

INSTALLATION PROCESS:  
**FK003D327R Rear Brake Line Kit**  
2002-08 SUZUKI DL 650 V-STROM  
2002-09 SUZUKI DL 1000 V-STROM

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, and two (2) single banjo bolts. 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 rear 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 rear stock hose. Take note of how the stock system was routed in case you need to re-install the hose. Keep the OEM routing clip from the swing arm handy, this will be used with your new Galfer brake line.

### Step 4:

Familiarize yourself with the Galfer line, notice the label indicating which fitting is to be installed at the master cylinder. Use a single banjo bolt and 2 washers to install this end at the master, the sequence is as follows; master cylinder, washer, banjo fitting, washer, bolt (**refer to picture A.**) Be sure to note what type of fittings you have received since torque specs will vary.

### Step 5:

Behind the master cylinder, route the line underneath the routing tab (**refer to picture A and B.**) From here the line will follow the swing arm to the caliper, use your OEM routing clip to help keep the Galfer line in place (**refer to picture C.**) Install the banjo onto the caliper using a bolt and two (2) washers; follow the same sequence as the master (**refer to picture D.**)

### Step 6:

Before you begin the next step, please check the clearance of your new lines. When the rear 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.

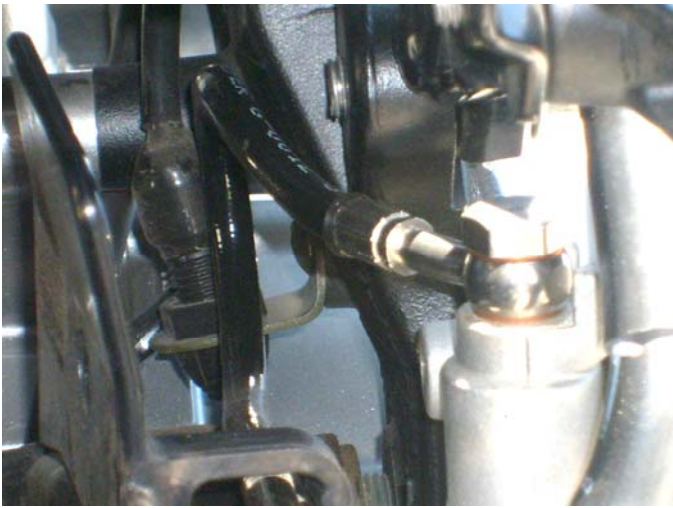
### Step 7:

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

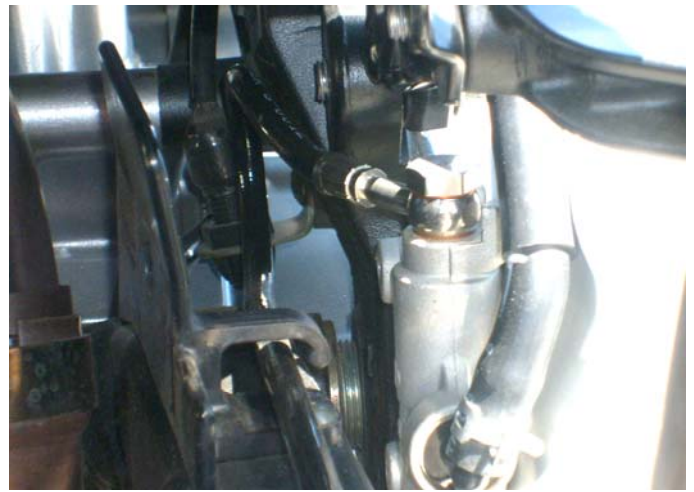
### Step 8:

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, use a jug or something similar to apply pressure to your brake pedal 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.



**a. Rear master cylinder, notice position and sequence**



**b. Routing behind rear master cylinder, under routing tab**



**c. Rear routing, using OEM routing clip**



**d. Rear caliper**

