INSTALLATION PROCESS:
FK003D788-6 Complete Brake Line Kit
2011-2013 Ducati 796 Monster 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 six (6) lines, four (4) single banjo bolts and three (3) zip ties. We have also included a total of twenty five (25) washers; twenty three (23) will be used, and four (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 and rear 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 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; notice that each line is labeled for application. **Lines A, B and C** will be installed on the front end of the bike, **Line F** will install from the Clutch master cylinder to the slave cylinder and **Lines D and E** will be used for the rear application.

NOTES:

- We refer to "right" and "left" as if you are sitting on the motorcycle
- Torque all stainless steel bolts to 15-17 ft pounds
- Torque all aluminum bolts to 12-15 ft pounds
- All of the stock "Bleeder" bolts will be reused
- All stock bolts from the ABS unit will be reused
- The gas tank will need to be removed to access the ABS unit

Step 5:
Install **Line A** to the ***Front Master Cylinder*** using a Galfer provided banjo bolt and two (2) washers, the sequence will be as follows; ***Front Master Cylinder***, washer, banjo fitting, washer, banjo bolt. ***Following the stock routing***; route **Line A** down under the triple tree and back to the ***top*** notch on the stock guide mount on the frame, continue to route the line back, through the line clamp on the air box and to the ***ABS Unit***, install this end of **Line A** to the mounting point labeled (**MC**) on the ***ABS Unit*** reusing the OEM bolt and two (2) washers, the sequence will be as follows; ***ABS Unit***, washer, banjo fitting, washer, OEM bolt **(See Pictures A, B, C & D.)**
Install **Line B** to the mounting point labeled (**F**) on the ***ABS unit*** reusing the OEM bolt and two (2) washers, the sequence will be the same as before. Route the line through the line clamp on the air box and up to the ***bottom*** notch on the stock guide mount on the frame (using one of the Galfer provided Zip Ties, wrap the tie around the frame and the Galfer lines to hold them in place) continue to route the line down behind the triple tree and to the ***Right Caliper***. Install **Line B** and **Line C** to the ***Right Caliper*** reusing the OEM double bleeder bolt and three (3) washers, the sequence will be as follows; ***Right Caliper***, **Line B** banjo, washer, **Line C** banjo, washer, OEM double bleeder bolt. Route **Line C** across the fender through the stock bracket (reusing the OEM rubber grommet) and down to the ***Left Caliper***, install this end of **Line C** to the caliper reusing the OEM bleeder and two (2) washers, the sequence will be as follows; ***Left Caliper***, washer, banjo fitting, washer, OEM bleeder bolt **(See Pictures C, D, E, F & G.)**

Step 6:
Install **Line D** to the mounting point labeled (**MC2**) on the ***ABS Unit*** reusing the OEM bolt and two (2) washers, the sequence will be as follows; ***ABS Unit***, washer, banjo fitting, washer, OEM bolt. Route the line down underneath the wire clusters and through the ***bottom*** line guide, continue to route the line down through the lower line bracket and to the ***Rear Master Cylinder***. Install this end of **Line D** to the ***Rear Master Cylinder*** using a Galfer provided banjo bolt and two (2) washers, the sequence will be as follows; ***Rear Master Cylinder***, washer, banjo fitting, washer, banjo bolt **(See Pictures D, H, I & J.)**
Install **Line E** to the mounting point labeled (**R**) on the ***ABS Unit*** reusing the OEM bolt and two (2) washers, the sequence will be the same as before. Route **Line E** down, underneath the wire clusters and through the ***top*** line guide (using two of the Galfer provided zip ties, wrap the ties around the brake lines and the wire loom) continue to route the line down through the lower line bracket and line clamps (reusing the OEM rubber grommets) and to the ***Rear Caliper***. Install this end of **Line E** to the ***Rear Caliper*** using a Galfer provided banjo bolt and two (2) washers, the sequence will be as follows; ***Rear Caliper***, washer, banjo fitting, washer, banjo bolt **(See Pictures D, H, K, L & M.)**

