

INSTALLATION PROCESS:

FK003D907-6 Complete Front & Rear Line Kit

2014+ HONDA CBR650F ABS



Parts List:

- | | |
|--|-------------------|
| 6 lines | 4 small clips |
| 5 single banjo bolts | 3 large clips |
| 12 crush washers (10 will be used, 2 will be spares) | 5 zip-ties |
| 1 6mm x 30 mm bolt | 4 6mm washers |
| 4 6mm x 14 bolts | 2 6mm Nylock nuts |
| 2 brass olives | |

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 front fairings will need to be removed, the gas tank lifted, and the air box pulled to remove the factory lines.

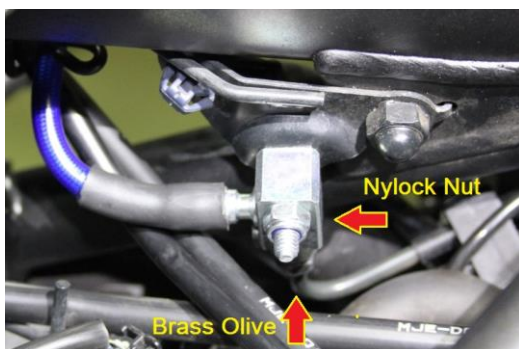
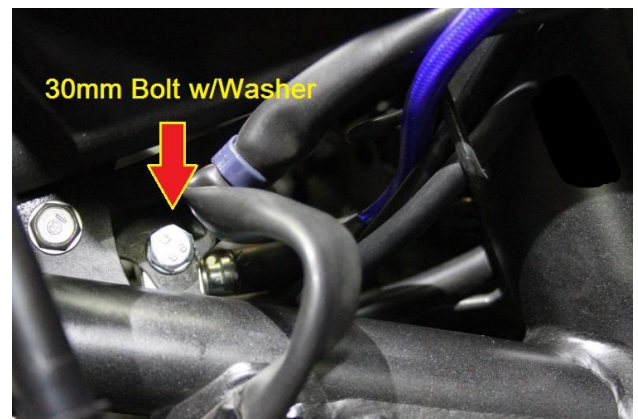
NOTE:

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

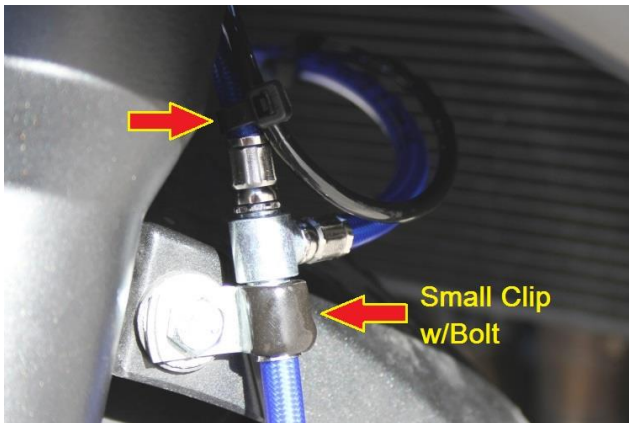
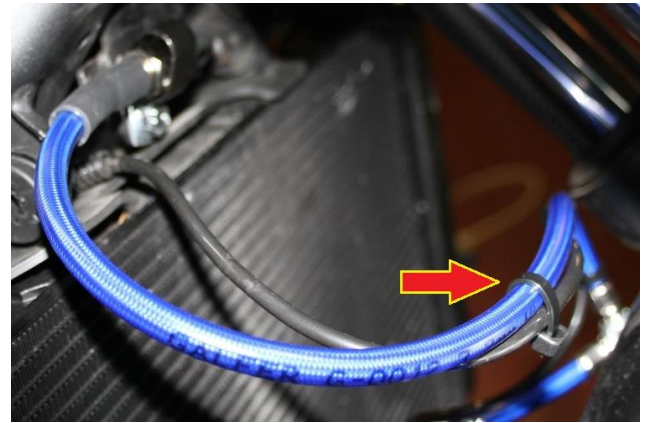
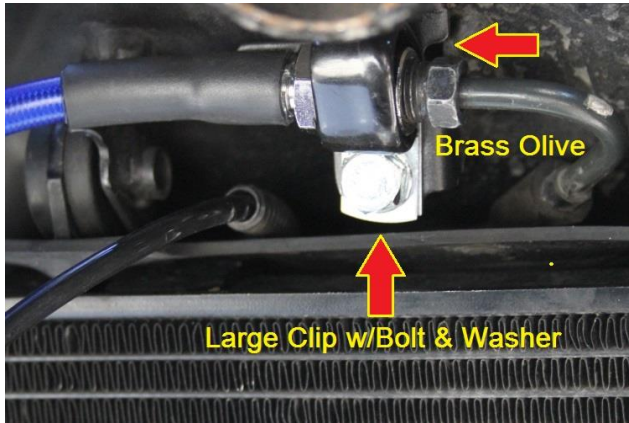
Step 3:

