

INSTALLATION PROCESS:
FK003D771-9 Complete Brake Line Kit
2012 Yamaha XT 1200Z Super Tenere



Step 1:

Identify the key components that complete our brake line kit:

You should have nine (9) lines, one (1) double banjo bolt, ten (10) single banjo bolts, six (6) “olive” conic inversors, two (2) c-clips, and seven (7) grommets. We have also included a total of twenty-seven (27) washers; twenty-three (23) will be used, and four (4) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty.

Step 2:

Familiarize yourself with the brake lines, each is labeled for application. The brake lines labeled **A, C, E and F**, are installed on the front of the motorcycle; lines **B and D** will also be for the front set up, but installed on the ABS unit. Lines **H and I** are to be installed at the rear from the ABS unit. The last line of the kit, **G** will be installed at the clutch slave cylinder. *Please read through the instructions before installing the lines*, each label will reference a different picture and drawing, these will show you the location of each brake line.

NOTES:

- We refer to right and left as if you are sitting on the motorcycle. For example; the “right” caliper is on your right when sitting on the motorcycle.
- *All female ends require a brass conic inversor*, more commonly referred to as an “olive.” (refer to drawing)
- *All banjo fittings will need to be installed using a washer* in between all matting surfaces. For example; when installing the line at the caliper use the following sequence; caliper, washer, banjo fitting, washer, banjo bolt.
- **Torque all bolts from 15-17 ft pounds, all female fittings to 5 ft pounds.**

Step 3:

To ensure there is no paint damage from the brake fluid, completely cover the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 4:

Bleed and dry out the OEM brake system. For proper installation, you will need to remove the seat and gas tank. Take note of how the stock system was routed in case you need to re-install the hoses, *you may want to take pictures to use as reference.*

Step 5:

Remove the stock hoses on the front of the motorcycle, these will be replaced with the Galfer lines labeled **A, C, E and F**. Locate **Line A**, this line will run from the master cylinder down to the OEM tubing alongside the bike’s frame; install the banjo fitting at the master cylinder using a single banjo bolt and two (2) washers. Replace the stock routing clip at the frame, with the Galfer provided c-clip. Using an **olive inversor**, install the female end to the OEM tubing. **Line C**, will be installed under the triple tree to the OEM tubing using an **olive inversor**. Replace the OEM block with the Galfer provided c-clip and install to the OEM bracket. Route the line down to the left caliper, reusing the OEM retaining brackets and 2 provided grommets (they will be used at all mounting locations retaining factory brackets). Locate **Line E** and identify which end to install at the left caliper, this line will crossover the fender using the OEM routing clip. Install Lines **C and E** at the left caliper using the double banjo bolt and three (3) washers, the sequence will be as follows; caliper, washer, Line C banjo, washer, Line E banjo, washer, double banjo bolt. Install the other end of Line E to the right caliper. Install **Line F** to the clutch master cylinder. Route the line down through the stock routing clip, using an **olive inversor** at the female end. **Refer to the attached pictures and drawings for routing, sequences and positions (Lines A, C, E, and F.)**

Step 6:

Remove the stock hoses from the ABS unit. **Lines B and D** will be continuations from the front OEM tubing, while **Lines I and H** will be replacing the rear hoses. Locate **Lines I and H**; these lines are intended to run down from the ABS unit to the rear brake system, identify which ends to install at the ABS unit. For ease of installation, install these lines to the ABS unit first and route them down towards the swing arm. Install **Line D** to the ABS unit, route this line towards the lower OEM tubing using the stock routing clip. Install the female end using an **olive inverter**; please note, this is a continuation of the left caliper line also known as line C. Install **Line B** to the ABS unit, route this line above line D and to the OEM tubing; this line is a continuation of the front master cylinder also known as line A. *Be sure to use Galfer provided washers and olive inverters accordingly.*
Refer to the attached pictures and drawings for routing, sequences and positions (ABS unit and Lines B, D, I and H.)

Step 7:

If not already done in Step 6, please remove the stock hoses on the rear of the motorcycle, these are to be replaced with the Galfer lines labeled **H and I**. Locate **Line H**, this line is to be routed from the ABS unit down to the rear master cylinder using stock routing and clips. Install at the rear master cylinder. **Line I** will also be routed from the ABS unit using stock routing and clips, install this line at the rear caliper.

Refer to the attached pictures and drawings for routing, sequences and positions (ABS unit and Lines H and I.)

Step 8:

With the stock hose removed from the slave cylinder, install **Line G** to the OEM tubing from the clutch master cylinder. Route the line down to the slave cylinder using the stock routing clip (**refer to pictures.**)

Step 9:

Before you begin the next step, please check the clearance of your new lines. When the front and rear end 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 at least 2 hours. For the rear use a jug or something similar to apply pressure to your brake pedal. 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**.

