

INSTALLATION PROCESS:
FK003D879OEM Front Line Kit
2015+ YAMAHA FZ-07



Parts List:

- 2 lines
- 2 single banjo bolts
- 1 double banjo bolt
- 9 crush washers (7 will be used, 2 will be spares)
- 4 grommets

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:

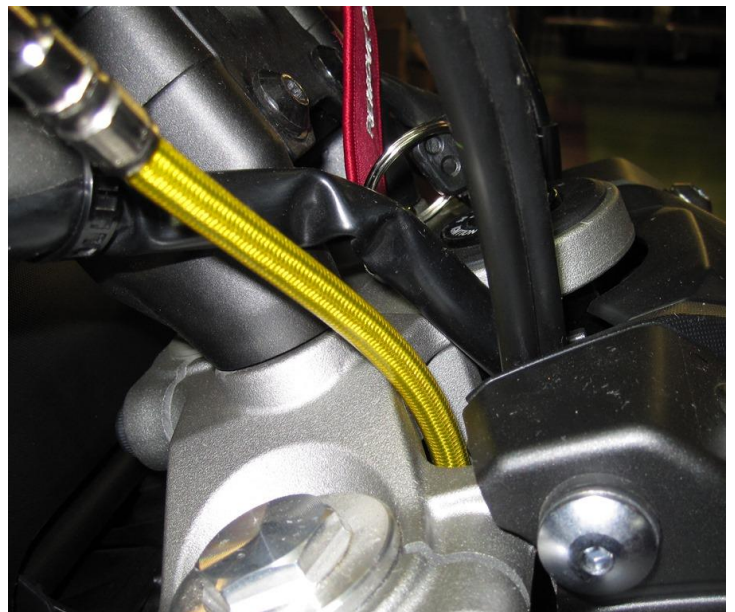
To prevent paint damage from brake fluid, completely cover the front and rear end of the bike. Installing brake lines can be a messy process, and brake fluid ***WILL*** spill! Remove all brake fluid from the OEM brake system. Take note of how the stock system was routed (you may want to take pictures for reference). Remove the factory line guides from the triple clamp and fender before removing the OEM brake lines.

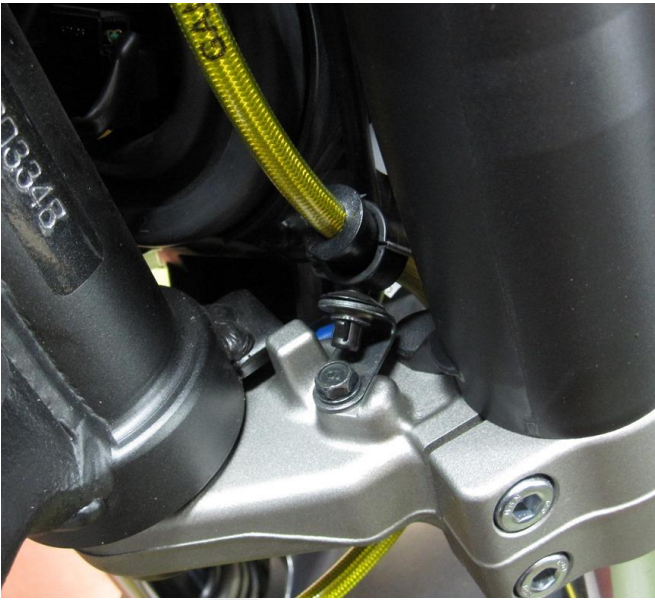
NOTE:

Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft. pounds
Galfer aluminum banjos and bolts are to be torqued between 12 – 15 ft pounds

Step 2:

