will be connecting to the existing hard line in the same fashion done with **Line D** using ONE olive and ONE Grommet.

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. 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 A at Master Cylinder and ABS Module



B. Line A & Line B Route at ABS Module



C. Line B & Line C at Crossover



D. Lines B and C at Left Caliper



E. Lines D at Master Cylinder



F. Line D & Line E at Harlines



G. Line E at Caliper



H. Line E Rear Caliper to Harline Routing