

INSTALLATION PROCESS:

FK003D903-6 Complete Front & Rear Line Kit 2013+ TRIUMPH STREET TRIPLE 675 / R ABS



Parts List:

- | | |
|--|----------------------|
| 6 lines | 3 small clips |
| 5 single banjo bolts | 1 distribution block |
| 12 crush washers (10 will be used, 2 will be spares) | 3 zip-ties |
| 1 6mm x 30 mm bolt | 3 6mm washers |

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, 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:

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). On this particular application, the tank will need to be lifted, airbox removed, and the rectifier loosened to remove the factory lines. The OEM hard lines will also need to be bent and manipulated as they are carefully pulled from the bike. ***Do not worry about damaging them, as the Galfer kit will replace every hydraulic line on the bike.***

NOTE:

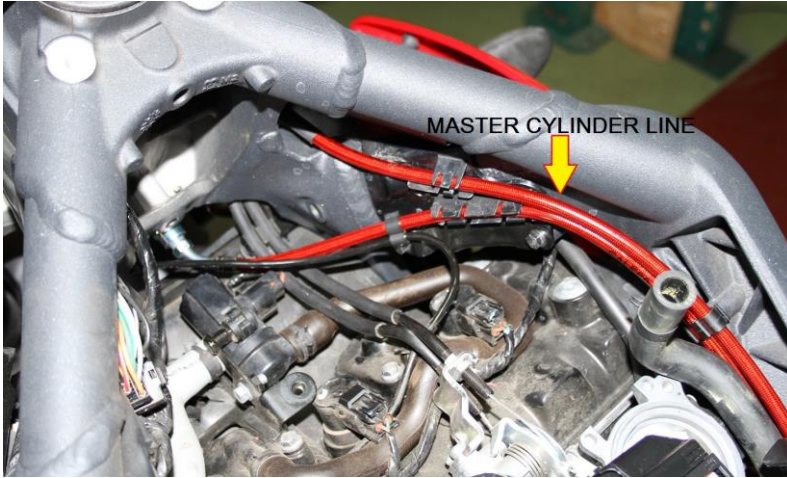
***Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft pounds
Galfer stainless steel flare fittings are to be torqued between 5 – 7 ft pounds***

Step 3:

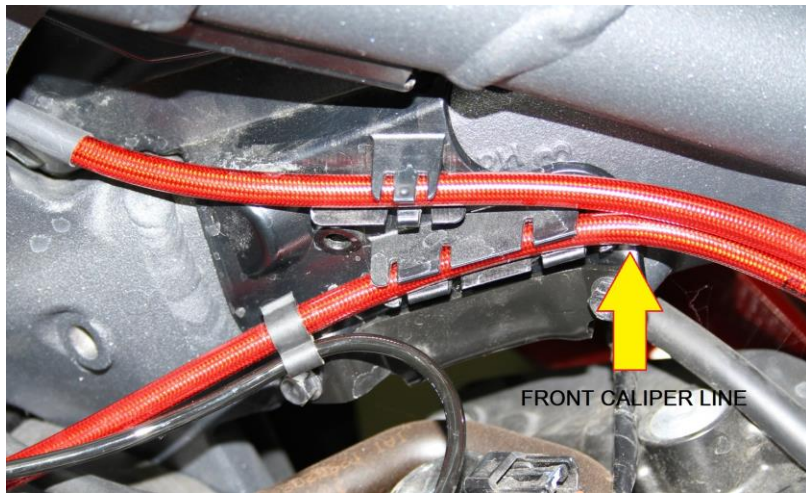
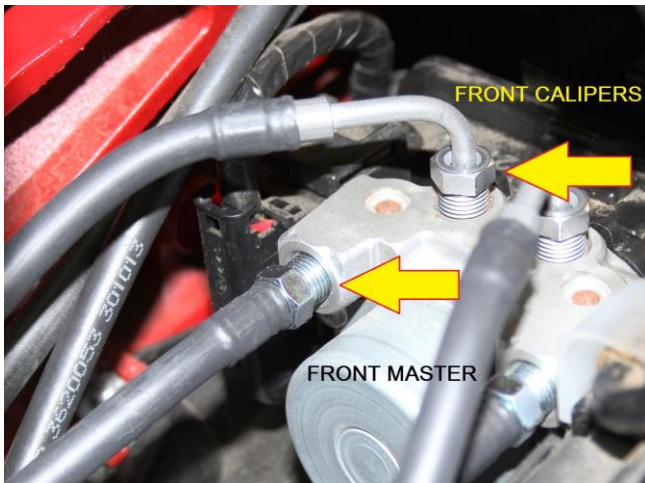
Familiarize yourself with the 4 Galfer brake lines labeled **Front Master, Front Block, Left Caliper, & Right Caliper**; these will replace the front OEM hoses. Install the master cylinder fitting using a single banjo bolt and two (2) washers. The sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt. Following the OEM routing, run this line through the 2 factory keepers on the right side of the bike and into the frame.



