

## INSTALLATION PROCESS:

### FK003D935-5 Complete Front & Rear ABS Line Kit

2018+ SUZUKI GSXR 1000 A.B.S.



#### Parts List:

5 Lines	
7 Single banjo bolts	1 Olive flare adapters
1 Double banjo bolt	1 Bolt
19 Crush washers (14 will be used, 2 will be spares)	1 Nylock nut
2 Grommets	10 Zip ties

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).

#### NOTE:

*Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft. pounds*  
*Galfer stainless steel blocks and hard lines are to be torqued between 5 - 7 ft. pounds*  
*Galfer aluminum fittings and bolts are to be torqued between 12-15 ft. pounds*

#### Step 2:

Be sure to reference your service manual before attempting to install this brake line kit. To begin the fuel tank needs to be removed along with the factory air box. \*(SEE SERVICE MANUAL FOR DETAILED INSTRUCTIONS). Once access is gained you will need to remove the rear tank holder bracket. There will 4 10MM bolts that need to be removed (SEE FIGURE 1). Once removed just place to the side, the plugs do not need to be removed. (SEE FIGURE 2).

#### Step 3:

At the front master cylinder remove the banjo bolt. Once removed there will a plastic clip holder that needs to be removed. (SEE FIGURE 3). Near the vin number plate there will be a metal holder that is secured by two allen bolts. Remove these bolts to remove the holder. (SEE FIGURE 4). Once removed, disconnect the rubber line from the hard line and set aside. To remove the hard line you will have to bend the hard line to allow enough clearance around the throttle bodies. There will be a plastic holder on the left side attached to the frame, make sure not to damage this holder as will be used to install the new Galfer line (SEE FIGURE 5). Once the line is free, disconnect the banjo fitting from the A.B.S. block and set line aside. (SEE FIGURE 6)

#### Step 4:

To install the new Galfer brake line Install **LINE A** onto the A.B.S. block using a Galfer banjo bolt and new washers in this sequence ( banjo bolt/ washer/banjo fitting/ washer/ A.B.S. block) , route **LINE A** into the factory holder near the A.B.S. block. (SEE FIGURE 7). Route the line toward the frame following where the factory hard line had been placed. (SEE FIGURE 8). Route the Galfer line into the O.E.M. holder and press into place. From this point you will route the line under the air box scoop, under the factory wire harness and through the hole in the frame that the original hard line had been routed. (SEE FIGURE 9/10/11). Run the Galfer line toward the front master cylinder giving enough slack for left and right movement. Reinstall the metal line holder and the two allen bolts to secure the wiring harness and brake line. (SEE FIGURE 12/13). Install the new Galfer banjo, and banjo bolt into the front master cylinder and torque to spec.

### Step 5:

To install the front brake caliper lines you will be using **LINE B / C**. First use **LINE B** along with the supplied olive flare adapter and install on the O.E.M. hard line and torque to spec. **(SEE FIGURE 14)**. Install the bolt and nut combo onto the Galfer block to secure it to the O.E.M. line holder. Next, install the double banjo bolt onto the fitting of **LINE B** then onto **LINE C** in this order **(BANJO BOLT/WASHER/LINE B FITTING/ WASHER/ LINE C FITTING/ WASHER/ CALIPER)**. **(SEE FIGURE 15)**. Route **LINE C** over the fender to the other caliper and install the provided banjo bolt and washer using the previously mentioned pattern. Once all the fittings are installed in the correct orientation, you can torque to spec. Install grommet on **LINE C** and reinstall the factory plastic line holder on front fender. **(SEE FIGURE 16)**.

### Step 6:

To begin removal of the rear brake lines start by removing all of the factory plastic clips as these will not be reused. On the rear swing arm there will be 2 line holder/guides that need to be removed but only the hardware and rear holder/guide will be retained. **(SEE FIGURE 17)**. From this point remove caliper and master cylinder banjo bolts from A.B.S. block and from the master cylinder and rear caliper.

### Step 7:

To begin installation of the rear lines you will be using **LINE D/E**. Use **LINE E** and install onto the A.B.S. block using Galfer supplied banjo bolt. **(SEE FIGURE 18)**. Once installed onto the A.B.S. block route the line down to the rear master cylinder and install the Galfer supplied banjo bolt. **(SEE FIGURE 19)**.

