

INSTALLATION PROCESS:
FK003D912R Rear Line Kit
2017+ HONDA CRF 450 R/RX



Parts List:

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

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:

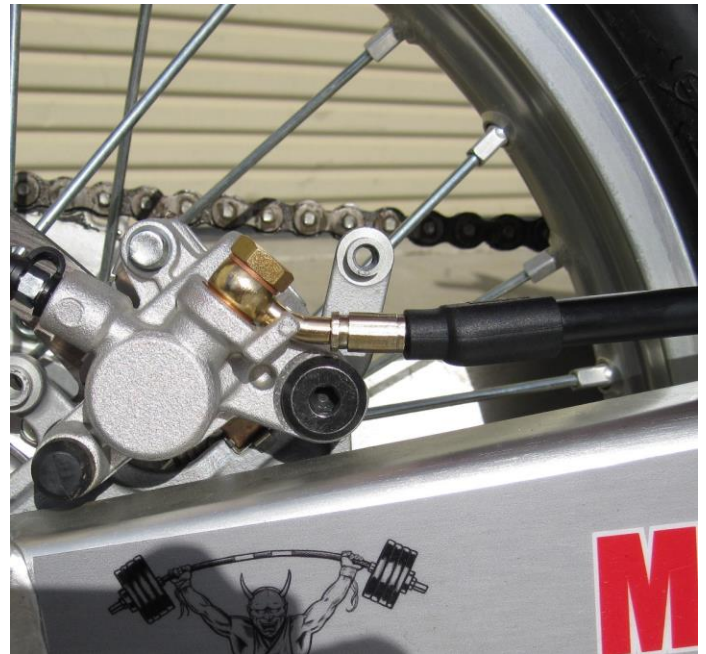
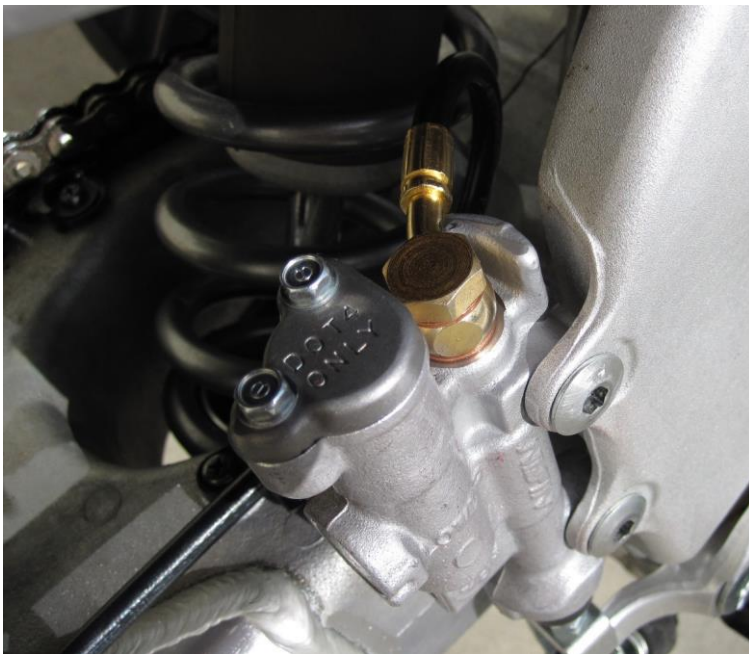
To prevent paint damage from brake fluid, completely cover the front and rear end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill! Remove all brake fluid from the OEM brake system. Take note of how the stock system was routed (you may want to take pictures for reference). Remove the factory line guides from the swing arm before removing the OEM brake line.