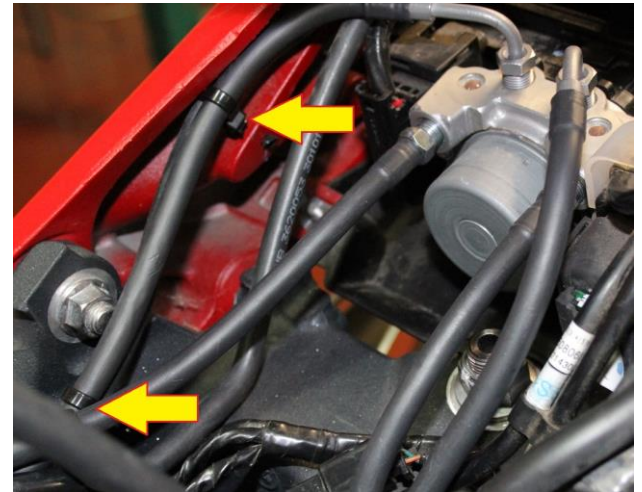
Continue running the line rearward along the right frame rail, through the 3 factory clips, and to the ***right-forward*** port on the ABS unit.



Install and torque to spec. Locate the line marked **Front Block** and install the 90 degree end to the ***right-rearward*** port on the ABS unit. Route the line outboard and forward along the right frame rail, through the 3 factory clips, and to just under the headtube.

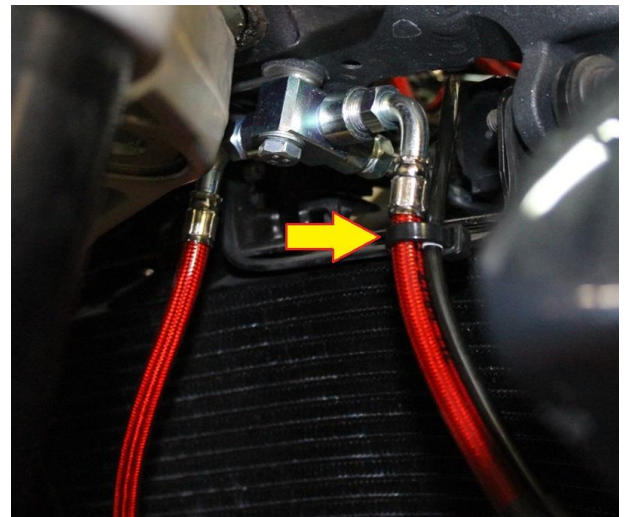
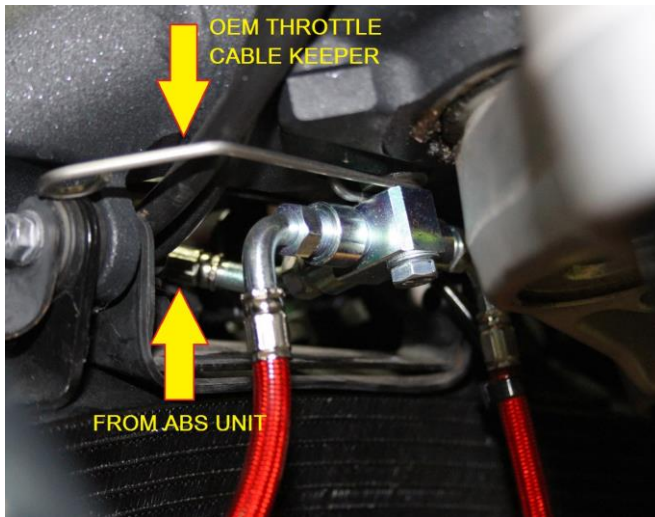


Use 2 of the provided zip ties to secure the line to the vacuum tubing near the ABS unit.