### Step 8:

Install the rear caliper **LINE D** onto the A.B.S. block using a Galfer supplied banjo bolt. **(REFERENCE FIGURE 18)**. Route the line down a similar path as the master cylinder line through the frame. Route the line toward the swing arm and using the Galfer supplied clip along with the factory bolt install the A.B.S. wire and the **Line D** onto the swing arm as shown in **(SEE FIGURE 20)**. Install the Galfer supplied grommet to the line and install the line into the Factory holder/guide. **(SEE FIGURE 21)**. Install the Galfer supplied banjo bolt onto the rear caliper. **(SEE FIGURE 22)**. Use the provided zip ties to your discretion to secure the A.B.S. wire

### Step 8:

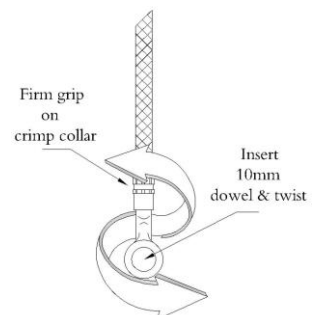
Before continuing, check clearance of your new lines with the suspension fully extended and compressed. Make sure to double check that the lines are traveling correctly and are clear from any obstructions. Using Galfer DOT-4 brake fluid (or equivalent); bleed your brake system according to the owner's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

### Step 9:

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, apply pressure to the brake lever and pedal for at least 30 minutes. For the front, a zip tie around the bar and lever works well. In 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*

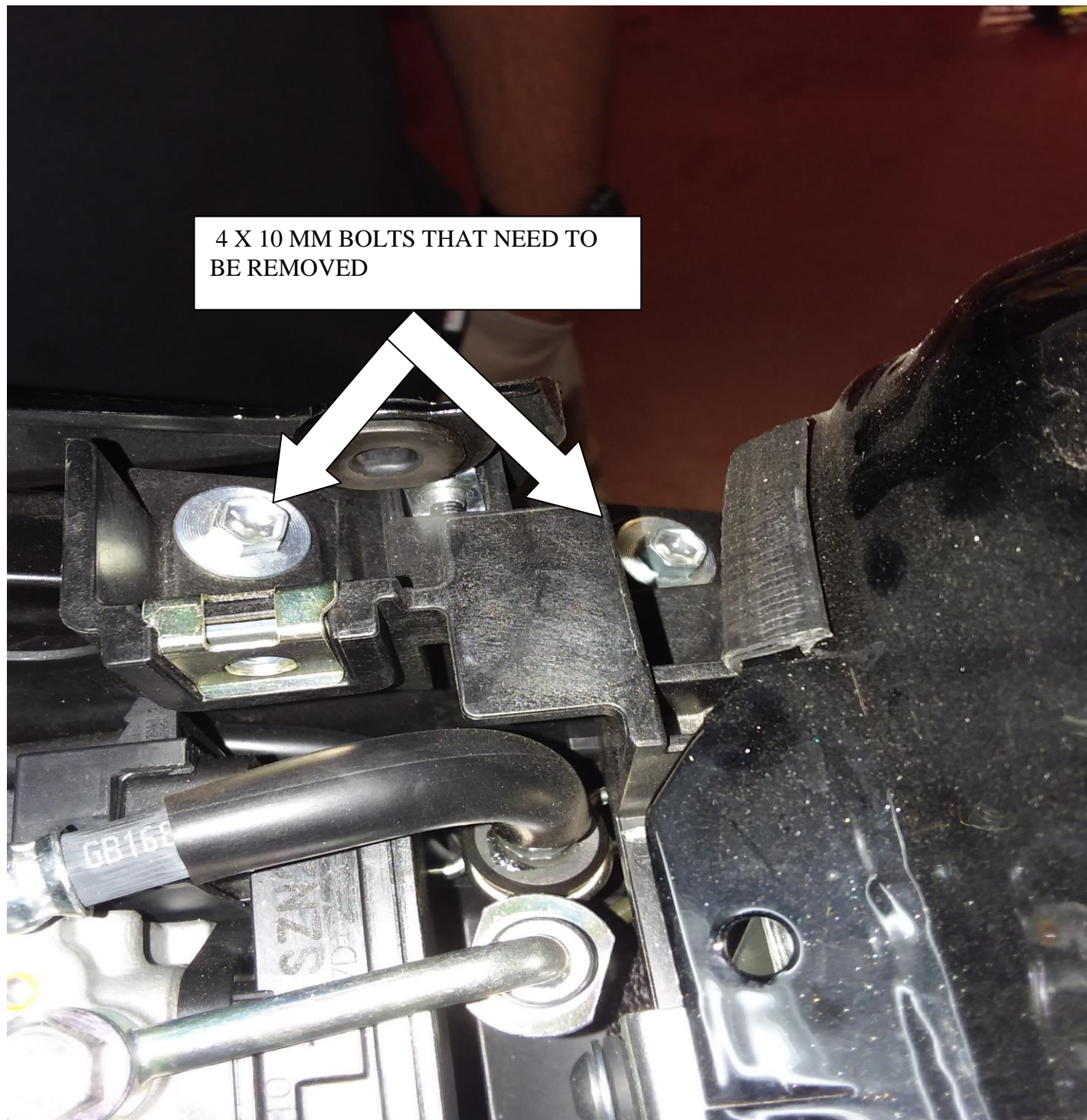


*any questions, please contact our tech department before attempting this procedure.*