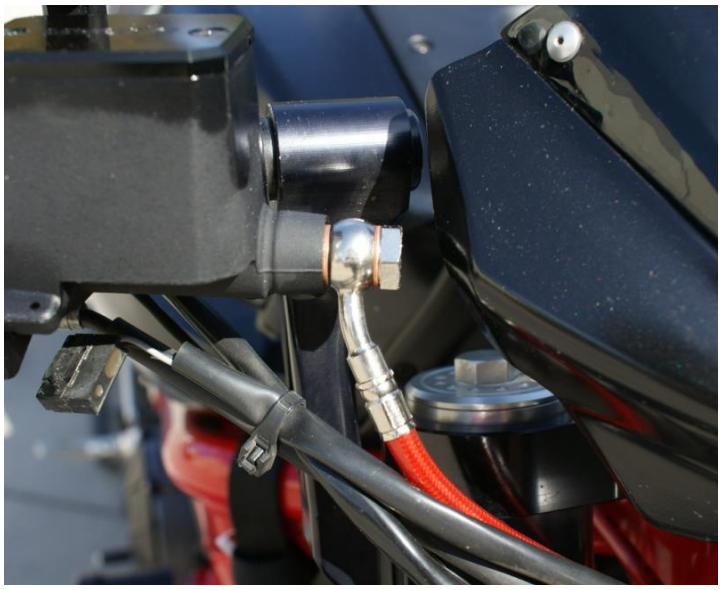
Step 7:
Install **Line F** to the ***Clutch Master Cylinder*** using the final Galfer provided banjo bolt and two (2) washers, the sequence will be as follows; ***Clutch Master Cylinder***, washer, banjo fitting, washer banjo bolt. Route **Line F** down through the OEM line straps and to the mounting point on the frame (reusing the OEM rubber grommet), continue to route the line down through the line guides under the frame and to the ***Slave Cylinder***. Install this end of **Line F** to the ***Slave Cylinder*** using the OEM bleeder bolt and two (2) washers, the sequence will be as follows; ***Slave Cylinder***, washer, banjo fitting, washer, OEM bleeder bolt **(See Pictures N, O, P & Q.)**

Step 8:
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.

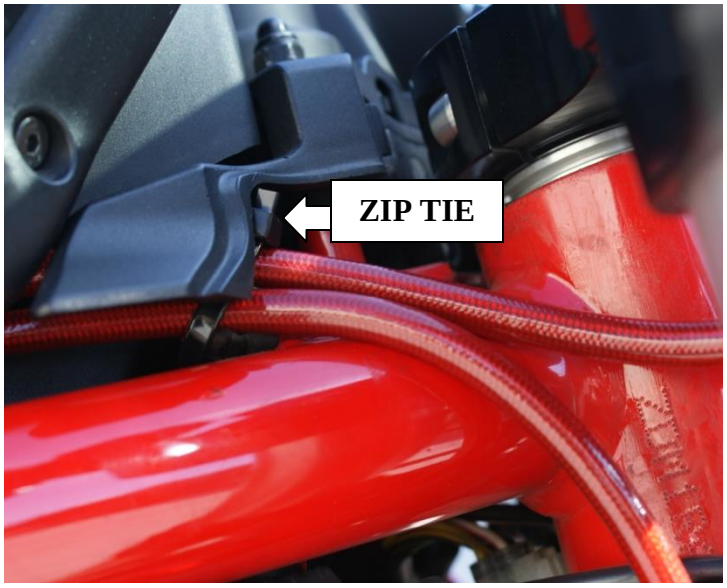
Step 9:
Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

Step 10:
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 for at least 2 hours. For the clutch; zip-tie the clutch lever to the handle bar 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**.