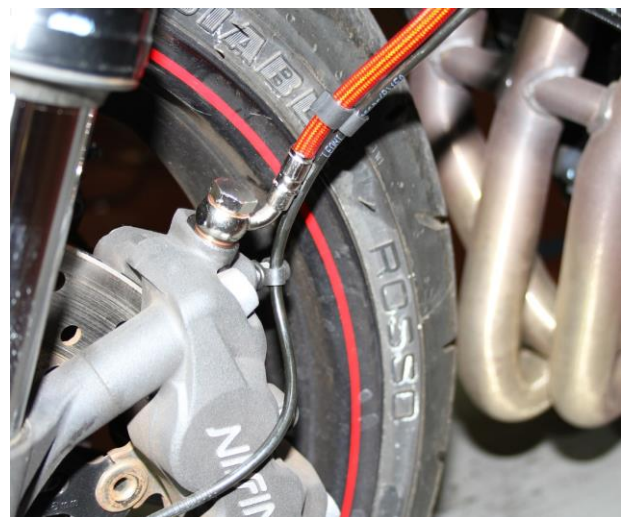


Step 4:

Locate the provided distribution block, 6mm x 30mm bolt, and 1 of the 6mm washers. These will be installed under the headtube in conjunction with the OEM throttle cable keeper. ***Note the factory anti-rotation tab will be discarded as well as the OEM mounting bolt.*** Attach the line coming from the ABS unit to the block, and the respective **Caliper Lines** for the left and right of the bike. These will be positioned at 90 degrees ***to the block*** so they clear the radiator.

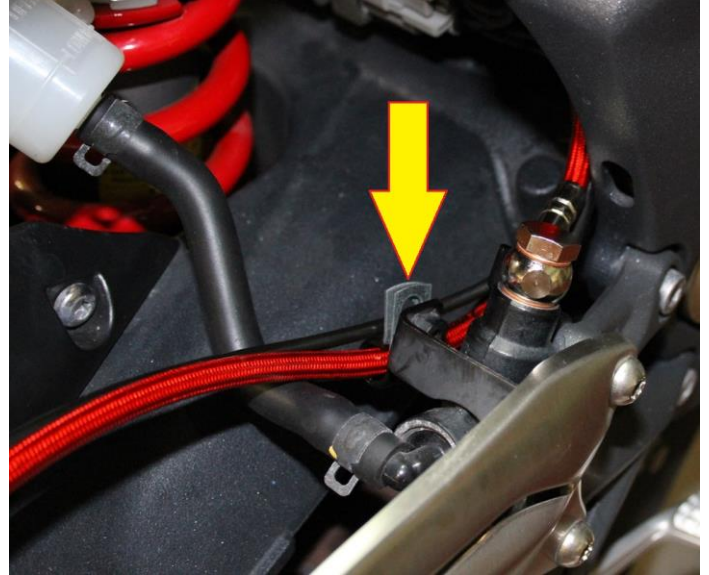
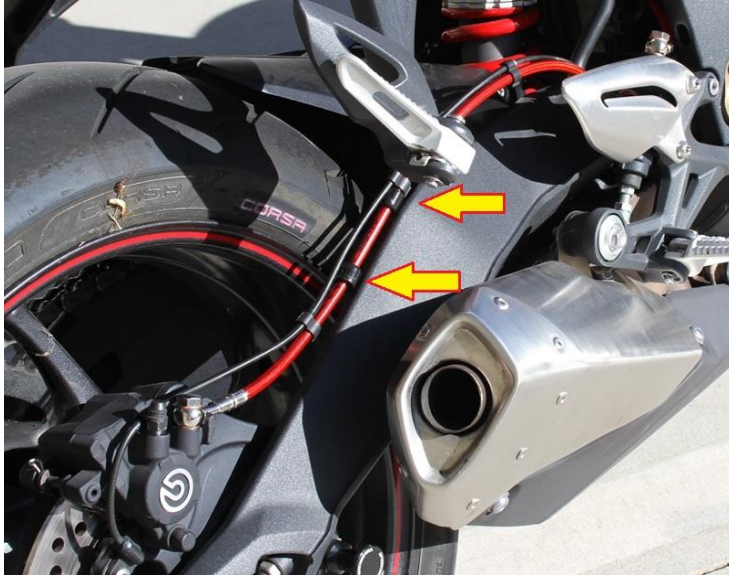


Run the lines to their respective calipers and install with the provided bolts and crush washers. Use the last provided zip tie to attach the ABS sensor wire to the left line. The line should also be run through the bleeder cap.

