

INSTALLATION PROCESS:
FK002D512GP Front GP Brake Line Kit
2006-12 Yamaha YZF 600 R6

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 3-line kit, three (3) single banjo bolts, and one (1) c-clip. We have also included a total of eight (8) washers; six (6) will be used, and two (2) 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 end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 3:

After bleeding and drying out the OEM brake system, uninstall your front stock hoses. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Familiarize yourself with the new Galfer brake lines, notice each line is labeled. Identify the top line; this will have a master cylinder label on it. Snake this line from the bottom of the lower triple tree and through your OEM routing tab, similar to the stock hose (**refer to picture B.**) Install this line at your master cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; master cylinder, washer, banjo, washer, bolt (**refer to picture A.**) Be sure to note what type of fittings you have received since torque specs will vary.

Step 5:

Install the Galfer provided c-clip to the lower triple tree; similarly to the OEM t-block (**refer to picture C.**) From here, route the right and left lines (as if you were sitting on the bike) in front of the forks and down to their appropriate calipers (**refer to picture D.**) Use a single banjo bolt and two (2) washers for each caliper, following the same sequence as the master cylinder. Please note the positioning of the fittings at your calipers (**refer to pictures E and F.**)

Step 6:

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 7:

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

Step 8:

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. 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, as well as, before and after every race; 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 - **(800) 685-6633.**



a. Front master cylinder



b. Routing from master cylinder, top of the lower triple tree



c. Galfer c-clip at lower triple tree



d. Routing in front of forks



e. Right Caliper



f. Left caliper



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