

INSTALLATION PROCESS:
FK003D597R Rear Brake Line Kit
2008-12 Kawasaki KLR 650

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 one (1) c-clip. 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 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 line, notice there is a label identifying which end to install at the master cylinder. You may have also noticed that the Galfer line is shorter than the OEM hose, this is do to the stock hose being routed behind / under the rear caliper; this caused the line to loop around the caliper. **The Galfer line is to be routed down the swing arm, using the Galfer provided c-clip, and directly to the caliper; eliminating the loop and extra hose that could be caught on a bush, rock, or other debris (refer to picture D.)**

Step 5:

Now that you are familiar with the Galfer line, install the appropriate fitting at the master cylinder. Route the line through the OEM routing clip after the master cylinder (**refer to picture A.**) Use a single banjo bolt, two (2) washers and the following sequence; master cylinder, washer, banjo fitting, washer, single banjo bolt. Be sure to note what type of fittings you have received, since torque specs will vary.

Step 6:

Continue routing the Galfer line down the swing arm and to your caliper. Using the OEM bolt, replace the stock routing clip on the swing arm with the Galfer provided c-clip (**refer to pictures B and C.**) Route the line in front of / above the caliper and install using a single banjo bolt and two (2) washers, following the same sequence as the master cylinder (**refer to picture D.**) You may also remove the OEM bracket at the caliper assembly, now that we have eliminated the use for it (**refer to pictures C and 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.



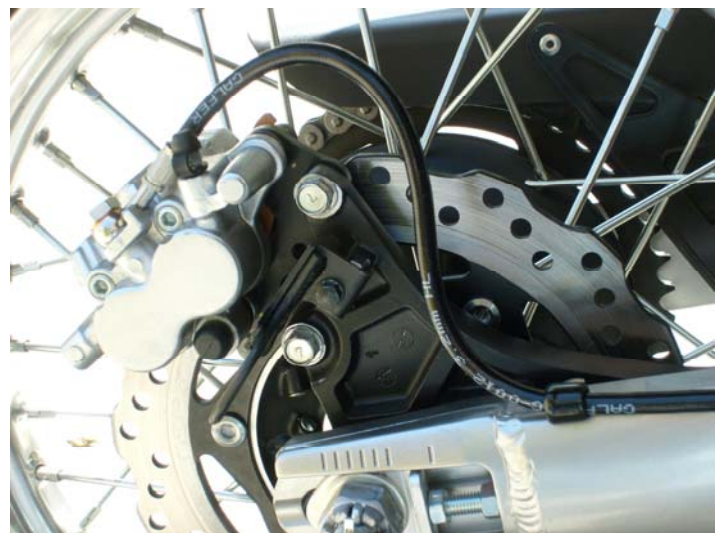
a. Rear master cylinder, Galfer line routed through OEM routing clip



b. Galfer line routed down swing arm, notice OEM clip by the master and the Galfer provided c-clip by the caliper



c. Galfer provided c-clip at the swing arm, notice OEM bracket at the caliper assembly has been removed



d. Galfer line routed above / in front of caliper using provided c-clip, once installed remove indicated bracket