Familiarize yourself with the 4 Galfer brake lines that will be installed on the front of the bike. One will be labeled **Front Master Cylinder**, and the 3-line pre-assembled “T” will be labeled **Left & Right Caliper**. Install the master cylinder fitting using a single banjo bolt and 2 washers. Following the OEM routing, run this line to the right side of the head tube and attach to the frame using the 30mm provided bolt, washer, and Nylock nut. Before fully tightening, attach the factory hard line to the block using a provided brass olive. Once threaded-in by hand, torque the block, then the hard line to spec.

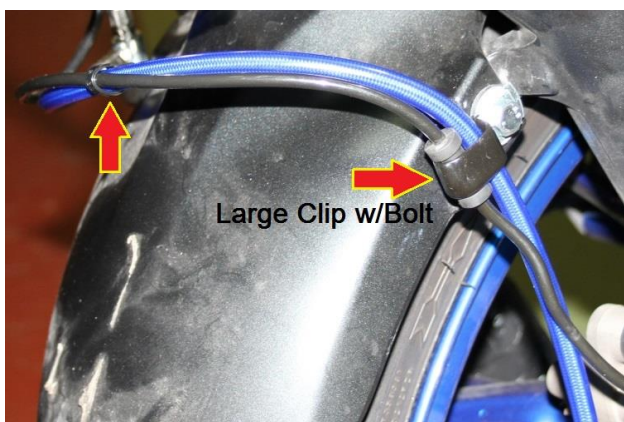


Step 4:

Locate the female end of the front “T” assembly. Using a provided brass olive, large clip, bolt, and washer, attach the hose to factory hardline under the head tube. *Note the factory anti-rotation tab on the frame will need to be straightened with a pair of pliers or a punch and hammer to install the new block.* Route the Galfer flex line and ABS wire down and across the bike to the left fork leg. Use 2 of the provided zip ties to attach these to each other along the way. Using a provided small clip and bolt, attach the “T” to the left fork leg. Continue routing the **Left Caliper** line down to the caliper and attach using a single banjo bolt and 2 washers.

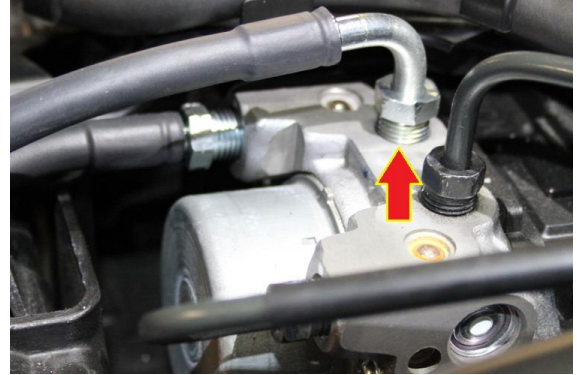
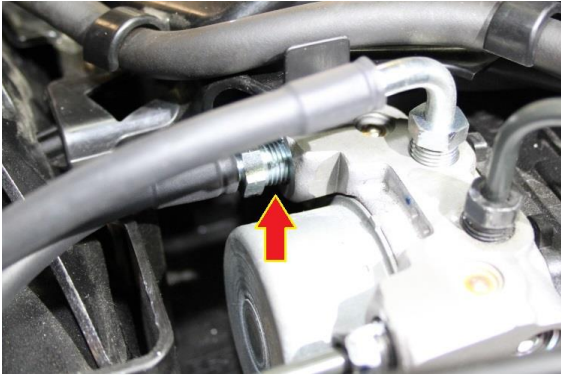
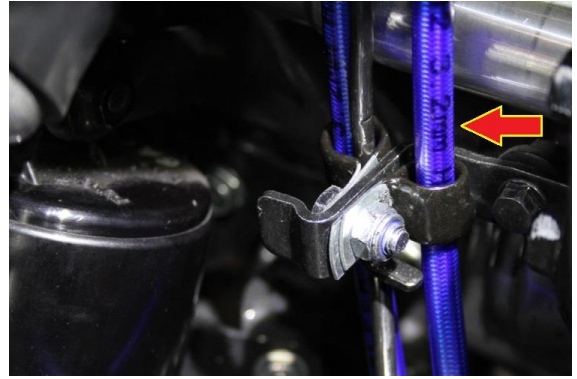