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4 X 10 MM BOLTS THAT NEED TO  
BE REMOVED

**FIGURE 1: FOUR 10MM BOLTS TO BE REMOVED**



**FIGURE 2: PLACE TANK HOLDER ASIDE**



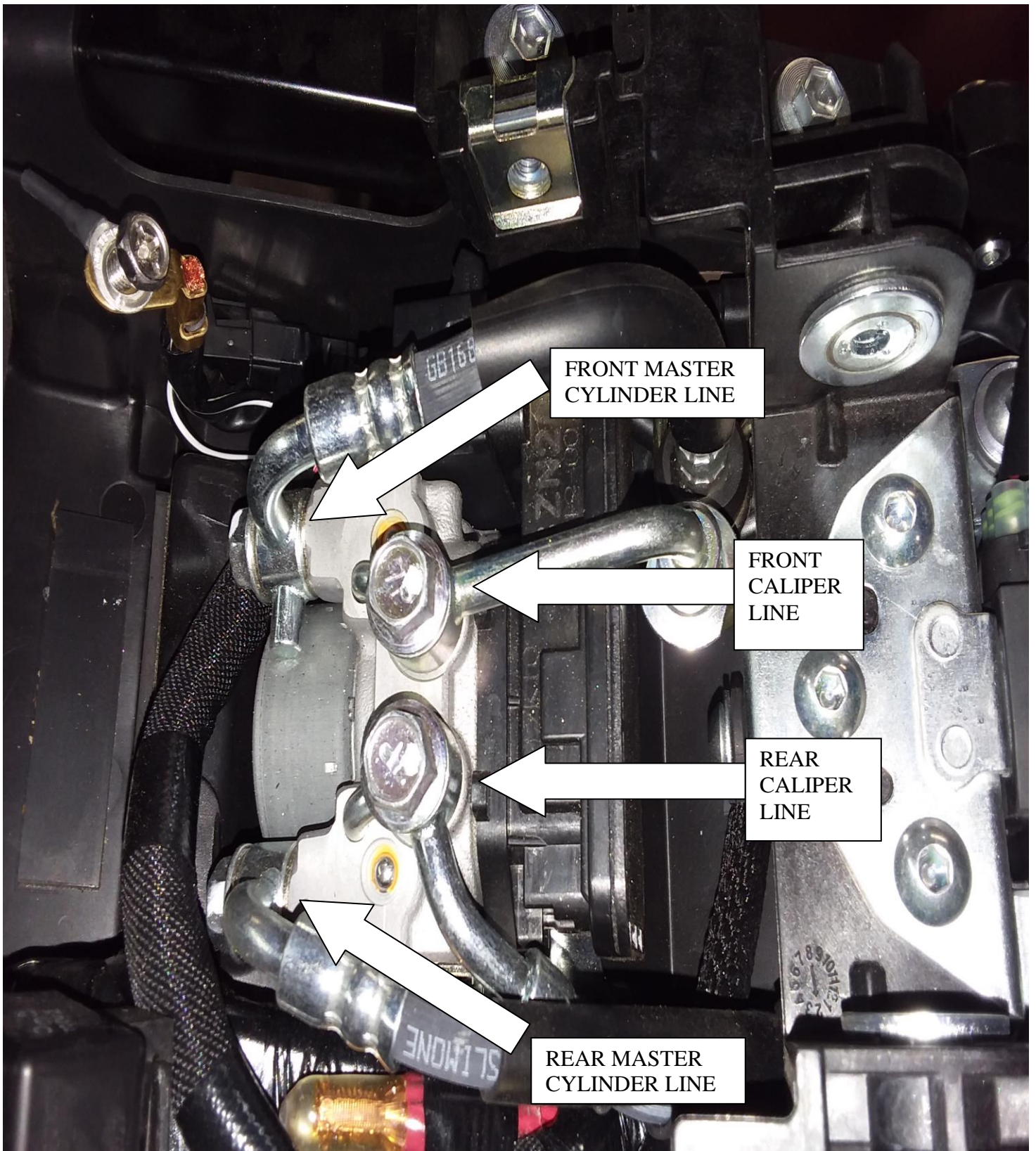
