INSTALLATION PROCESS:
FK003D810R Rear Brake Line Kit
2015+ YAMAHA YZF-R3

Step 1:
Identify the key components that complete our brake line kit:
You should have One (1) hose, Two (2) single banjo bolts, and One (1) Installation CD. There are also a total of six (6) washers. Four washers will be used, the rest are spares.

Step 2:
Before beginning installation, familiarize yourself with both the OEM and the Galfer brake line, and their intended routing/orientation on the bike. The master cylinder end of the line will be labeled for reference.

Step 3:
To ensure no paint damage from a brake fluid spill, completely cover the bike. This process can be messy, and brake fluid WILL drip!

Step 3:
Dry out (bleed) your OEM hose, and take note of how the stock system is installed. You may want to take a couple pictures, in case you need to re-install.

Step 4:
Remove the stock hose from the motorcycle, and replace with the Galfer hose. This will run from the master cylinder rearward to the rear caliper. Each connection point will use a single banjo bolt and 2 crush washers to attach to the casting. The OEM hose guide and grommet will be retained by the rear tire.

Torque all banjo bolts to 15-17 ft. pounds, and make sure there is a washer between every banjo mating surface.

Before you proceed to the next step, please check for clearance of the lines. Compress the suspension to make sure that the lines are not binding with anything. When the front and/or rear end are fully extended or fully compressed, double check that the lines are traveling correctly and clear from any obstructions.

Step 5:
Bleed brake system according to owner's manual, and build appropriate pressure. Finish with Galfer DOT-4 brake fluid.

Step 6:
Once the bleeding has been done, please check brake fluid level on master cylinder. Close brake fluid reservoir, and zip-tie the brake lever to the throttle for at least 2 hours to ensure no leaks or other possible issues. For the rear, set a jug or something similar on the brake pedal to apply pressure. If the lines are not leaking and all looks OK (bolts are tight, washers in between), you may now ride with the new system. Make sure the rider is aware that the overall braking feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure. We recommend checking your brake system periodically; keep in mind brake lines must be checked **very** carefully! If there are any signs of damage or stress to the lines, the complete brake system must be replaced.

Looking for dependable motorcycle brake parts? Visit our website.