

INSTALLATION PROCESS:

FK003D738-6 Front and Rear Brake Line Kit

2009-2013 (08/12 mfg. date) BMW S1000 RR 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) 3-line assembly, three (3) single lines, five (7) single banjo bolts, and two (2) c-clips. We have also included a total of eight (8) zip-ties and sixteen (20) washers; fourteen (18) washers 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. ***Please read through the instructions at least once before installing your lines.***

Step 2:

To ensure there is no paint damage from the 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!

Step 3:

After bleeding and drying out the OEM brake system, uninstall your front and rear stock hoses. Take note of how the stock system was routed in case you need to re-install the hoses. You may want to take pictures for reference. ***Keep your factory bleeder bolts for the front calipers handy. These will be reused with the Galfer line kit.***

Step 4:

Familiarize yourself with the new Galfer brake lines; notice **Line A** and the 3-line assembly, labeled **Line B**, these lines will replace the OEM front lines. **Lines C and D** will replace the OEM rear lines. The new Galfer lines will route similarly to the stock set up, as well as reuse many of the OEM line holders.

Step 5:

Identify which end of **Line A** to install to the front master cylinder. Install this end using a single banjo bolt and two washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt (**refer to picture A.**) Route **Line A** to the ABS unit, same as the OEM routing. Use the smaller Galfer provided c-clip to replace the zip-tips at your frame (**refer to picture B.**) Install the line to the ABS unit using a provided 12mm bolt and washers (**refer to picture G.**)

Step 6:

Identify the top line of the **“Line B”** assembly, this end is to be installed at the ABS unit. Install this end using a single banjo bolt and two (2) washers, the sequence will be as follows; ABS unit, washer, banjo fitting, washer, single banjo bolt (**refer to picture G.**) Route the lines to the lower triple tree. Use the larger Galfer provided c-clip to route the left line towards the left caliper (**refer to picture H,**) “left” and “right” as if you are sitting on the bike. Continue to route the lines behind the forks and to their appropriate calipers. Install each line to the calipers, using the OEM bleeder bolt and two (2) Galfer provided washers (**refer to pictures I & J.**)

Step 7:

Locate **Line C** and identify which end to install at the rear master cylinder and which end to install at the ABS unit. Install the appropriate end to the ABS unit using the other 12mm bolt and washers (**refer to picture G.**) Route the line down to the rear master cylinder and install using a single banjo bolt and two (2) washers, be sure to use the same sequence as the front master cylinder (**refer to picture M.**)

Step 8:

Identify which end of **Line D** to install at the ABS unit. Install this end using a single banjo bolt and two (2) washers (**refer to picture G.**) Route the line down to the rear caliper, similarly to the stock routing (**refer to picture L.**) Install the line using a single banjo bolt and two (2) washers, be sure to use the same sequence as before (**refer to picture N.**)

NOTES:

- Please refer to pictures and drawings for routing details, including where to use the OEM clips vs. where to use the Galfer provided c-clips.
- **Be sure to torque all bolts down to specification; stainless steel between 15 – 17 ft pounds.**
- We have provided several extra zip-ties, these are to be used as needed and at your own discretion.

Step 9:

Before you begin the next step, please check the clearance of your new lines. When the front and rear ends are 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 10:

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

Step 11:

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 the rear; use a jug or something similar to apply pressure to your brake pedal 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!** If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.