**FIGURE 3: BOLT AND PLASTIC CLIP**



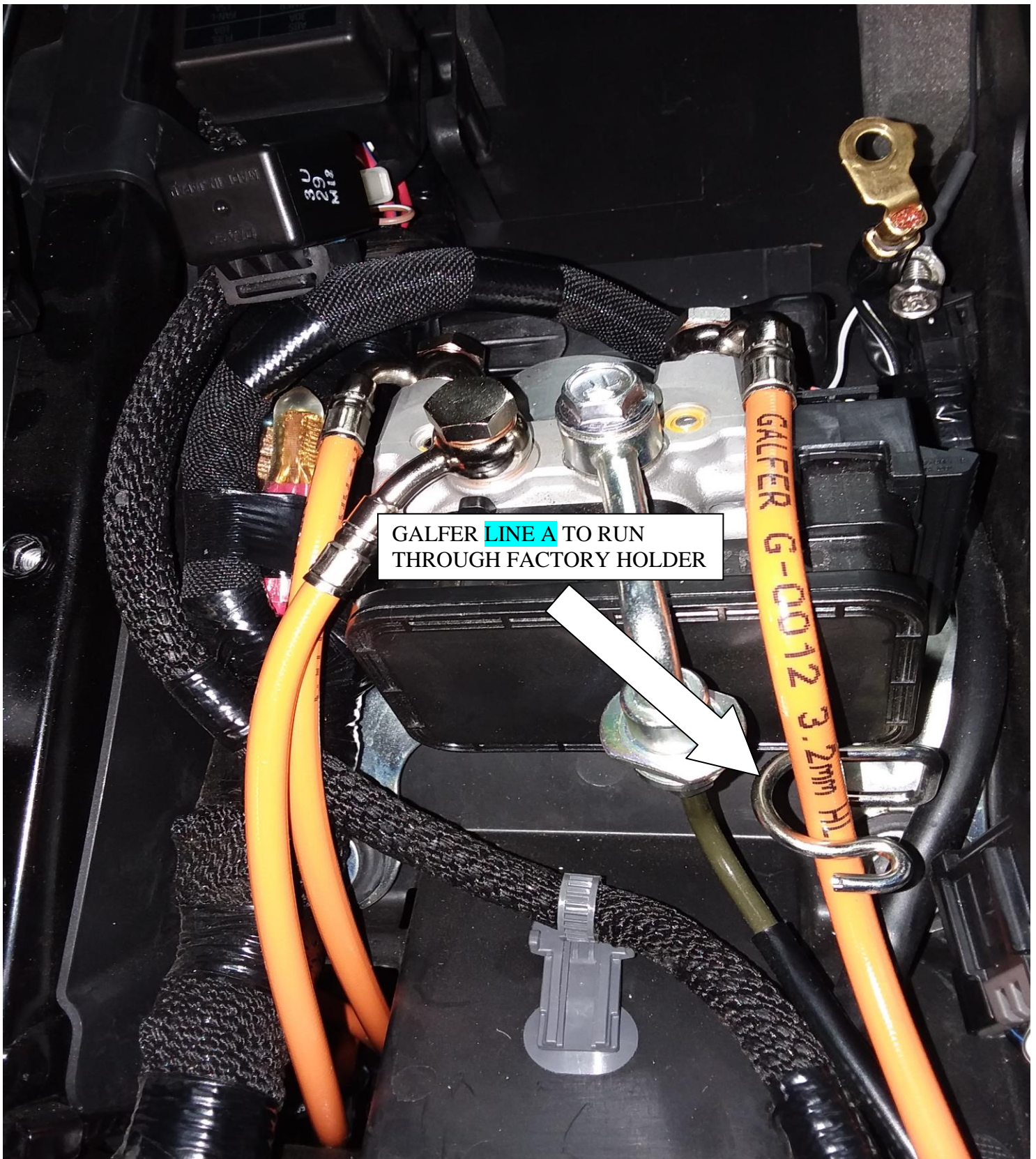
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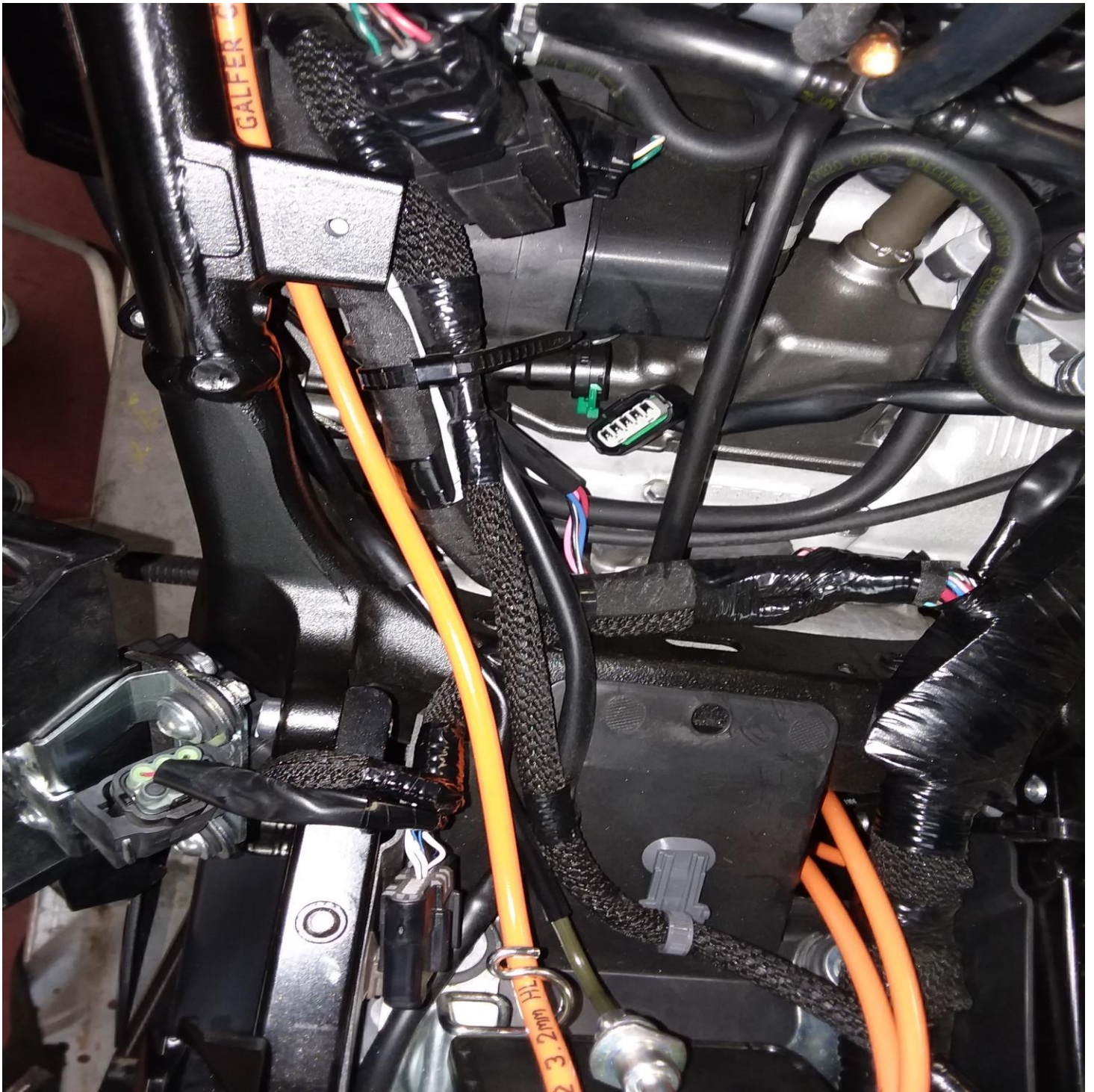
**FIGURE 5: FACTORY LINE HOLDER LOCATION**



