

INSTALLATION PROCESS:

FK003D870 (ALL) Front and Rear Brake Line Kits

2004-05 TRIUMPH DAYTONA 600 / 650



D870-2/OEM Parts List:

2 lines
2 single banjo bolts
1 double banjo bolt
9 washers (7 will be used, 2 will be spares)

D870GP Parts List:

3 lines (pre-assembled)
3 single banjo bolts
8 washers (6 will be used, 2 will be spares)

D870R Parts List:

1 line
2 single banjo bolts
6 washers (4 will be used, 2 will be spares)

We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty. ***Be sure to read through the instructions first before installing the Galfer lines.***

Step 1:

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 2:

Bleed and dry out the OEM brake system. 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 for reference.

NOTE:

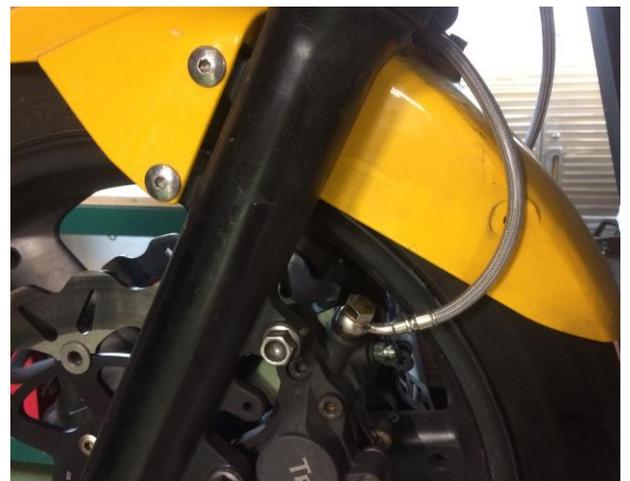
Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft pounds. Galfer aluminum alloy banjos and bolts are to be torqued between 12 – 15 ft pounds. Refer to manufacturer's torque specification, unless otherwise noted.

Step 3 (Installation):

Please note we offer several different front line kits for this application. If you are not sure which kit you received, please refer to the supplemental instructions on this CD for clarification. Remove the stock hoses from the motorcycle, and replace with the Galfer hoses.

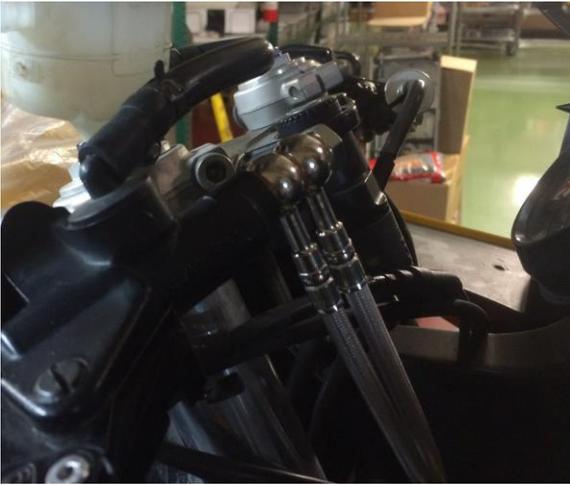
D870OEM

This line kit will mimic the OEM routing with a single line on the right, and a crossover line to the left caliper. Each single banjo bolt will use 2 crush washers to attach to the casting. The double banjo bolt will be used on the right caliper with 3 crush washers. The factory line clips on the fender will be retained. Torque all banjo bolts to the proper spec, and make sure there is a washer between every banjo mating surface.



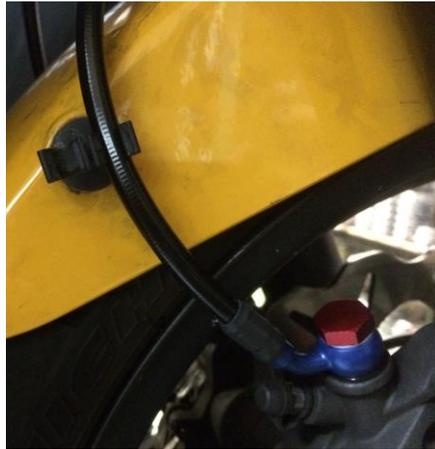
D870-2

This line kit will have 2 lines at the master cylinder, each running all the way to the caliper. Each single banjo bolt will use 2 crush washers to attach to the casting. The double banjo bolt will be used at the master cylinder with 3 crush washers. The factory line clips on the fender will be retained. Torque all banjo bolts to the proper spec, and make sure there is a washer between every banjo mating surface.



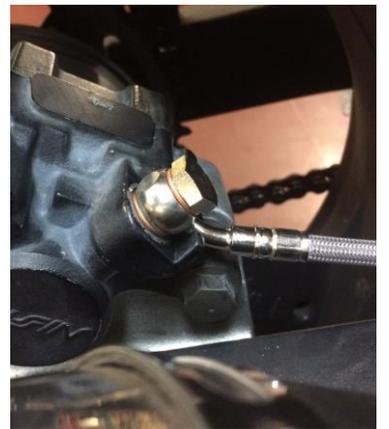
D870GP

This line kit will have 1 line at the master cylinder, split at the lower triple clamp and run a single line to each caliper. Each single banjo bolt will use 2 crush washers to attach to the casting. The factory line clips on the fender will be retained. Torque all banjo bolts to the proper spec, and make sure there is a washer between every banjo mating surface.



D870R

This line kit will run from the rear master cylinder directly to the caliper. Each single banjo bolt will use 2 crush washers to attach to the casting. Torque all banjo bolts to the proper spec, and make sure there is a washer between every banjo mating surface.



Step 4:

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 5:

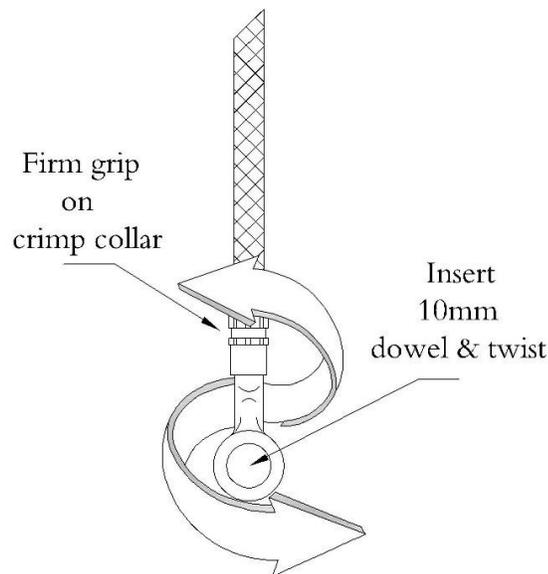
Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

Step 6:

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**.

**Please note that although Galfer fittings come pre-positioned from the factory for easy installation, differences in bike setup, bar position, control angle, etc. may require the banjos to be rotated slightly. All Galfer fittings are what we refer to as turn-to-fit and can be rotated to alleviate twist or tension in the lines. To do so, firmly hold the crimped portion of the line; insert a wood dowel, brass punch, or pen into the banjo, and rotate as shown in the diagram below. Just be sure to only apply rotational force and NEVER pry on the connection. If you have any questions, please contact our tech department before attempting this procedure.*



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