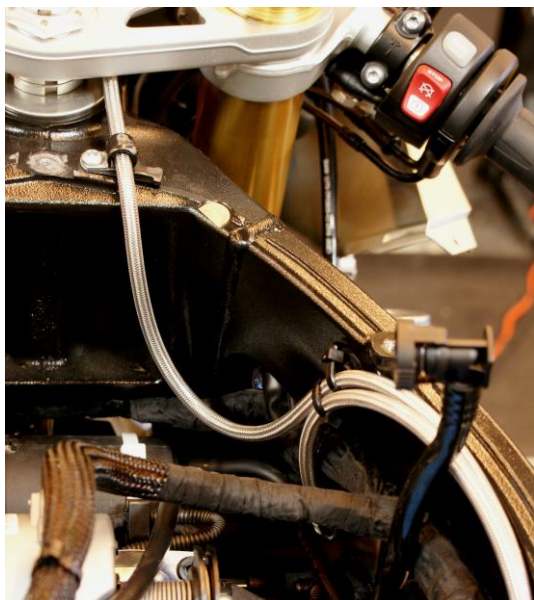




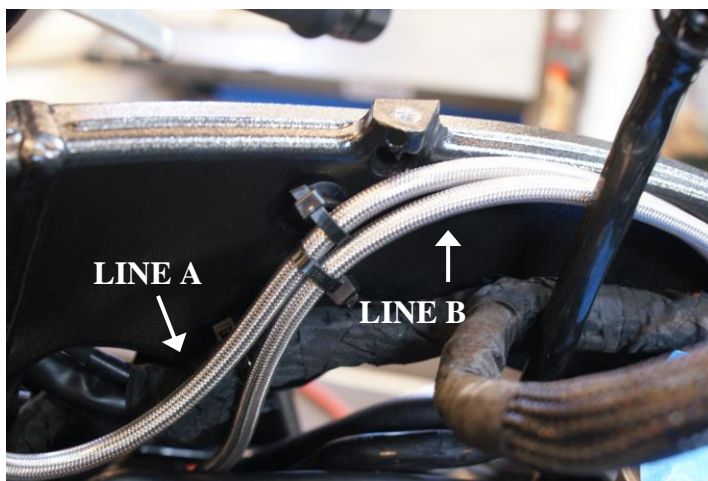
a. Line A, front master cylinder



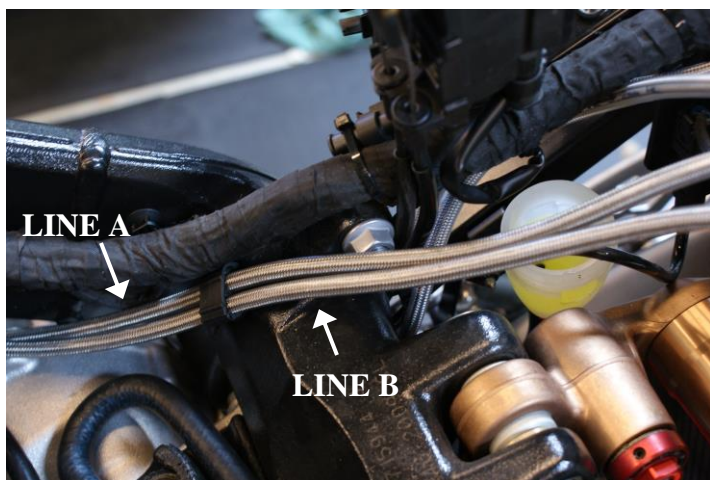
b. Line A with Galfer provided c-clip at frame



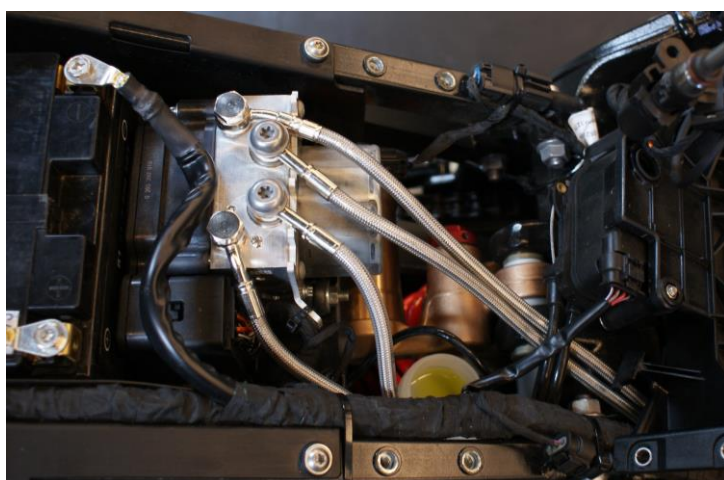
c. Line A overall routing



d. Lines A & B, zip-ties at frame



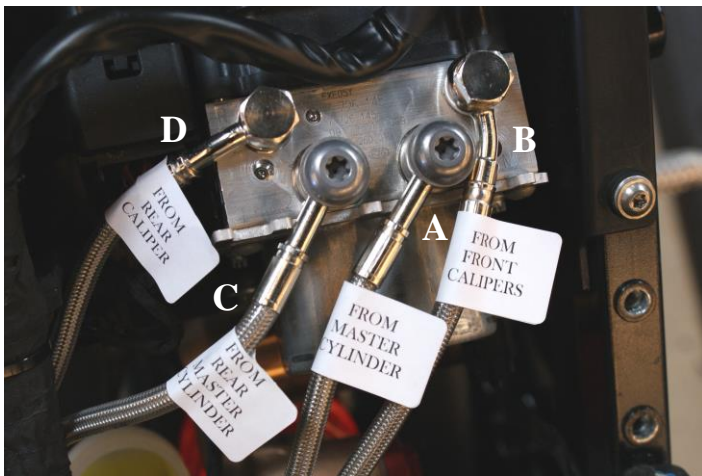
e. Lines A & B routing from frame towards ABS unit using the OEM clip



