

INSTALLATION PROCESS:
FK003D791-2 Front Brake Line Kit
2014 YAMAHA FZ-09

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 the OEM brake system, uninstall your front 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; (**Please Note:** when installing your new brake lines, we refer to the “right” and “left” as if you are sitting on the bike) Identify which fittings to install to the master cylinder. Install these fittings at the front master cylinder using a 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 (**See Picture A.**)

Step 5:

Similar to the OEM routing; Route the lines down through the stock line guides located at the master cylinder and the front cowling and towards the lower triple tree. Use the Galfer provided 2-line c-clip and OEM bolt to retain the two (2) lines to the stock mounting point at the lower triple tree. Continue to route the lines behind the forks, through the line holders on each side of the fender and down to the right and left calipers. Install each line to the 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 (**See Pictures B, C & D.**)

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!**



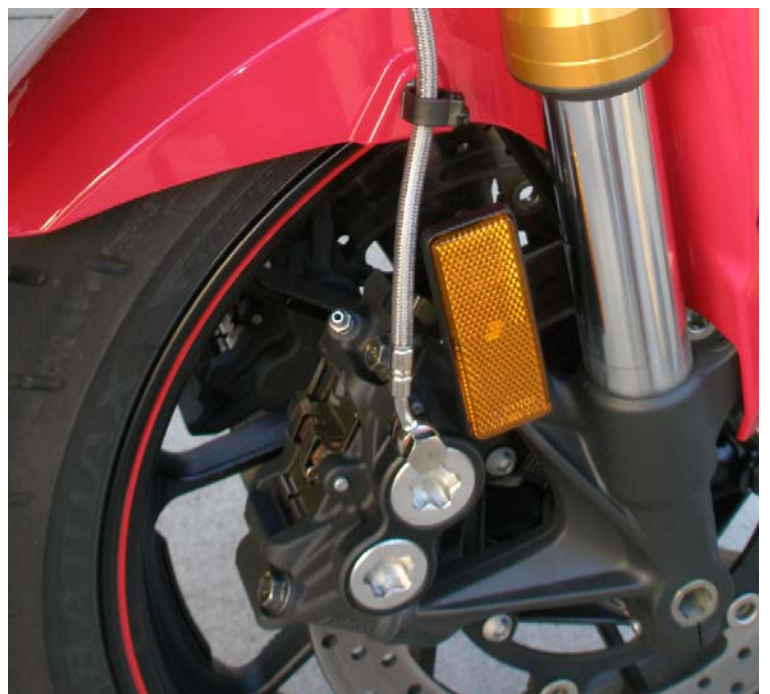
A. Master Cylinder



B. C-Clamp at Lower Triple Tree



C. Left Caliper



D. Right Caliper

Learn more about motorcycle brake parts we have.