

INSTALLATION PROCESS:  
**KITOS90/91 Harley Oversized Kit**  
2015-2022 HD Road Glide/Special  
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 two (2) lines and two (2) single banjo bolts. We have also included a total of five (5) crush washers; four (4) will be used, and one (1) will be spares. You will also have two (2) rotors, two (2) brackets, four (4) caliper location dowels or spacers depending on kit, four (4) bracket spacers, two (2) Nissin calipers with brake pads, four (4) short 40mm bolts, and four (4) long 60mm bolts. 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:**

- 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

**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 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 1). 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. Next 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 1). 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 lines it is time to move to the install of the oversized rotors and calipers. The first step is going to be taking off your front wheel, once your front wheel is off you can pull your OEM rotors off the wheel. Now you will place the Galfer rotors on the wheel, using the provided buttons and wave washers install in the same sequence the OEM rotor was removed using the OEM bolts and torque to the factory recommended torque specification. Next you will move on to the calipers, you can remove the OEM calipers from the front forks and set them and the OEM bolts aside as you will not need them going forward. Now you will grab the Galfer caliper brackets and the location spacers provided and place the location spacers into the recessed holes in the bracket (See Picture 4). Install one bracket on each fork leg on the inside of the fork mount using the provided bolts (See Picture 3). You will torque these bolts to 20 Ft. Lbs. Now you will grab the caliper spacers or caliper dowels depending on what kit you purchased and place these into the recessed holes that the caliper bolts will thread into these are meant to locate the caliper and center the caliper on the bracket (See Picture 3). Now it is time to install the calipers onto the bracket, place the caliper over the location dowels and use the longer bolts to bolt the caliper to the bracket, torque these bolts to 20 Ft. Lbs (See Picture 3). Once both calipers are installed you can connect the brake lines to the calipers using the provided banjo bolts and crush washers (See Picture 3). At this point you can reinstall the wheel and any other parts to the bike.

#### 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.

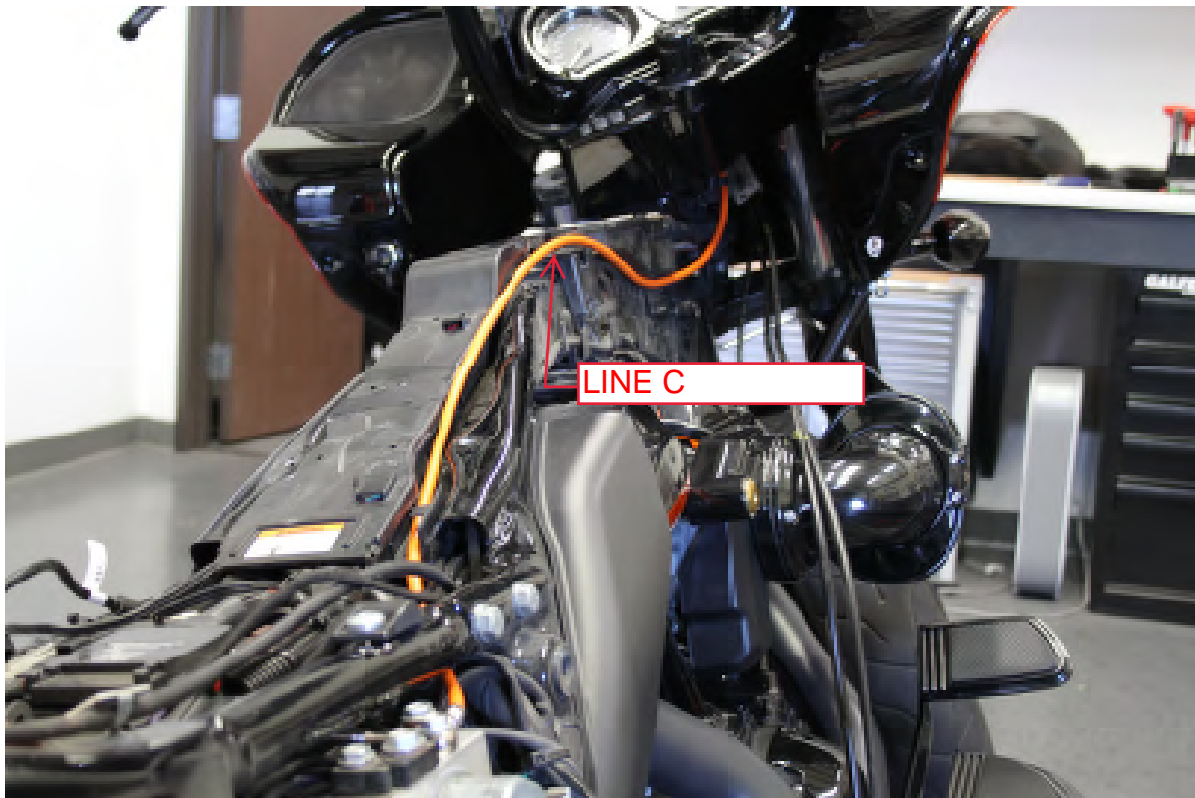
#### Step 8:

