INSTALLATION PROCESS:
FK003D977-4 Complete Brake Line Kit
2017 Ducati Scrambler Desert Sled ABS
Kit Should Be Installed By Experienced Mechanic

Torque specifications
Stainless steel 15-17 ft. lbs
Aluminum 12-15 ft. lbs

Step 1:
Identify the key components that complete our brake line kit:
You should have four (4) lines, five (5) single banjo bolts, one (1) bleeder banjo bolt, and nine (9) zip ties. We have also included a total of eleven (11) washers; ten (10) will be used, and one (1) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty.

Step 2:
To ensure there is no paint damage from the 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 3:
After bleeding the OEM brake system, uninstall your stock hoses. **Take note of how the stock system was routed** in case you need to re-install the hoses this will also help you as the Galfer system follows OEM line routing.

Step 4:
Farmiliarize yourself with the new Galfer brake lines; notice that the master cylinder lines are labeled for front and rear application. You will have lines A, B, C, and D pull all these lines out of the package and identify them.

NOTES:
- All banjos and banjo bolts will connect using the following sequence; banjo bolt, crushwasher, banjo, crushwasher, master cylinder or caliper.
- We refer to “right” and “left” as if you are sitting on the motorcycle
- Torque all stainless steel bolts to 15-17 ft pounds
- Torque all aluminum bolts to 12-15 ft pounds
- All of the stock “Bleeder” bolts will be reused
- All stock bolts from the ABS unit will be reused
- The gas tank will need to be removed to access the ABS unit
- See last page for install pictures

Step 5:
This step will utilize **"Line A"** and **"Line B"** to be installed on the front brake system of the bike grab these lines and farmiliarize yourself with them. Take the line labeled **"Line A"** and connect the side labeled ABS Module to the ABS Module in the OEM positioning using the provided banjo bolts and crush washers. Now route this line up to the front caliper throught the OEM clips on the frame under the gas tank (See Picture #1). Now continue to route this line following the OEM routing past the steering stem (See Picture #2) and down the left fork tube utilizing the OEM clips down to the caliper (See Picture #3), now connect this side of the line to the caliper using the banjo bolts and crush washers provided. Next grab **"Line B"** and connect the side labeled Front Master Cylinder to the Front Master Cylinder. You will then route this line following the OEM line routing behind the headlight and through the line clip, under the gas tank and along the frame rail to the ABS Module (See Picture #1). Now you can connect this line to the ABS Module in the OEM positioning using the banjo bolt and crush washers provided. Now you can use 1 medium ziptie to secure the brake line behind the headlight.

Step 6:
This next step will utilize **"Line C"** and **"Line D"** these lines will be installed on the rear brake system of the bike, grab them now and farmiliraze yourself with them. Take **"Line C"** and connect the end labeled Rear Master Cylinder to the Rear Master Cylinder of the bike using the provided banjo bolts and crush washers. Now following the OEM line routing route the line up through the subframe (See picture #5) and under the ECU to the ABS Module (See Picture #4). Now you will connect this end of the line into the ABS Module in the OEM positioning, this is a direct thread fitting into the ABS Module so thread this end into the ABS Module and torque to facotry torque spec. Next you will grab **"Line D"** and connect the side labeled ABS Module directly into the ABS Module. This is a direct thread fitting so thread into the OEM positioning and torque to factory torque spec. Now you will route this line following the OEM routing under the ECU and through the subframe down to the swingarm (See Picture #4). Following the OEM line routing follow the swingarm down to the caliper and connect this end of the line to the caliper using the provided banjo bolts and crush washers (See Picture #5). Now you can use 4 of the small zipties to secure the brake line to the ABS cable on the swingarm. You will use the remaining 2 zipties to secure the two brake lines together under the ECU to prevent any movement of the lines.

Step 7:
Before you begin the next step, please check the clearance of your new lines. When the front end is fully extended or compressed, make sure the lines do not bind with anything. Be sure to triple check that the lines are traveling correctly and are clear from any obstructions.