**FIGURE 6: A.B.S. BLOCK LINE LOCATION**



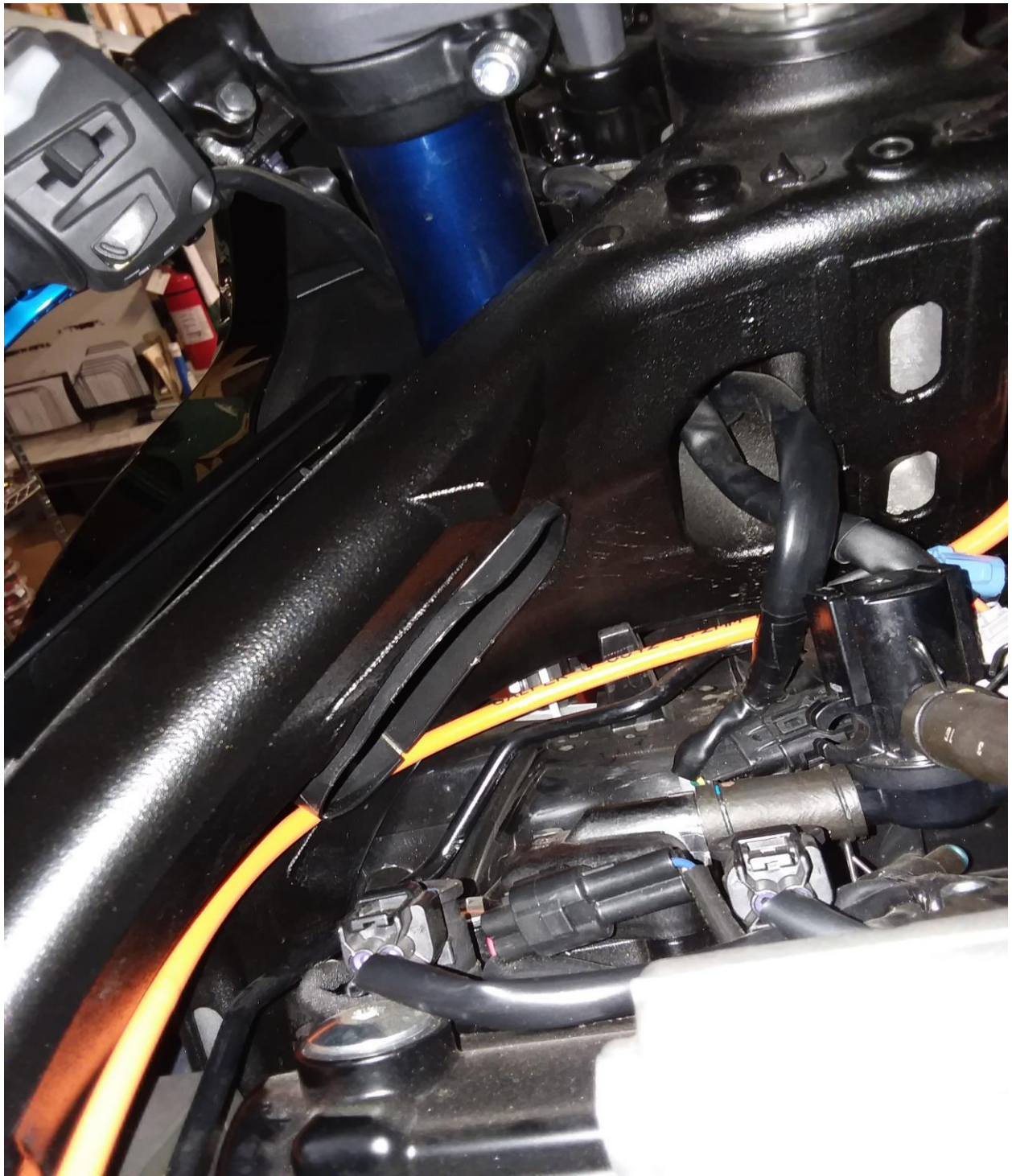
**FIGURE 7: GALFER LINE A RUN THROUGH HOLDER**