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

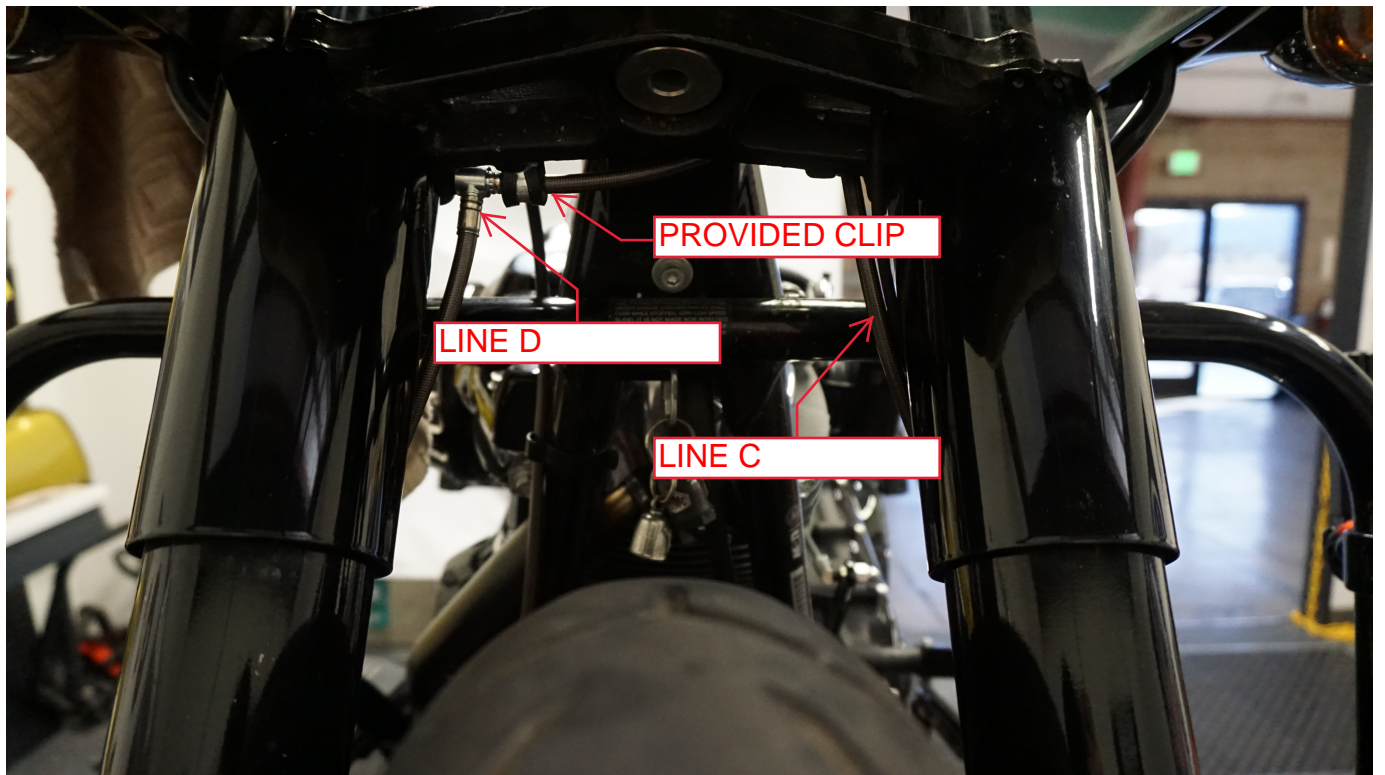
#### Step 9:

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.