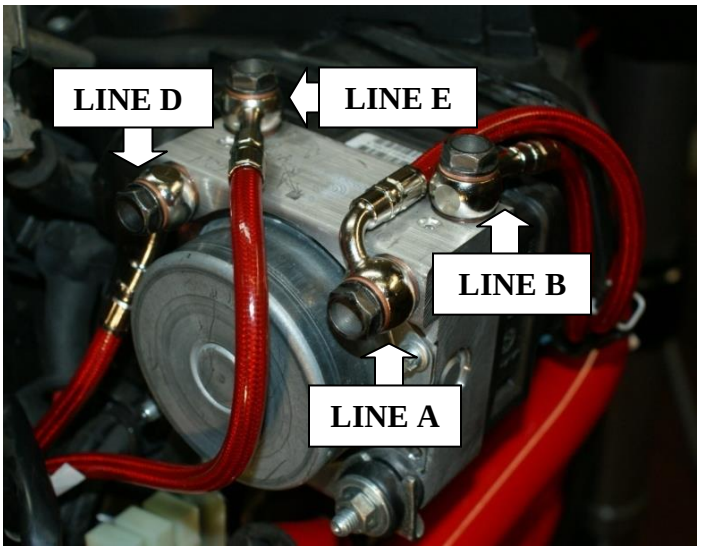


A. Line A at Master Cylinder

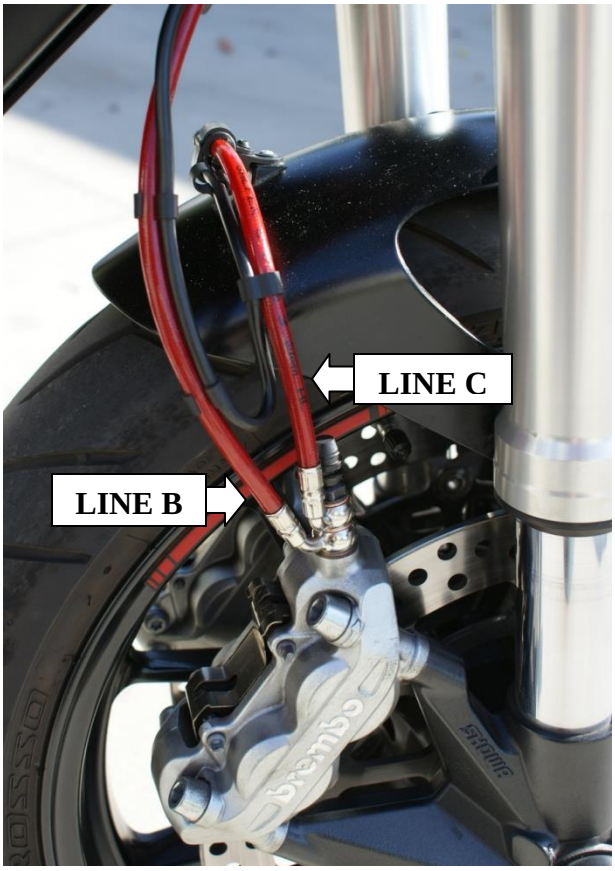


B. Line A & Line B w/ Zip Tie at Frame

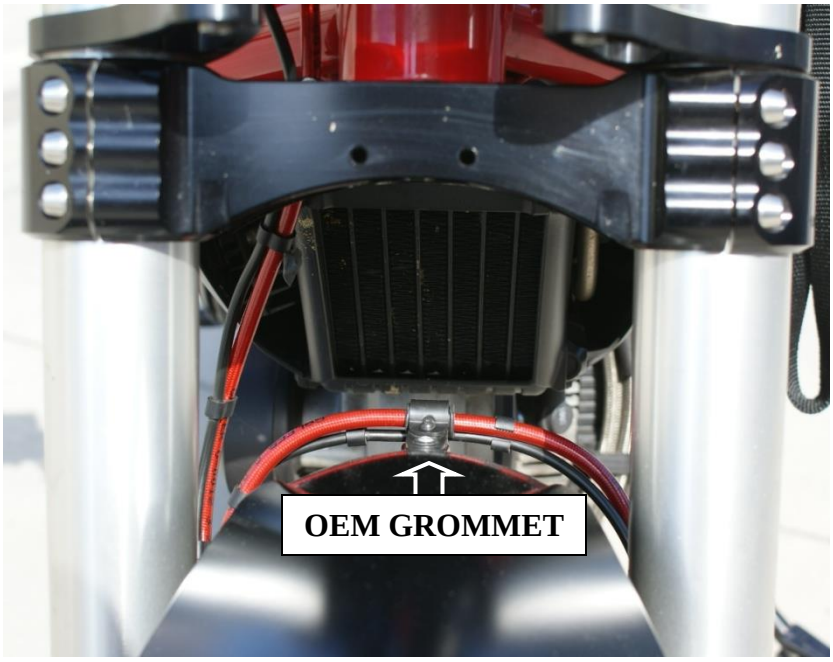
C. Line A & Line B at Line Clamp



D. Lines A, B, C & D at ABS Unit

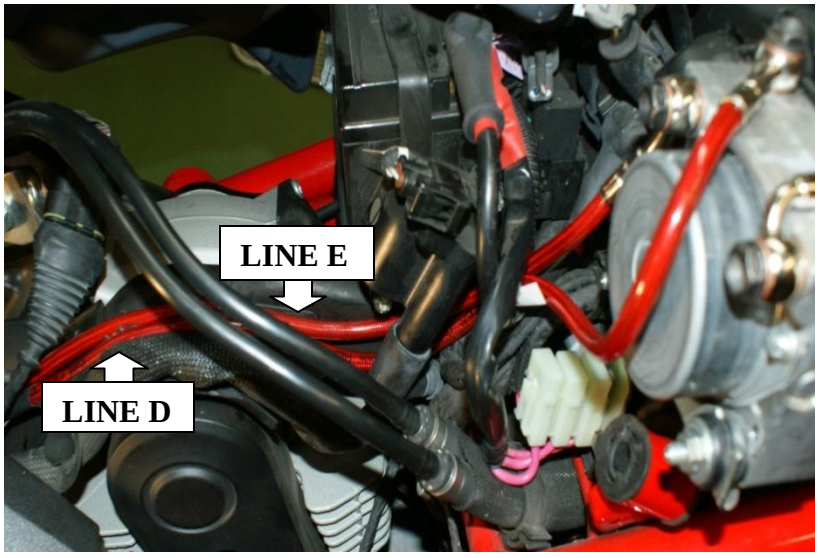


E. Lines B & C at Right Caliper