**FIGURE 8: GALFER LINE ROUTING**



**FIGURE 9: FACTORY LINE HOLDER**



**FIGURE 10: UNDER AIR BOX SCOOP**



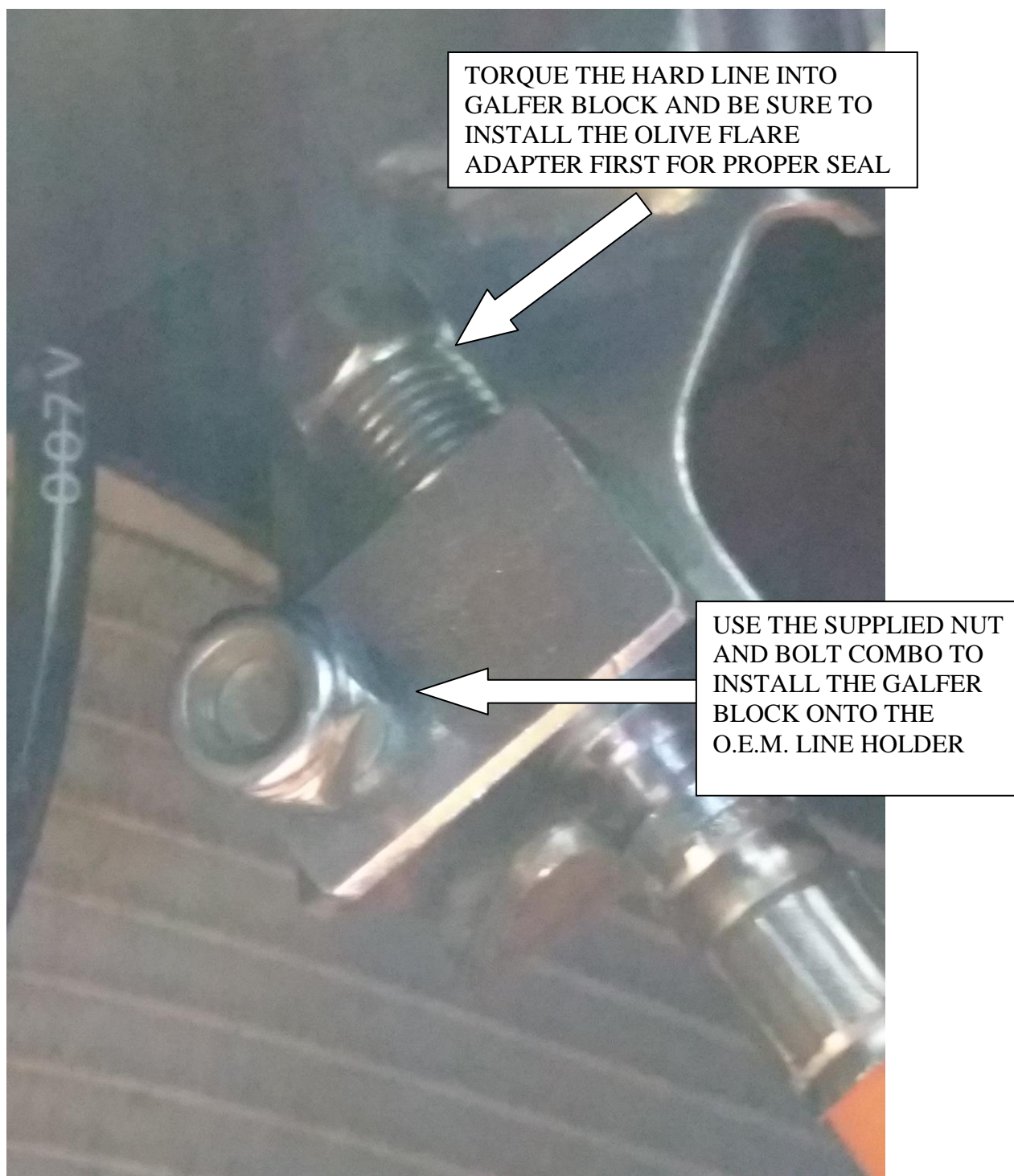
**FIGURE 11: LINE GOING THROUGH HOLE IN FRAME**



