

## INSTALLATION PROCESS:

### FK003D872-R Rear

2014+ Yamaha Bolt XVS 950



#### Parts List:

- 1 x line
- 2 x single banjo bolts
- 1 x grommet
- 6 x washers (4 will be used, 2 will be spares)

We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty. ***Be sure to read through the instructions before installing Galfer lines.***

#### Step 1:

To prevent paint damage from brake fluid, cover what you can of the vehicle. Installing brake lines can be a messy process, and brake fluid ***WILL*** spill!

#### Step 2:

Remove all brake fluid from the OEM brake system. Take note of how the stock system was routed (you may want to take pictures for reference).

#### NOTE:

***Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft. pounds***

***Galfer stainless steel flare fittings are to be torqued between 5 – 7 ft. pounds***

#### Step 3:

Familiarize yourself with the new Galfer brake line, these will replace the rear OEM hose. Uninstall the rear OEM hose. Now install the Galfer M/C banjo to the master cylinder. The sequence will be as follows; master cylinder, washer, banjo fitting, washer, banjo bolt. Now route the line from the master cylinder down to the under-side of the swing arm. The grommet provided on the Galfer line mounts into the OEM bracket, after that the line routes through the OEM holders. Now you bolt the caliper banjo. The sequence will be as follows; caliper, washer, banjo fitting, washer, banjo bolt. Once installed torque the fittings to the Galfer specified ft. pounds. Before you proceed to the next step, please check for clearance of the line.





**Step 4:**

Bleed brake system according to owner's manual, and build appropriate pressure. Finish with Galfer DOT-4 brake fluid. Once the bleeding has been done, please check brake fluid level on master cylinder. Fill if needed.

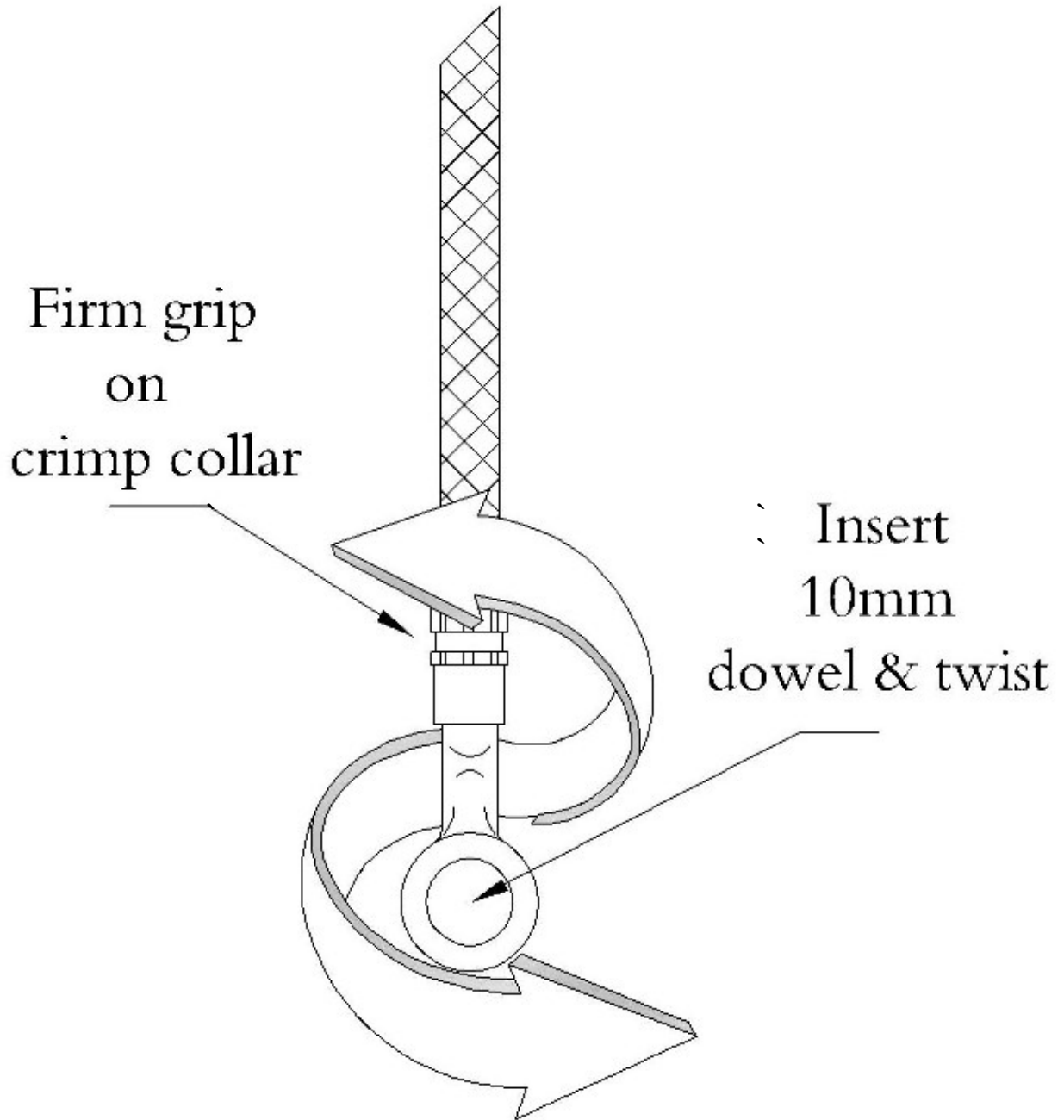
**Step 5:**

Once the system is properly bled, check the brake fluid level in your master cylinders and top off if necessary. Clean any residual fluid from around the banjos and fittings, making sure to keep solvents away from the brake pads and/or rotors. To ensure there are no leaks in the system use a dumbbell or something similar to apply pressure to the brake pedal. Keep it like that for 2 hours. If the lines are not leaking and all else looks good, you are ready to ride.

Please be aware that the newly modified braking system is now much more responsive and will take some getting used to. We recommend riding carefully as you feel out the lever and pedal. Check your brake system periodically for proper torque, leaks, and damage to the lines. If there are any signs of damage, the lines will need to be replaced.

*\*Please note that although Galfer fittings come pre-positioned from the factory for easy installation, differences in bike setup, bar position, control angle, etc. may require the banjos to be rotated slightly. All Galfer fittings are what we refer to as turn-to-fit and can be rotated to alleviate twist or tension in the lines. To do so, firmly hold the crimped portion of the line; insert a wood dowel, brass*

*punch, or pen into the banjo, and rotate as shown in the diagram below. Just be sure to only apply rotational force and NEVER pry on the connection. If you have any questions, please contact our tech department before attempting this procedure.*



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