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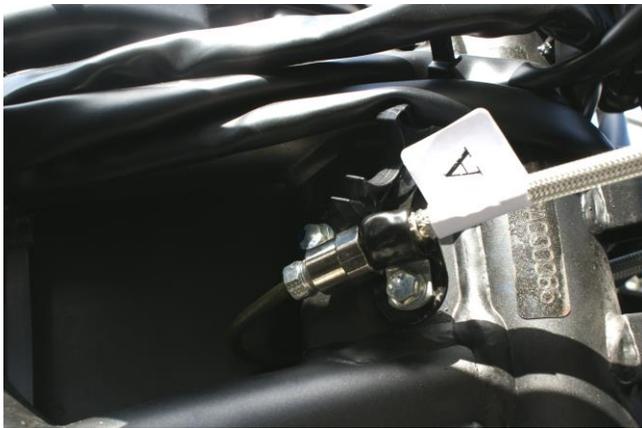




Line A – Front Master Cylinder



Line A – Routing from Master Cylinder



Line A – Female end and Galfer c-clip



Line C – under Triple Tree, Galfer c-clip



Line C – OEM routing at Triple Tree



Lines C & E – Left Caliper

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Line E – OEM clip at Fender



Line E – Right Caliper



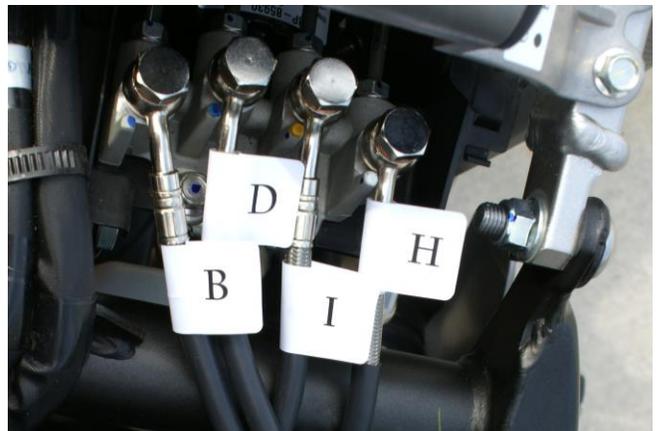
Line F – Clutch Master Cylinder



Line F – Routing from Master Cylinder



Line F – Female end



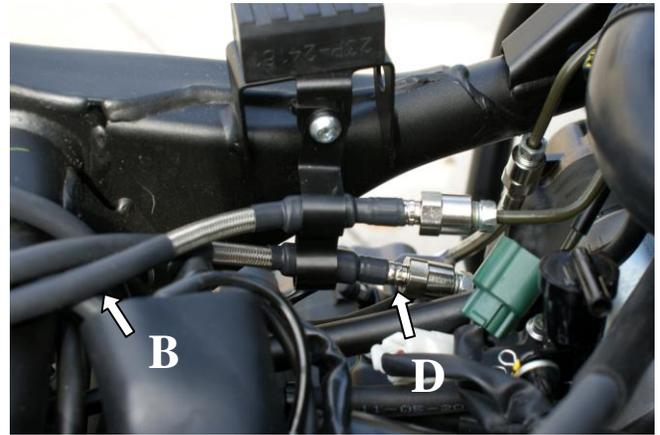
Lines B, D, I, & H – ABS Unit

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Lines I & H – Routing from ABS Unit towards Swing Arm



Lines B & D – Routing from ABS Unit to OEM tubing



Line H – Rear Master Cylinder, notice Line I routing



Line I – OEM routing at Swing Arm



Line I – OEM routing at Swing Arm, notice lines crossing



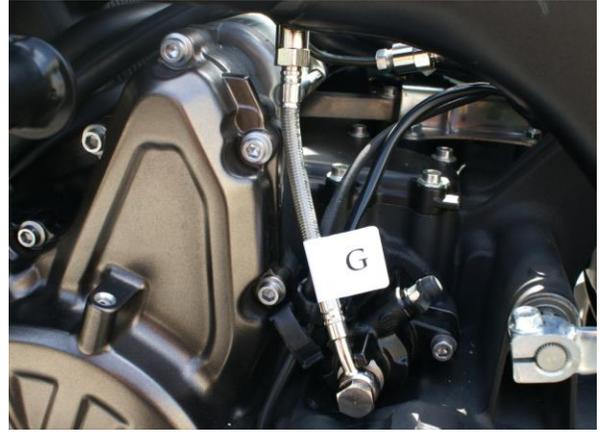
Line I – Rear Caliper

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Line G – Female end



Line G – Slave Cylinder

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