

INSTALLATION PROCESS;
FK002D417GP (GP Kit)
[04-06, Yamaha, R1]
RACE USE ONLY!



Step 1:

Identify the key components that complete our GP kit:

You should have 3-line (front kit), 3 SINGLE banjo bolt and 1 C-CLIP. There are also a total of 8 washers. 6 will be used, and 2 are spares. We strongly suggest having a professional mechanic install these brake lines, all other installations VOID warranty. Inspect your brake system after every race.

Step 2:

Cover the complete front end of the bike so that if any brake fluid does spill the paint will not be damaged, brake fluid will spill, there is no question!!

Step 3:

Uninstall stock hoses; be aware of how the stock system was routed in case you need to re-install it.

Step 4:

Install the GALFER GP 3-Line starting with the master cylinder line (top line). Torque level is 12 to 13 ft pounds. (See picture A2)

Step 5:

Install the C-CLIP provided to the lower triple tee top line needs to be held by c-clip [see picture A4&A5]. Lower lines will travel in front of the forks to the calipers; two single banjo bolt (see picture A1) are included for master cylinder to each caliper. The positioning sequence on the master cylinder is as follows:

Master cylinder, washer, forty-degree banjo (Top line), and washer. Single banjo bolt torque level is 12 FT Pounds. (See picture A2 for positioning)

Make sure that the [CALIPER fittings] on each caliper are positioned [positioning] (see picture A6-A7). Thread banjo bolt into the caliper, and torque bolt to 12 to 13 Ft pounds.

Before you proceed to the next step, please check for clearance of the lines. Compress the front end to make sure that the lines are not binding with anything. When the front end is fully extended or fully compressed, double check that the lines are traveling correctly and are clear of any obstructions. Once the lines have been checked for clearance. Proceed to step #6

Step 6:

Bleed brake system according to owner's manual, and build appropriate pressure. Finishing with GALFER DOT 4-brake fluid is recommended.

Step 7:

Once the bleeding has been done, please check brake fluid level on master cylinder.

Close brake fluid reservoir, and zip tie the brake lever to the throttle for at least 2 hours to ensure no leaks or other possible issues. If the lines are not leaking and all looks OK, you may now ride with the new system. Make sure that the rider is aware that the overall feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure.

We also always suggest checking the brake system after every race or in the event of a crash. Brake lines must be checked **very** carefully! If there are any signs of damage or stress to the lines, the complete brake system must be replaced. If you have any problems please call us at 800-685-6633.

Pictures:



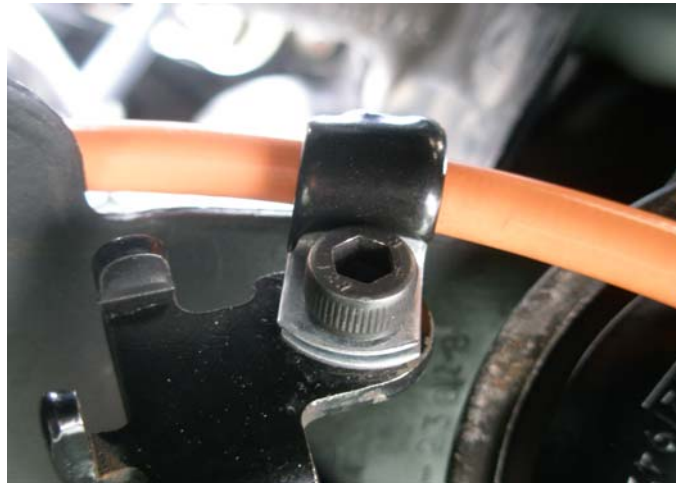
A1 (HARDWARE)



A2 (MASTER CYLINDER)



A3 CENTER OF FAIRING STAY



A4 (TRIPLE TEE C-CLIP)



A6 (RIGHT CALIPER)



A7 (LEFT CALIPER)



A5 (FRONT VIEW)



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