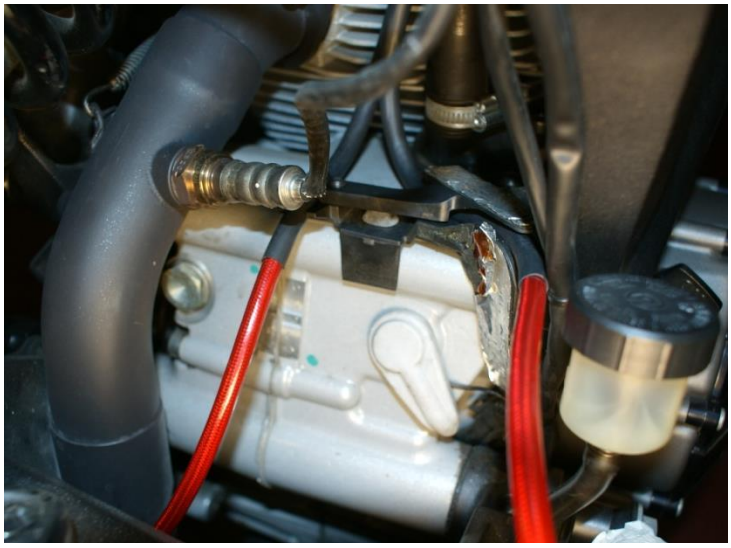


F. Line C using OEM grommet & stock mounting point at Fender

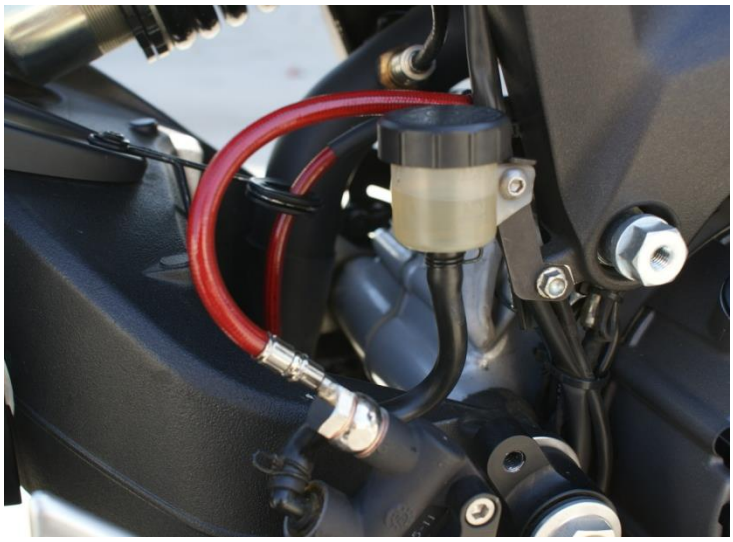
G. Line C at Left Caliper



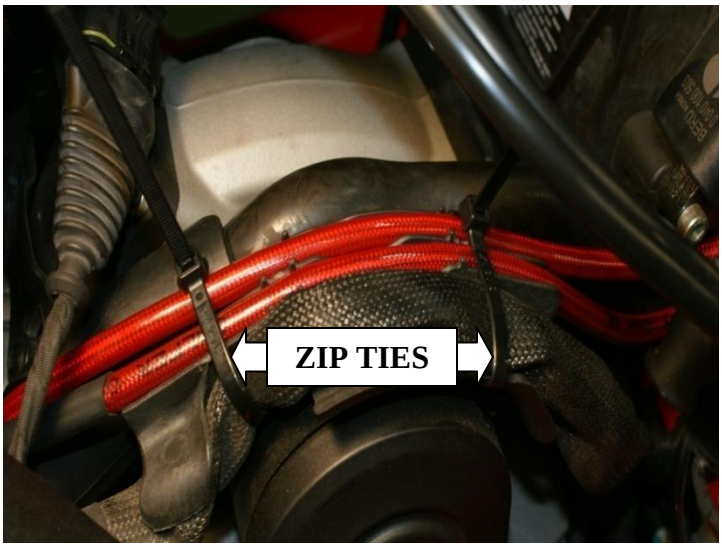
H. Lines D & E Routing through Guide Bracket



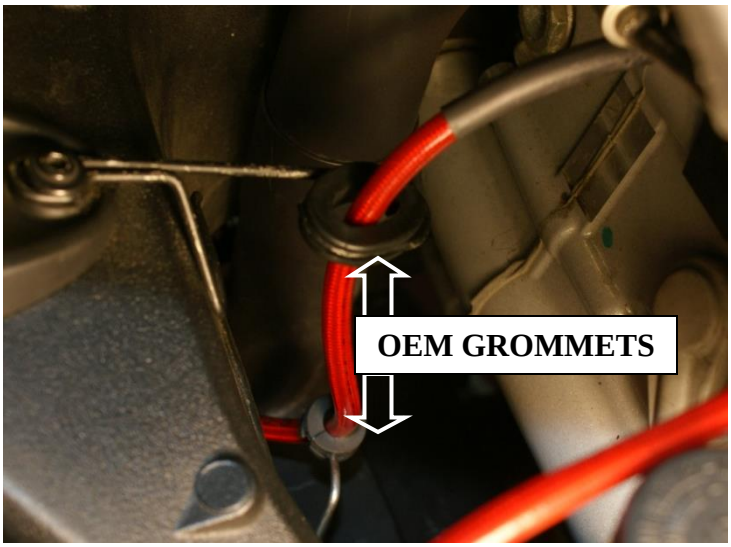
I. Lines D & E at Lower Line Bracket



J. Line D at Rear Master Cylinder