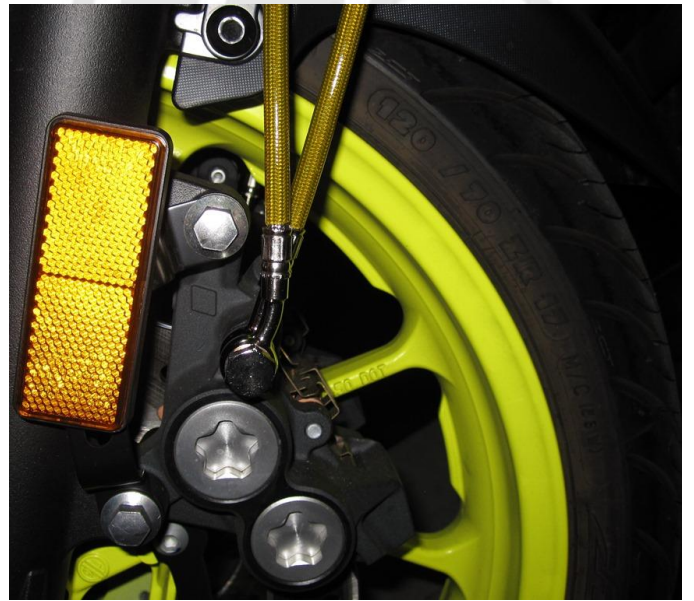
Install the end marked **Master Cylinder**, using a single banjo bolt and 2 washers. Following the OEM routing, attach the line to the top of the lower triple clamp using a provided grommet and the factory bracket. Do the same on the bottom of the triple clamp.





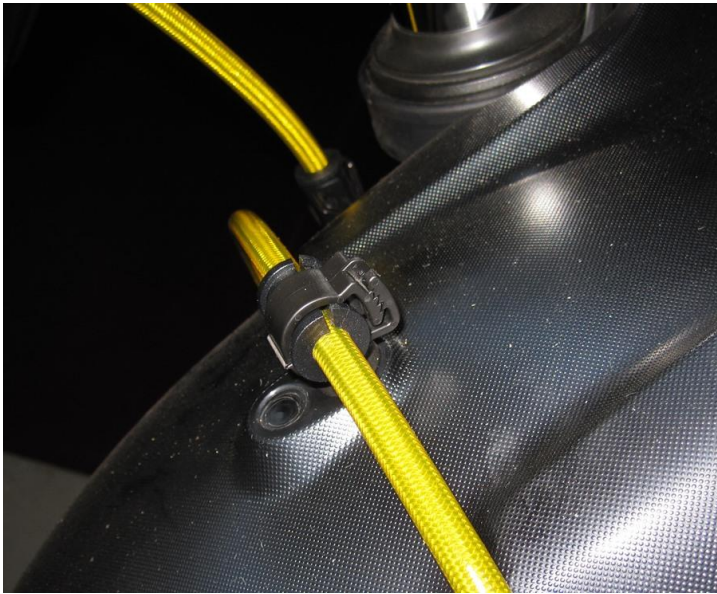
Step 3:

Attach the line coming from the master cylinder to the left side of the front fender using a provided grommet and the factory bracket. Locate the double (long) banjo bolt, 3 washers, and the second line. Install both lines to the left caliper as shown below. The crossover line will be closest to the caliper and with the master cylinder line furthest away.



Step 4:

Attach the crossover line to the fender using a provided grommet and the factory bracket. Install the line to the right caliper using a single banjo bolt and 2 washers. Torque all fittings to the specs listed above.



Step 5:

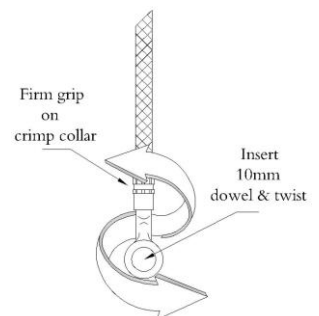
Before continuing, check clearance of your new lines with the front suspension fully extended and compressed. Make sure to double check that the lines are traveling correctly and are clear from any obstructions. Using Galfer DOT-4 brake fluid (or equivalent); bleed your brake system according to the owner's manual.

Step 6:

Once the system is properly bled, check the brake fluid level in your master cylinder 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 zip tie around the brake lever and handlebar to apply pressure to the brake system. 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.*



Looking for dependable motorcycle brake parts? Visit our website.