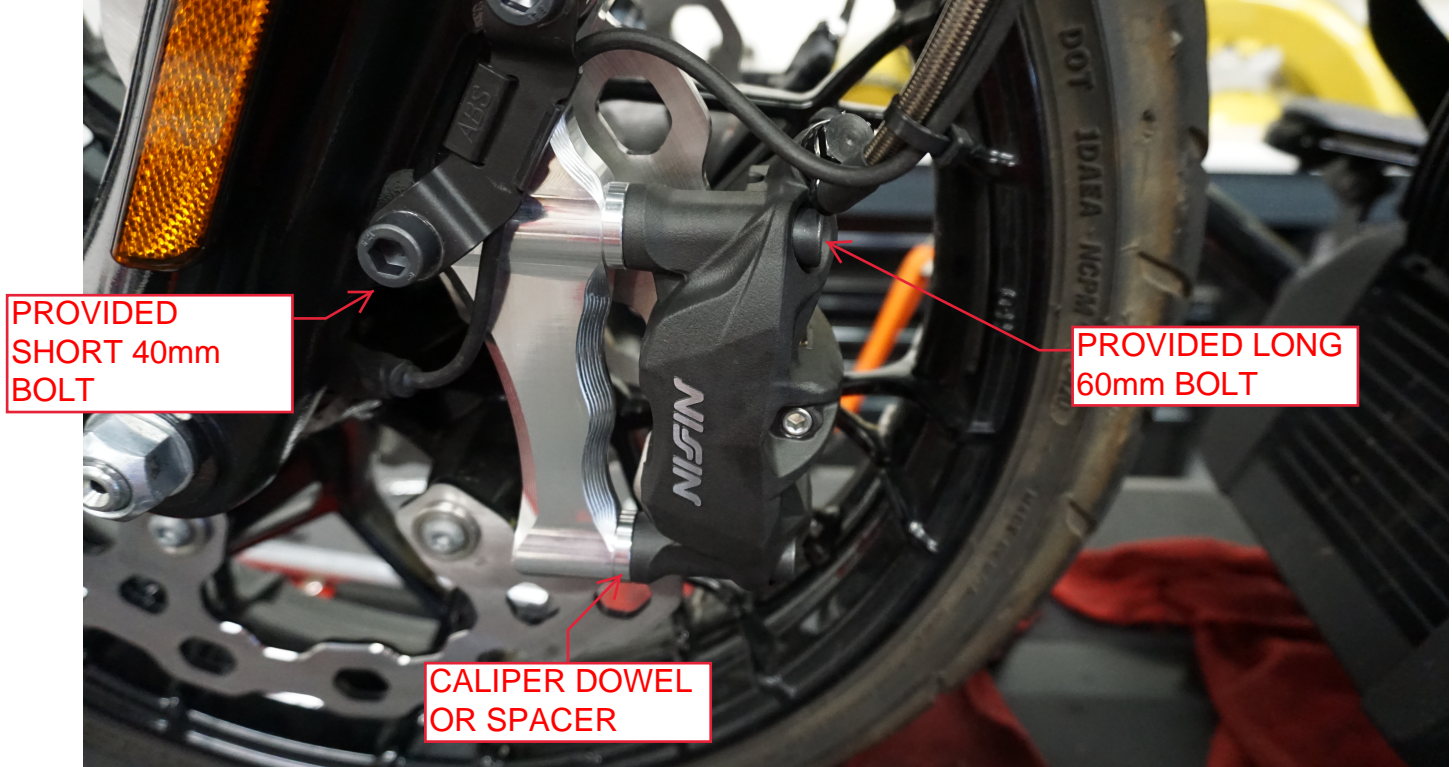
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for 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**.