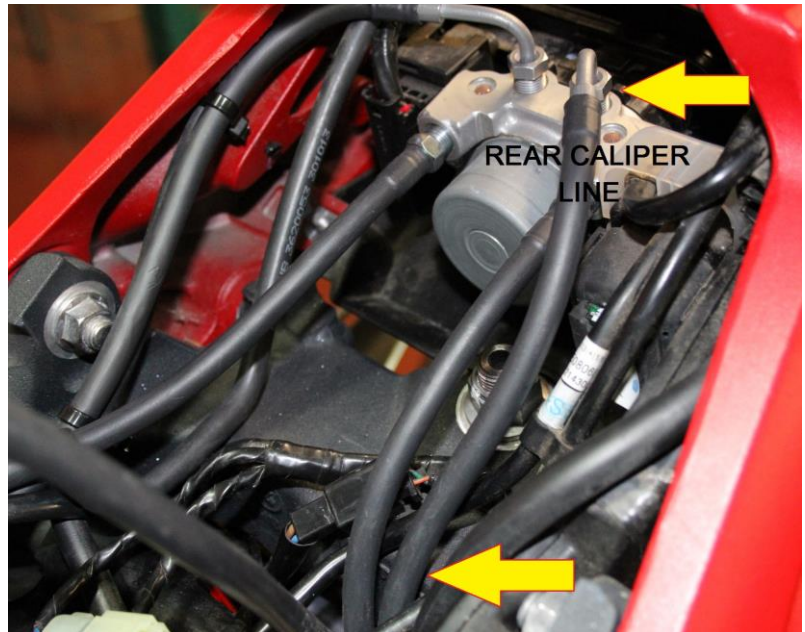


Step 5:

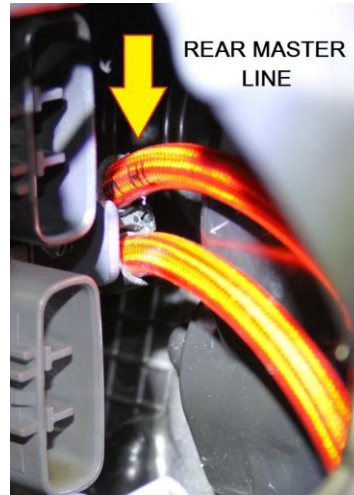
Familiarize yourself with the new Galfer brake lines labeled **Rear Caliper & Rear Master**; these will replace the rear OEM hoses. Install the caliper fitting and route the line forward along the swingarm using 2 of the provided line clips, 2 washers, and the factory bolts. The ABS sensor wire will run through the bleeder cap and clip to the brake line as it did from the factory. Use the third provided clip at the master cylinder bracket with the OEM bolt.



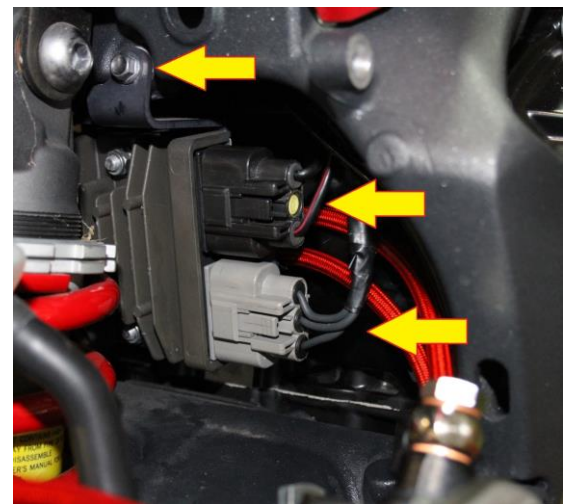
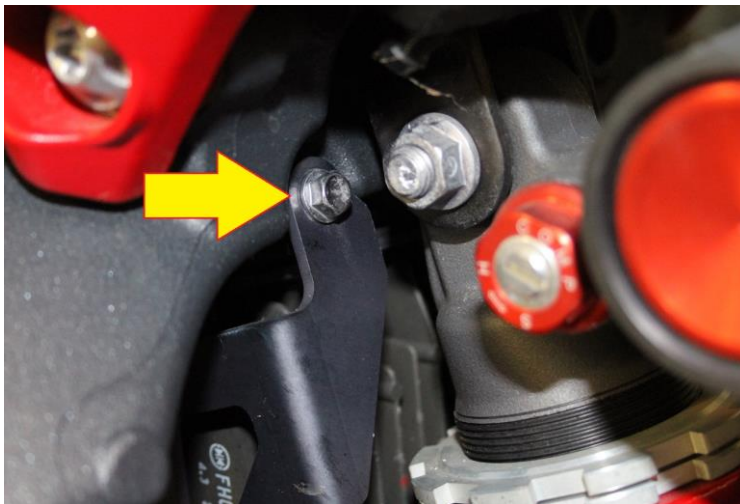
Route the line forward and behind the rectifier. It will attach to the OEM clip on the back side of the bracket. Route the line up to the *left-rearward* port on the ABS unit and attach.



