INSTALLATION PROCESS:
FK003D529CL Clutch Brake Line Kit
2006-10 Yamaha XV1900 Stratoliner / Roadliner / Midnight / S

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 one (1) line, two (2) single banjo bolts and six (6) zip-ties. We have also included a total of six (6) washers; four (4) 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 and slave cylinder 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 clutch stock hose and tubing. 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 line, notice there is a label identifying which end to install at the clutch master cylinder. Install this fitting to the master cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; clutch master cylinder, washer, banjo fitting, washer, single banjo bolt **(picture A.)**

Step 5:
Route the line behind the headlight and down to the frame **(picture B.)** Continue following the OEM routing, going over and under the oil tank to the slave cylinder **(refer to pictures C, D, E, F, and G.)** Be sure to use the provided zip-ties and/or the stock line holders at your own discretion. Install the line to the slave cylinder using a single banjo bolt and two (2) washers; following the same sequence as the master cylinder **(picture H.)**

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 clutch 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; 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 the master cylinder

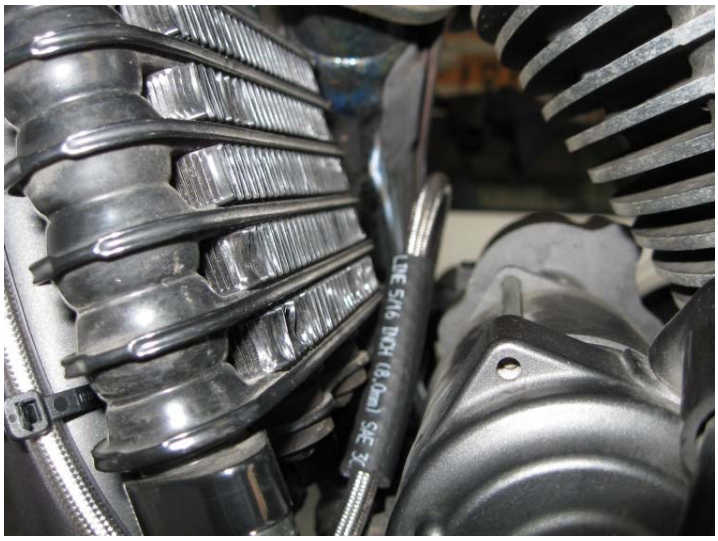


c. Routing at frame



d. Routing at frame

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e. Routing at oil tank



f. Routing at oil tank



g. Routing towards slave cylinder



h. Slave cylinder

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