NOTE:

- Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft. pounds
- Galfer aluminum banjos and bolts are to be torqued between 12 – 15 ft pounds

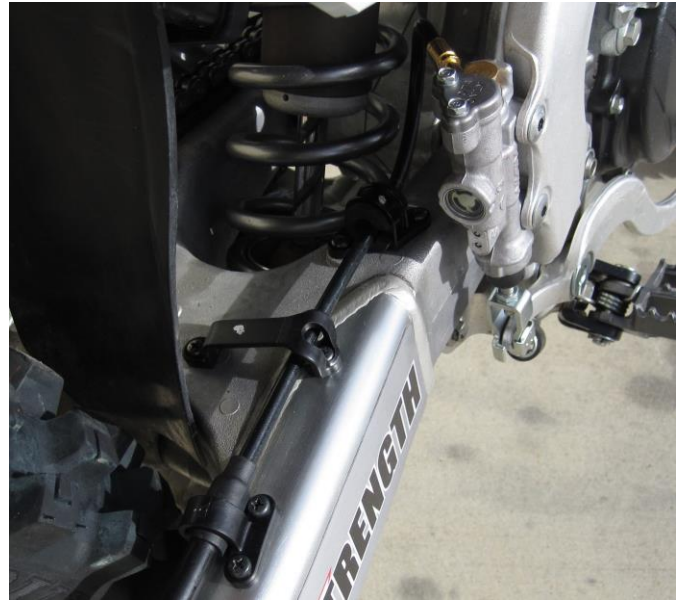
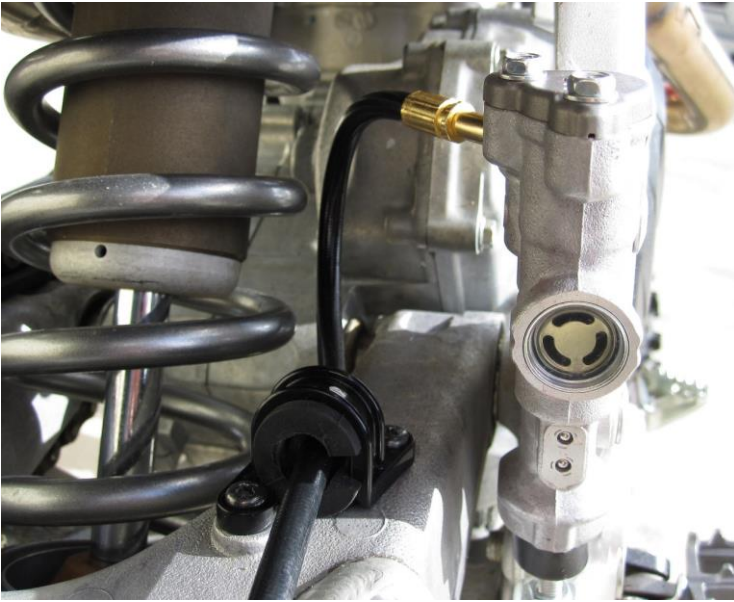
Step 2:

Install the end marked **Master Cylinder**, using a single banjo bolt and 2 washers. Following the OEM routing, loop this line rearward toward the caliper. Attach the caliper banjo with the remaining bolt and 2 washers.



Step 3:

At this point you will need to carefully remove the OEM grommet from the stock rear line. This is done most easily by cutting it lengthwise and then peeling it off. It will be reused at the forward mounting point on the swing arm. *The provided grommet can be used in conjunction with it for a tighter fit.* Reattach the 2 remaining line guides on the swing arm and torque all fittings to the specs listed above.



Step 4:

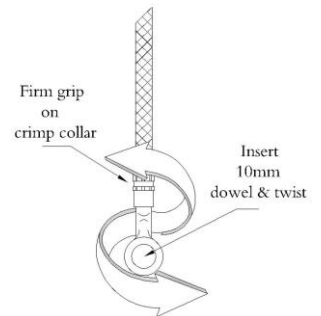
Before continuing, check clearance of your new line with the rear suspension fully extended and compressed. Make sure to double check that the line is traveling correctly and is clear from any obstructions. Using Galfer DOT-4 brake fluid (or equivalent); bleed your brake system according to the owner's manual.

Step 5:

Once the system is properly bled, check the brake fluid level in your master cylinder 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. 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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