K. Lines D & E with provided Zip Ties



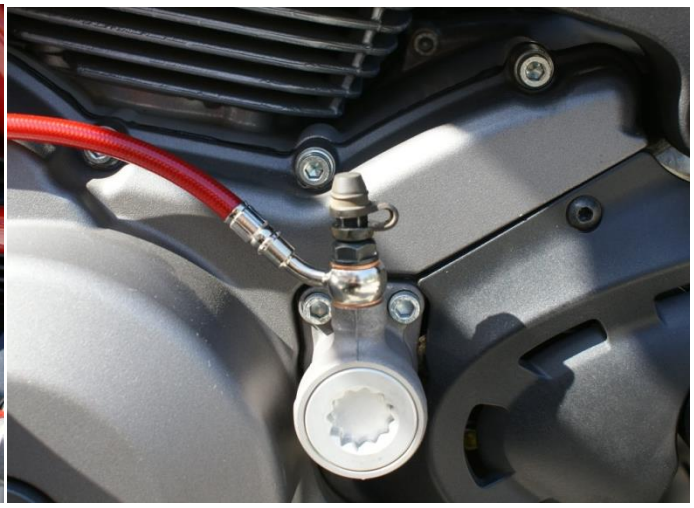
L. Line E at Lower Line Clamps w/ OEM Grommets

M. Line E at Rear Caliper

N. Clutch Master Cylinder & OEM Line Straps

O. Line F at Frame Clamp w/ OEM Grommet

P. Line F routing under frame



Q. Slave Cylinder

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