Route the **Right Caliper** line and ABS wire over the fender and attach along the way with another zip tie. Attach both to the right fork leg using a large clip and bolt. Continue routing the line down to the caliper and attach using a single banjo bolt and 2 washers.

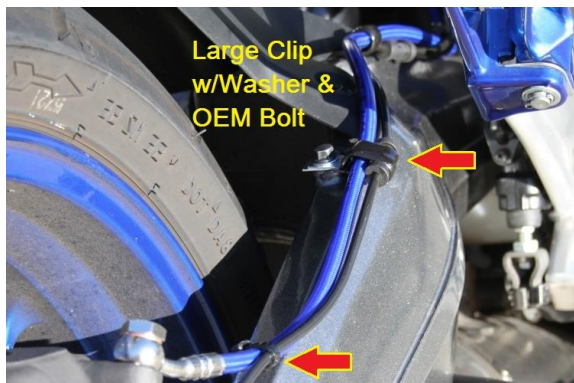
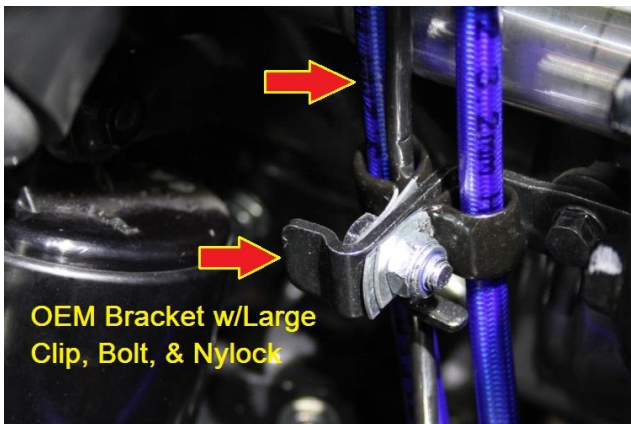


Step 5:

Familiarize yourself with the new Galfer brake lines labeled **Rear Caliper & Rear Master Cylinder**; these will replace the rear OEM hoses. Install the **R. Master Cylinder** banjo fitting using a single banjo bolt and 2 washers. Follow the OEM routing forward and up towards the ABS unit. Thread the master cylinder line into the *left-rearward* port on the ABS block and torque to spec. Locate and install the male threaded end of the **Rear Caliper** line to the *left-forward* port on the ABS block and torque to spec.



Route the line down and rearward following the OEM routing. Using 2 of the provided small clips, a bolt, Nylock nut, and the OEM line bracket, fasten the 2 Galfer hoses and the ABS wire together as shown below. The caliper hose will be on the inboard side of the assembly (with ABS wire). Continue routing the line rearward along the swing arm. Using a provided small clip, washer, and the OEM fastener, attach the ABS wire and hose to the forward mounting point on the swing arm. A zip tie can be used a little further forward to keep everything tidy. Use a provided large clip, washer, and the OEM fastener to attach the ABS wire and hose to the rearward mounting point on the swing arm. The last zip tie can be used near the caliper fitting. Attach the line to the caliper using a single banjo bolt and 2 washers.



Step 6:

Before reassembling the bike, double check clearance of the new lines under the tank, and verify all vacuum tubing, wiring harnesses, air box, and mounting bolts are in place. 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:

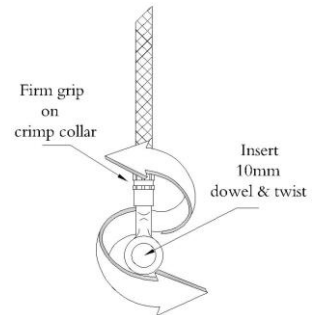
Using Galfer DOT-4 brake fluid (or equivalent); bleed your brake system according to the owner's manual.

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.*



GALFER
USA

310 IRVING DRIVE OXNARD, CA 93030 . PH (805) 988-2900 . FAX (800) 685-6633
WWW.GALFERUSA.COM

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