

## INSTALLATION PROCESS:

### FK003D883-5 Complete Kit Front/Rear Lines

2016 Polaris RZR XP TURBO 1000



#### Parts List:

- |  |                            |
|--|----------------------------|
| 5 lines  | 1 olive inverter           |
| 5 single banjo bolts                           | 1 3-way distribution block |
| 16 washers (13 will be used, 3 will be spares) | 2 large line clips         |
| 5 zip-ties (to be used as needed)              |                            |

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 before installing Galfer lines.***

#### Step 1:

To prevent paint damage from brake fluid, cover what you can of the vehicle. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

#### Step 2:

Remove all brake fluid from the OEM brake system. Take note of how the stock system was routed (you may want to take pictures for reference).

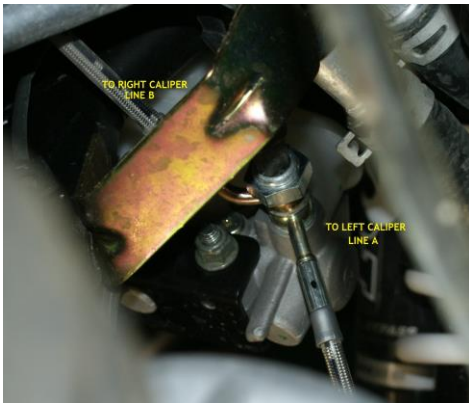
#### NOTE:

*Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft pounds*

*Galfer stainless steel flare fittings are to be torqued between 5 – 7 ft pounds*

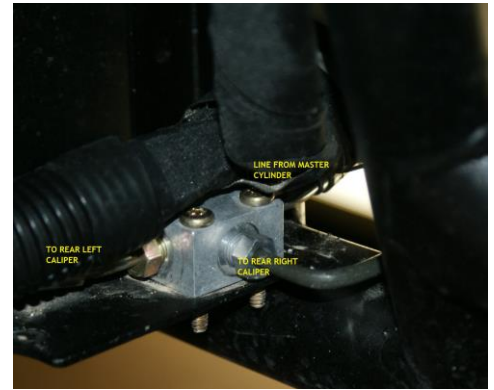
#### Step 3:

Familiarize yourself with the new Galfer brake lines labeled **A and B**; these will replace the front OEM hoses. Uninstall the front OEM hoses. Install M/C banjo **Line A/B** to the master cylinder. Install this end to the master cylinder re-using the OEM pressure switch and three (3) washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, banjo fitting, washer, pressure switch. Following the OEM routing, route **Line A** down to the left caliper. Install **Line A** caliper banjo to caliper with single banjo bolt (2 washers). **Line B** install line down to right caliper using a single banjo bolt (2 washers) provided. Using OEM clips, routing and hardware, the lines will be attached to the A arm.



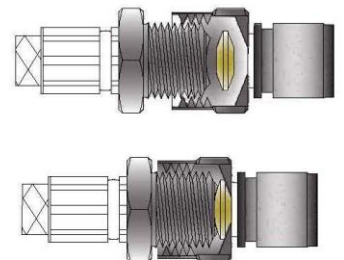
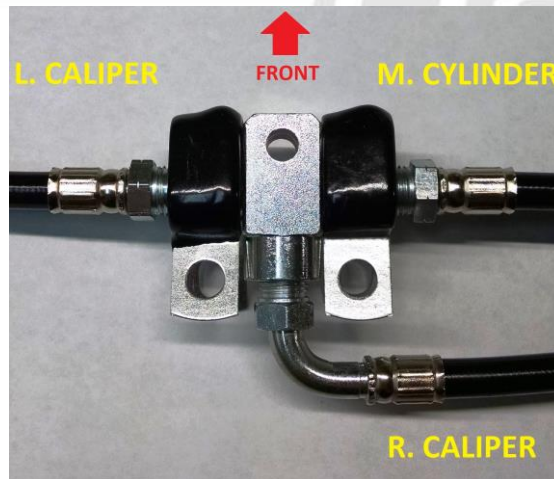
#### Step 4:

Remove both skid plates from under the vehicle then install line **Line C** M/C banjo to the master cylinder using a single banjo bolt (2 washers). Follow OEM routing using the factory clips and provided zip-ties attach the line to the frame. Remove all 3 lines from the factory distribution block located on the left-rear of the vehicle. Remove the 2 mounting bolts, and then the block. **The bolts will be reused, but the block will not.**



#### Step 5:

Locate the supplied Galfer 3-way block, clips, and brass olive. These components will replace the factory block. It will be attached in the orientation noted below with the OEM fasteners and provided clips. Attach **Line C** (from the master cylinder) to the block at the right port. Attach **Line D** (from the left caliper) to the left port. **The supplied brass olive will be placed inside the rear port for Line E (from the right caliper).** Both caliper lines will follow the OEM routing using factory clips on the trailing arms. Using single banjo bolts (with 2 washers each) mount the lines to their respective calipers. Torque all fittings to the appropriate torque specs listed above.







#### Step 6:

Check the clearance of your new lines with the front and rear ends fully extended and compressed. Make sure to double check that the lines are traveling correctly and are clear from any obstructions. You can use the provided zip ties as needed to secure any loose sections of line.

#### Step 7:

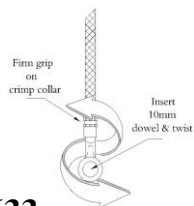
Using Galfer DOT-4 brake fluid (or equivalent), bleed your brake system according to the owner's manual.

#### Step 8:

Once the system is properly bled, check the brake fluid level in your master cylinders and top off if necessary. Clean any residual fluid from around the banjos and fittings, making sure to keep solvents away from the brake pads and/or rotors. To ensure there are no leaks in the system use a dumbbell or something similar to apply pressure to the brake pedal. Keep it like that for 2 hours. If the lines are not leaking and all else looks good, you are ready to ride.

Please be aware that the newly modified braking system is now much more responsive and will take some getting used to. We recommend riding carefully as you feel out the lever and pedal. Check your brake system periodically for proper torque, leaks, and damage to the lines. If there are any signs of damage, the lines will need to be replaced. All Galfer USA 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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