Step 8:
Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

Step 9:
Once you have bled the system, please check the brake fluid level in your master cylinder. Top off your brake fluid according to your manual and close the brake fluid reservoir. To ensure there are no leaks or other issues, zip-tie the brake lever to the throttle for at least 2 hours. For the rear; use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. For the clutch; zip-tie the clutch lever to the handle bar for at least 2 hours. This being an ABS bike the ABS module will need to be cycled to make sure there is no remaining air in the ABS module. If the lines are not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and lines are clear from obstruction) you are now ready to ride with the new brake system.

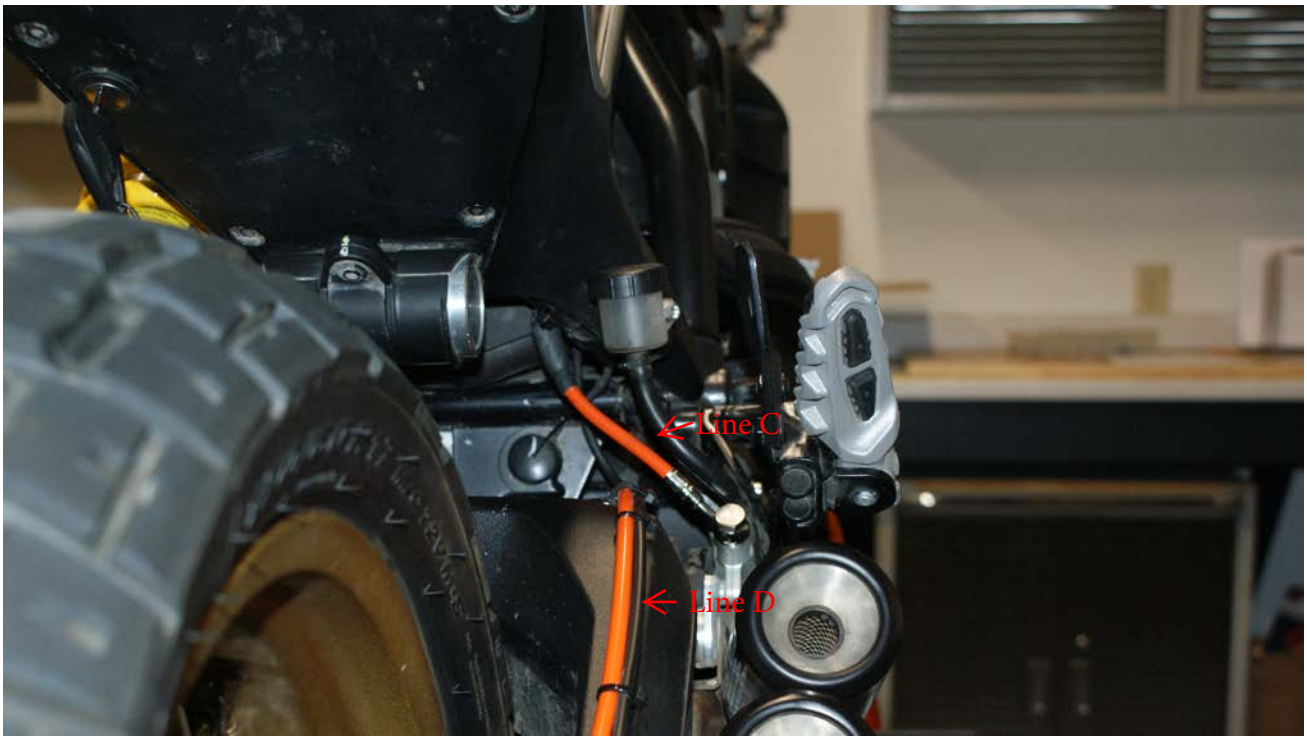
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for any leaks or damage. If there are any signs of damage or stress to the lines, the complete brake line kit will need to be replaced. Remember, our brake lines have a LIFETIME WARRANTY! If you have any problems or questions, do not hesitate to call our tech department - **(805) 988-2900**.

#1 Line A and Line B at Tank

#2 Line A and Line B at Steering Stem

#3 Line A at Fork Tube

#4 Line C and Line D at Subframe



#5 Line C and Line D at Swingarm