

INSTALLATION PROCESS:

FK003D978-6 ABS Brake Line Kit

2012-2016 BMW R1200GS

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 and nine (9) single banjo bolts. We have also included a total of nineteen (19) washers; eighteen (18) 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:

Familiarize 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"** grab these lines and familiarize yourself with these lines. Take the brake line labeled **"Line A"** and take the side labeled front master cylinder and connect this line to the front master cylinder using the provided banjo bolts and crush washers. Next you will follow the OEM line routing to run this line down the handle bars and along the frame rail to the ABS module (See Below Picture #1). After securing this line to the OEM clips on the bike connect this end of the line to the ABS module in the OEM location using the provided banjo bolts and crush washers. Next take the brake line labeled **"Line B"** grab the side labeled ABS module and connect this to the ABS module in the OEM mounting location using the provided banjo bolts and crush washers. Following the OEM routing to the front calipers run this line through the front frame rail and through the front forks connecting to the OEM clips along the way (See Below Picture #2). Now you will need to remove the front fender, once removed run the T-block down in front of the lower triple clamp. Then run the caliper lines down behind the forks to each of the calipers (See Below Picture #3), once the caliper lines are connected using the provided banjo bolts and crush washers you can replace the front fender, the fender will hold the T-block in place (See Below Picture #4).

Step 6:

This step will utilize **"Line C"** and **"Line D"** grab these lines and familiarize yourself with these lines. Now we are ready to install the rear lines in this kit. Take the line labeled **"Line D"** and connect the side labeled rear master cylinder to the rear master cylinder using the provided banjo bolts and crush washers. Follow the OEM routing through the subframe and across the bike, behind the battery box and up to the ABS Module (See Below Picture #5). Connect this line to the OEM position on the ABS Module using the provided banjo bolts and crush washers. Now grab the line labeled **"Line C"** and connect the end labeled ABS Module to the ABS Module in the OEM position using the provided banjo bolts and crush washers. Follow the OEM line routing down through the rear subframe, under the brake line guard and along the swingarm connecting to all OEM clips along the way to the rear caliper (See Below Picture #6). Connect this side of the line to the rear caliper using the provided banjo bolts and crush washers.

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 at ABS Module



#2 Line B Routing Through Front Forks



#3 Line B at Front Forks to Calipers



#4 Line B at Front Fender



#5 Line D at Rear Master Cylinder



#6 Line C ABS Module to Rear Caliper