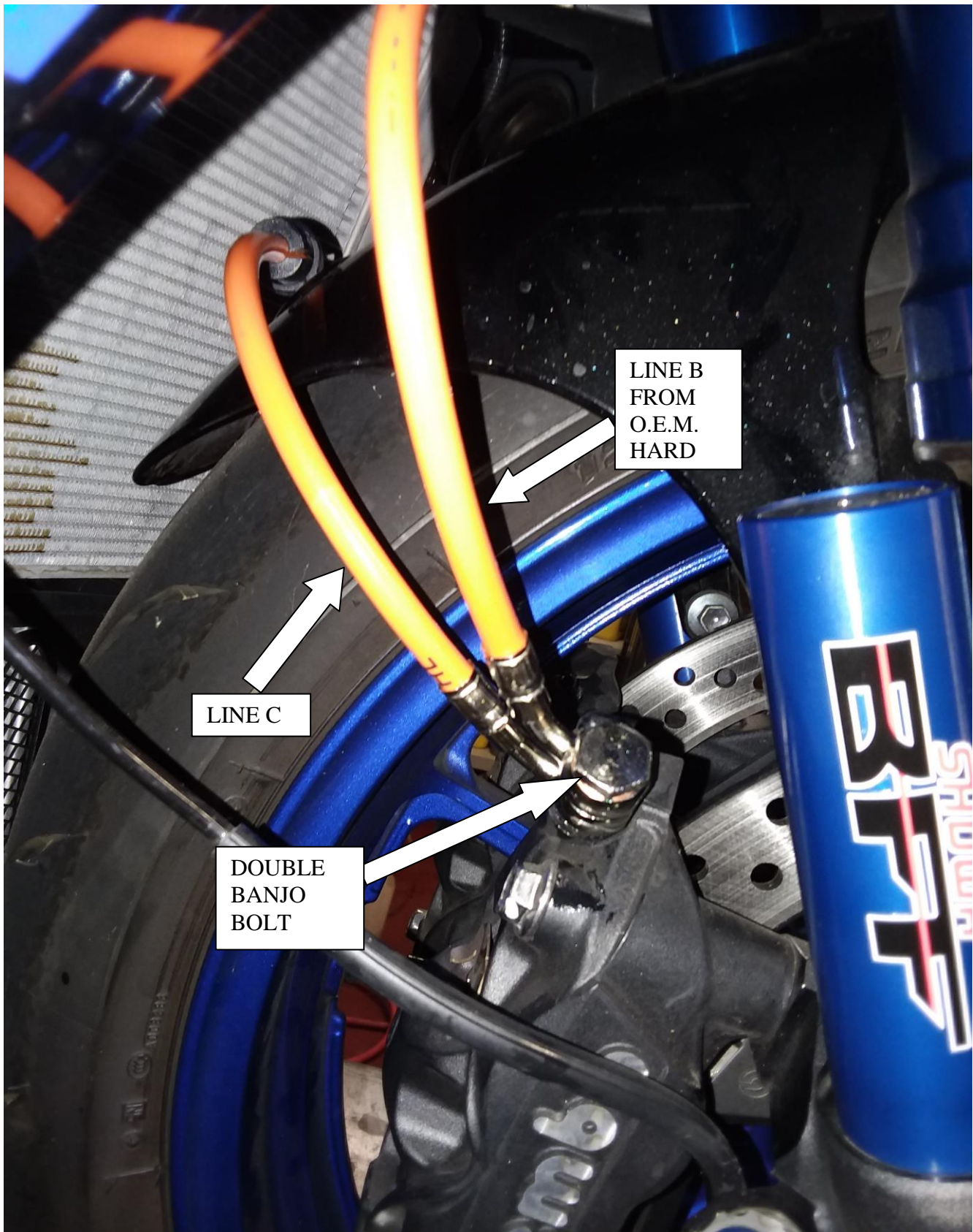
**FIGURE 12: LINE A GOING TO FRONT MASTER CYLINDER**



**FIGURE 13: TWO ALLEN BOLTS INSTALLED ON HOLDER**



**FIGURE 14: INSTALL OLIVE FLAR ADAPTER  
& BOLT/ NUT ONTO BLOCK HOLDER**



**FIGURE 15: LINEB/C INSTALLED ONTO RIGHT CALIPER**



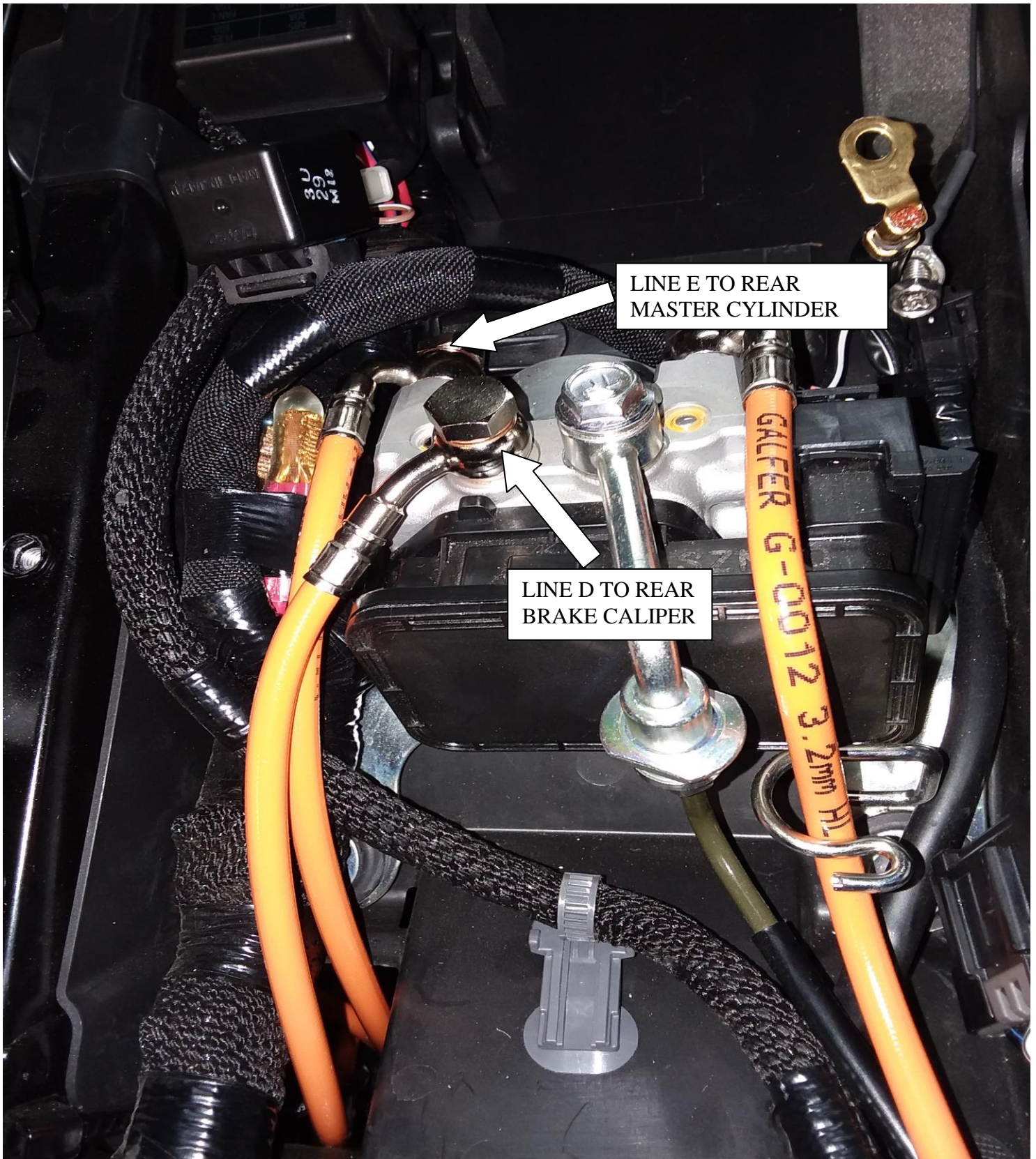
INSTALL GALFER  
PROVIDED GROMMET IN  
CONJUNCTION WITH THE  
FACTORY PLASTIC LINE  
GUIDE

**FIGURE 16: LINE HOLDER/GROMMET & LEFT CALIPER**





**FIGURE 17: REAR LINE REMOVAL**



**FIGURE 18: A.B.S. BLOCK LINES**



**FIGURE 19: REAR MASTER CYLINDER LINE INSTALL**



**FIGURE 20: GALFER CLIP INSTALLED**



**FIGURE 21: O.E.M. LINE HOLDER REINSTALLED**



**FIGURE 22: REAR CALIPER INSTALL**