

INSTALLATION PROCESS:
FK003D537-2 Front Brake Line Kit
2006-12 YAMAHA FZ1 FAZER 1000
2011-12 YAMAHA FZ-8

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 two (2) lines, one (1) double banjo bolt, two (2) single banjo bolts, and one (1) c-clip. We have also included a total of nine (9) washers; seven (7) will be used, and two (2) will be spares. 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 end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 3:

After bleeding and drying out the OEM brake system, uninstall your front stock hoses and remove the line holders from the fender. 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 there is a right and left line (*this is as if you are sitting on the bike.*) Identify which fittings to install at the master cylinder. Install these ends to the master cylinder using the double banjo bolt and three (3) washers, the sequence will be as follows; master cylinder, washer, right line banjo fitting, washer, left line banjo fitting, washer, double banjo bolt (**refer to picture A.**)

Step 5:

Route both lines down to the lower triple tree. Re-using the OEM bolt and bracket at the lower triple tree; route the lines through the Galfer provided c-clip and thus, replacing the OEM t-block (**refer to picture B.**) Continue to route the lines behind the forks, keeping the “right line” on the right side and “left” on the left (**refer to pictures C and D.**) Install each line to its appropriate caliper using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (**refer to pictures E and F.**)

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. 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!**



a. Front master cylinder



b. Galfer c-clip at lower triple tree



c. Lines routed behind forks



d. Overall routing to calipers



e. Right caliper



f. Left caliper



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