Locate the threaded end of the **Rear Master** line and attach it to the *left-forward* port on the ABS unit. Route the line down and behind the rectifier. It will attach to the OEM clip on the back side of the bracket. Route the line to the rear master cylinder and attach.



Make sure to tighten the rectifier bracket bolts once you are done routing the lines, as well as reattach the wiring harnesses. Double check clearance of the new lines under the tank, and verify all vacuum tubing, wiring harnesses, airbox, and mounting bolts are in place before proceeding.



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.

Step 7:

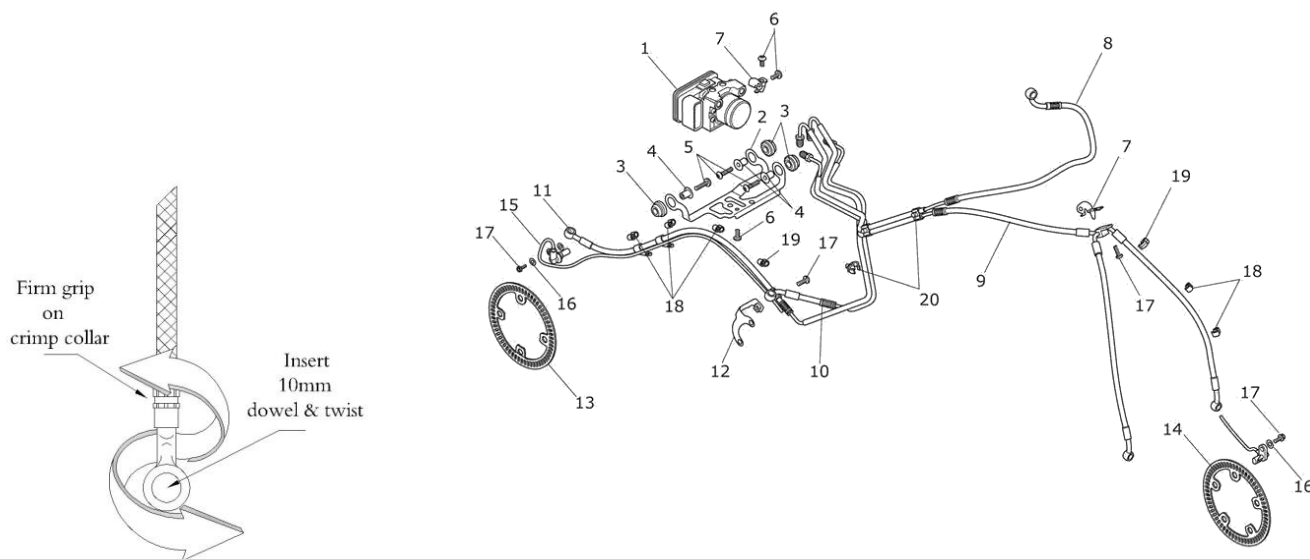
Using Galfer DOT-4 brake fluid (or equivalent), bleed your brake system according to the owner's manual.

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, zip-tie the brake lever to the throttle for at least 2 hours. For the rear, use a dumbbell or something similar to apply pressure to the brake pedal. 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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