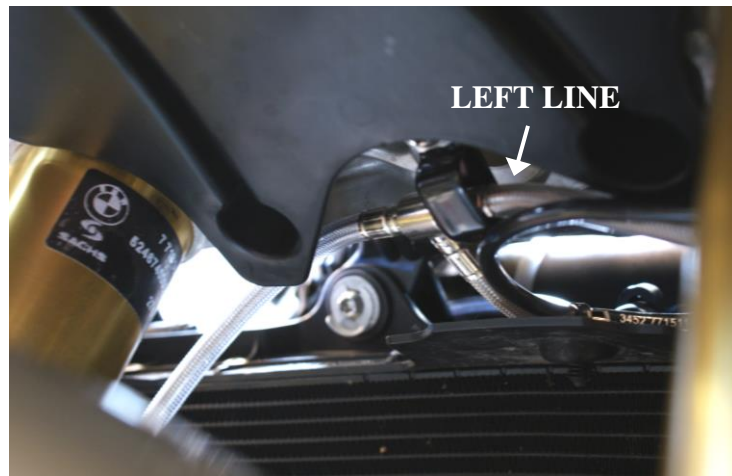
f. ABS unit overall

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g. ABS unit, from left to right: Line D, C, A, and B



h. Line B assembly at triple tree, with left line routed through Galfer c-clip



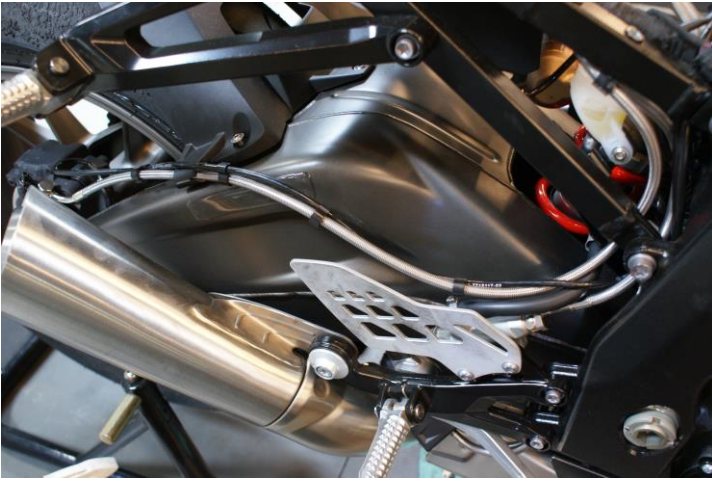
i. Line B assembly, Right Line at right caliper with OEM bleeder bolt



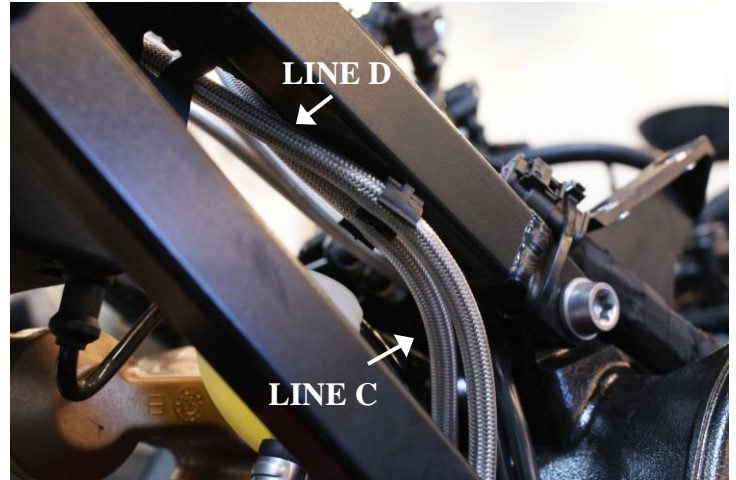
j. Line B assembly, Left Line at left caliper with OEM bleeder bolt