Picture #1 Line C from ABS to Caliper



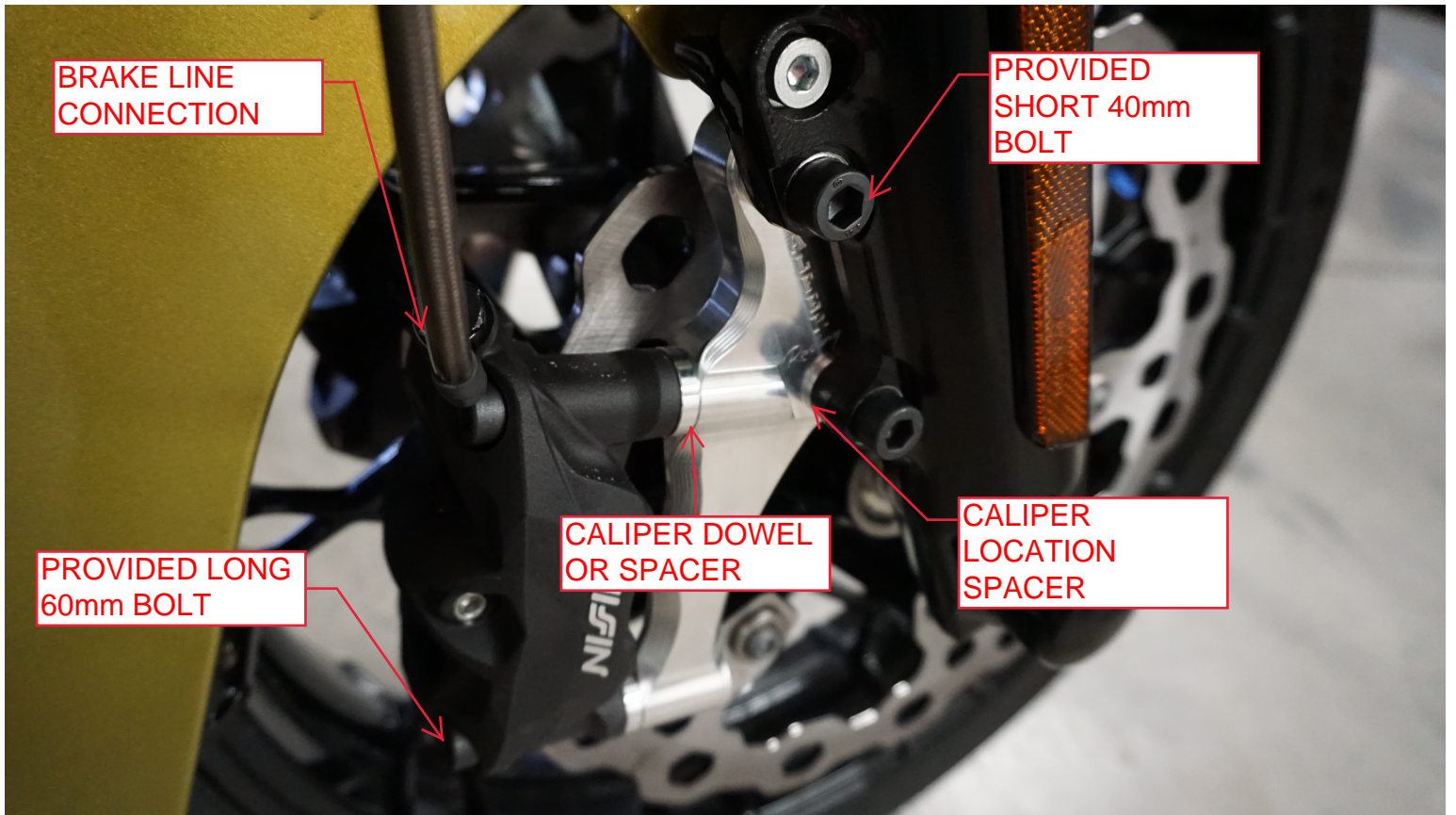
Picture #2 Line C & D at Bottom of Triple Clamps



Picture #3 Nissin Caliper and Bracket



Picture #4 Bracket at Fork Mount



Picture #5 Bracket at Fork Mount