



# INSTALLATION INSTRUCTIONS

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<b>YEAR:</b> 2024	<b>MAKE:</b> Harley Davidson	<b>MODEL:</b> Road Glide Special
<b>PRODUCT #</b> FK003D1043-4	<b>PRODUCT DESCRIPTION:</b>	ABS Brake Line Kit
<b>LIFETIME WARRANTY</b>		

Kit Should Be Installed By Experienced Mechanic

## Step 1:

Identify the key components that complete our brake line kit:

You should have four (4) lines and four (4) single banjo bolts. We have also included a total of twelve (12) crush washers; ten (10) will be used, and two (2) will be spares. You will also have three (3) 12mm crush washers, two (2) will be used and one (1) will be a spare. 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.

## Step 4:

This kit will eliminate your OEM front brake line system and clutch system. You will be able to follow OEM line routing as this kit eliminates your OEM lines and replaces them with stainless steel lines. Once your OEM ABS lines are removed follow the below instructions to install your ABS brake lines.

### NOTES:

1. We refer to “right” and “left” as if you are sitting on the motorcycle
2. Torque all stainless steel bolts to 15-17 ft pounds
3. Torque all aluminum bolts to 12-15 ft pounds
4. All of the stock “Bleeder” bolts will be reused
5. All stock bolts from the ABS unit will be reused
6. The gas tank will need to be removed to access the ABS unit

## Step 5:

At this point you should have the front fairings, seat, gas tank, and gauge cluster removed to expose the brake lines, and all OEM lines should be removed with the OEM routing notated. First you will grab the master cylinder line (**Line B**) and attach the side labeled master cylinder to the master cylinder using the bolts and crush washers provided (**See Picture 1**). Now following OEM line routing, you will route this line back to the ABS module using the existing supporting clips along the way. Now you will connect this end of the brake line to the ABS module in the OEM location using your existing bolt and new crush washers that were provided in the kit (**See Picture 2**). Next you will grab your left caliper line (**Line C**) and take the side labeled ABS module and connect it to the ABS module in the OEM location using the existing banjo bolt and new crush washers that were provided in the kit. Now following OEM line routing, route this line up to the front left caliper using all supporting clips along the way (**See Picture 3**). Now you will connect this end of the line to the left caliper using the new banjo bolt and crush washers provided in the kit. Lastly you will grab the right caliper line (**Line D**) and connect the end labeled ABS module to the ABS module using your existing banjo bolt and new crush washers provided in the kit. Now following the OEM line routing, route this line up to the front right caliper using all supporting clips along the way (**See Picture 3**). Now you will connect this end of the line to the right caliper using the new banjo bolt and crush washers provided in the kit. Now you will use the two Clips and grommets provided to secure the front left and front right caliper lines to the existing mount points on the lower triple clamp.



### **Step 6:**

Now that we are finished with the front brake system it is time to move onto the clutch system. At this point you should still have the bike torn down from the front brake install, you will additionally have to remove the exhaust system and slave cylinder cover to access the slave cylinder (See Picture 4).

### **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 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. 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!**

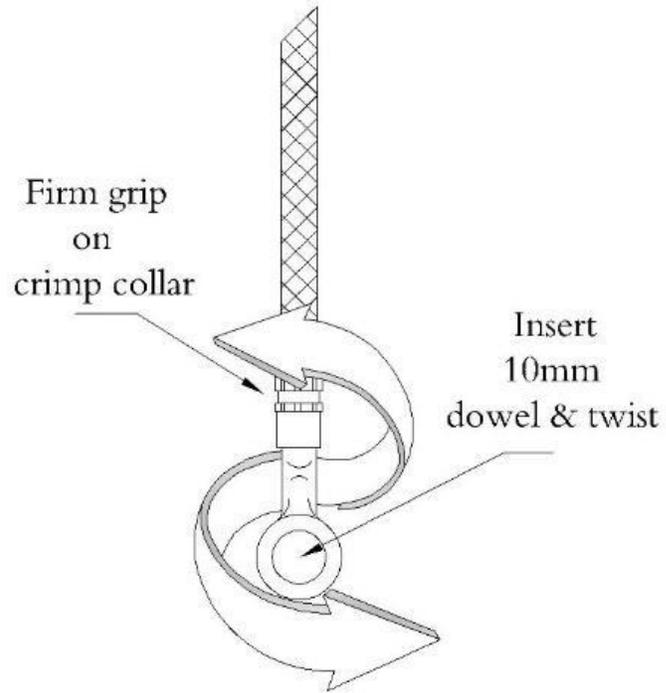
If you have any problems or questions, do not hesitate to call our tech department - **(805) 988-2900**

*, differences in bike setup, bar position, control angle, etc. may require the banjos To be rotated slightly .*

All GBrakes fittings are what we refer to as Turn-to-Fit and can be rotated 360 degrees if required. To prevent unnecessary movement at the connection point, determine how far the banjo will need to be rotated ahead of time. Next, identify the silver crimp collar on your line. It is the portion just below the banjo that holds the flex line in place. You will need to LIGHTLY hold this collar while rotating the banjo to prevent the line from twisting. Use a pair of vice grips on the LOWEST possible setting that will hold the collar. With the vice grips in place, insert a wood dowel, brass punch, or even a pen into the banjo and rotate it to the desired position.

If the line is already installed on the bike and you need to relieve tension or re-position it, you can simply hold the collar and rotate it slightly. Just be careful to rotate and NOT pry on the fitting. See Picture below.

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**Picture #1 Line B from MC to ABS**



**Picture #2 Line B at ABS**



**. Picture #3 Line C at ABS Module**