

INSTALLATION PROCESS:

A Basic Installation of FK003D161R Rear 1995-1998 BMW R1100 GS Non ABS

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 one (1) line, one (1) single banjo bolt and one (1) olive inersor. We have also included a total of four (4) washers; two (2) 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 rear 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 rear stock hose. Take note of how the stock system was routed in case you need to re-install the hose.

Step 4:

Identify which end of your new Galfer brake line to install at the rear master cylinder. Install this end to the OEM hard tubing running from the master cylinder using an olive inersor, the sequence will be as follows; master cylinder OEM hard tubing, olive inersor, line fitting (**see line A.**)

Step 5:

Route the line along the swing arm, through the stock guide bracket and towards the rear caliper. Install this end to the caliper using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt.

Step 6:

Before you begin the next step, please check the clearance of your new line. When the rear end is fully extended or compressed, make sure the line is not binding with anything. Be sure to triple check that the line is traveling correctly and is clear from any obstructions.

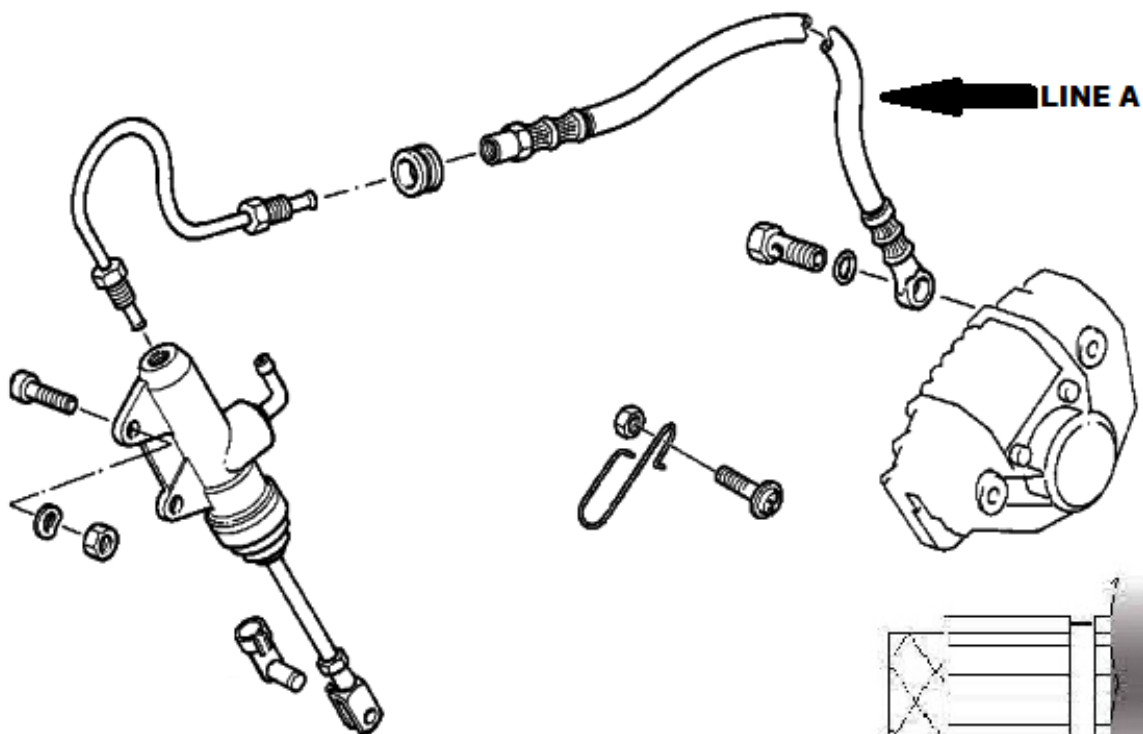
Step 7:

Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

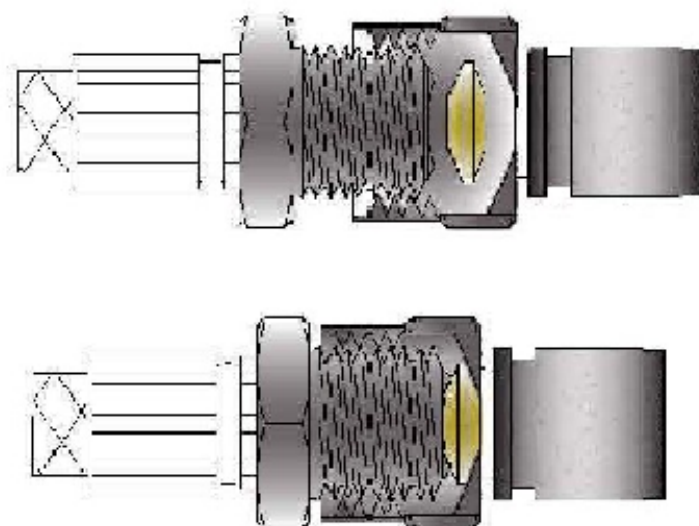
Step 8:

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, use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. If the line is not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and the line is 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 line 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!** If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.



OLIVE INVERSOR →



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