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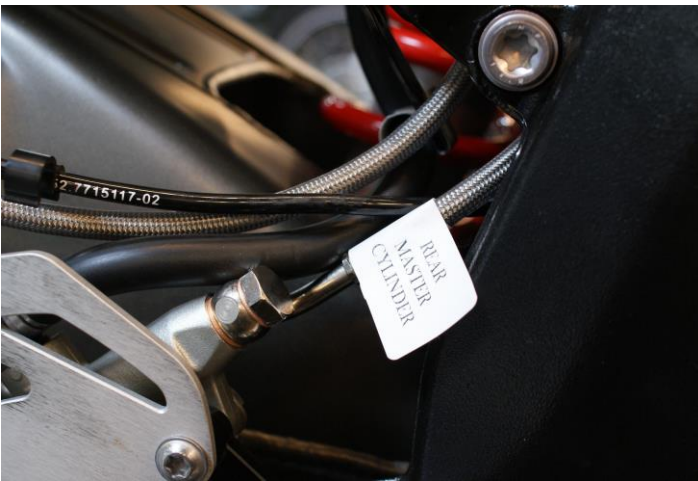




k. Line D, overall routing with OEM clips



l. Lines C & D, routing from ABS unit and using OEM Clip

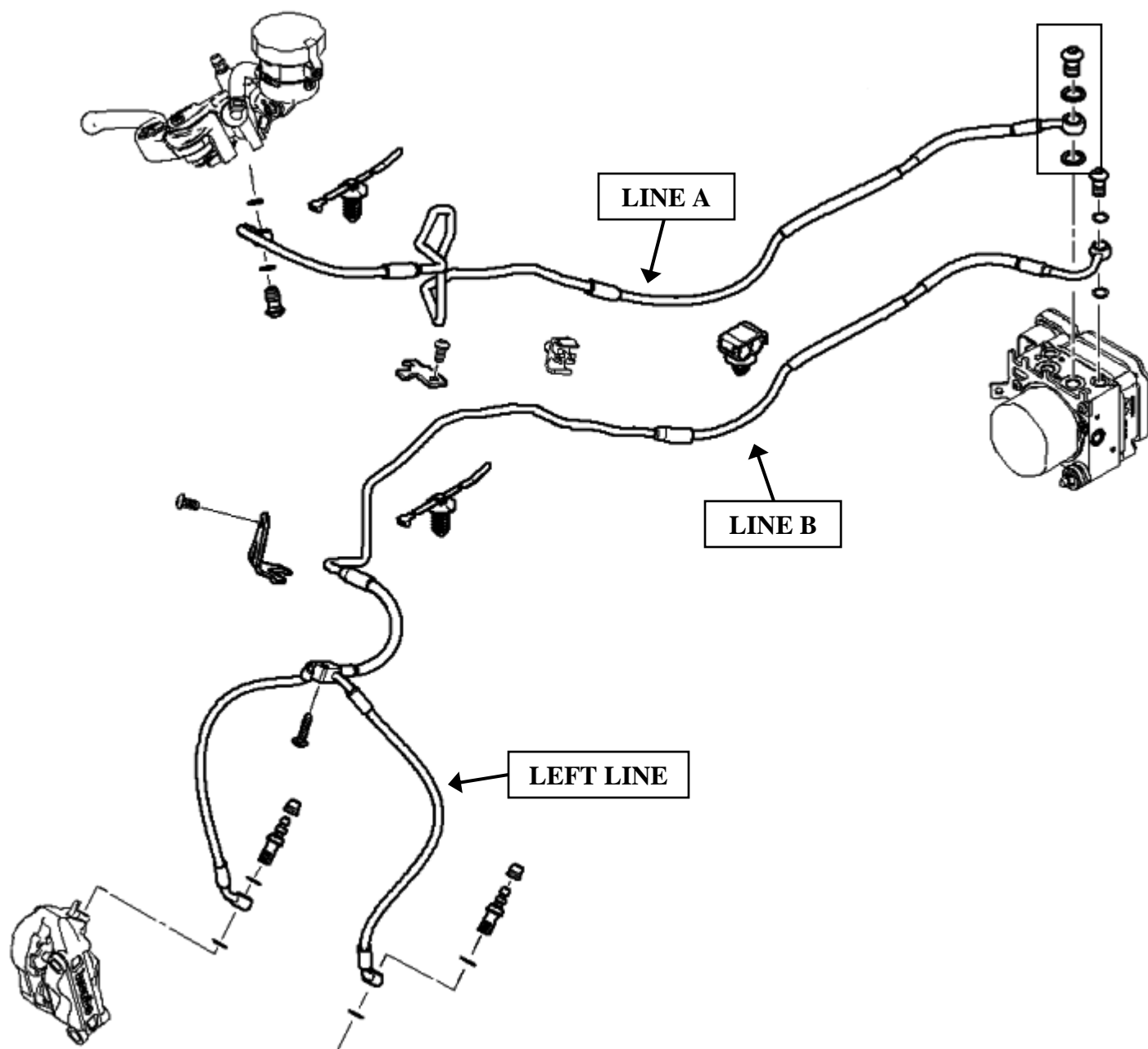


m. Line C, rear master cylinder

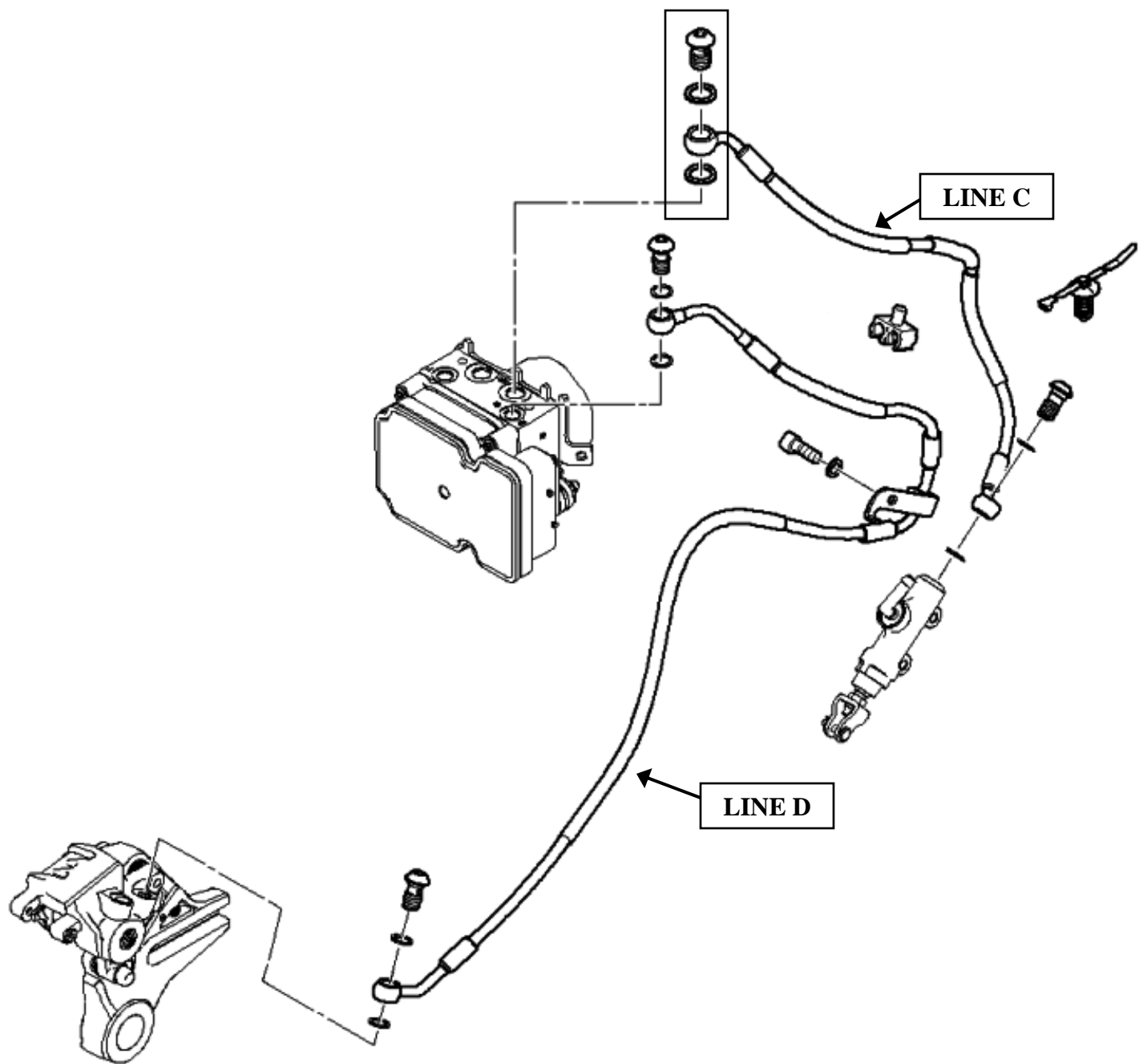


n. Line D, rear caliper


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