

INSTALLATION PROCESS:
FK003D791OEM 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; **Line A** will be installed at the *master cylinder*, and **Line B** will *crossover* the fender. (**Please Note:** When installing your new Galfer brake lines, we refer to “right” and “left” as if you are sitting on the bike) Identify which fitting to install to the *master cylinder*. Install this end to the front *master cylinder* using a single banjo bolt and two (2) washers, the sequence will be as follows; *master cylinder*, washer, banjo fitting, washer, single banjo bolt (**See Picture A.**)

Step 5:

Route **Line A** 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 c-clip and OEM bolt to retain the line to the stock mounting point at the lower triple tree. Continue to route the line behind the fork, down through the stock line guide and to the *left caliper* (**See Picture B.**)

Step 6:

Install **Line B** and the other end of **Line A** to the *left caliper* using a double banjo bolt and three (3) washers, the sequence will be as follows; caliper, washer, **Line B** banjo fitting, washer, **Line A** banjo fitting, washer, double banjo bolt. Route the other end of **Line B** through the stock guide bracket on the left side and over the fender; down through the stock bracket on the right side and towards *right caliper*. Install this end 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 C & D.**)

Step 7:

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 8:

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

Step 9:

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.

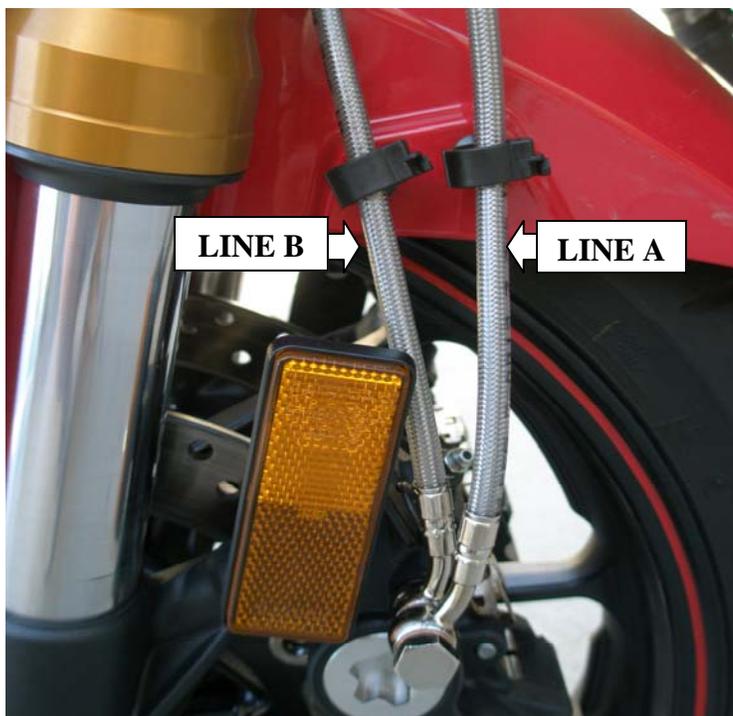
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for 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!** 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. C-Clip at Lower Triple Tree



C. Lines A & B at Left Caliper



D. Line B at Left Caliper

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