

INSTALLATION PROCESS:  
**FK003D102F Front Brake Line Kit**  
1988-07 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, 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 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:**

Identify which fitting to install at the master cylinder; this end will have a master cylinder label. Use a single banjo bolt and two (2) washers to install this end at the master cylinder, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt (**refer to picture A-1.**) Be sure to note what type of fittings you have received, since torque specs will vary.

**Step 5:**

Route the new Galfer line *under* the control panel; use the OEM bracket at the control panel to route the line with your throttle cables, the line will then continue underneath the panel and to your left fork (left, as if you are sitting on the bike)(**refer to pictures A-1 and A-2.**) Use the two (2) OEM routing clips on the fork to help keep the Galfer line in place (**refer to pictures B-1 and B-2.**)

**Step 6:**

Install the banjo fitting to your caliper using a single banjo bolt and two (2) washers, following the same sequence as the master cylinder (**refer to picture C.**)

**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.

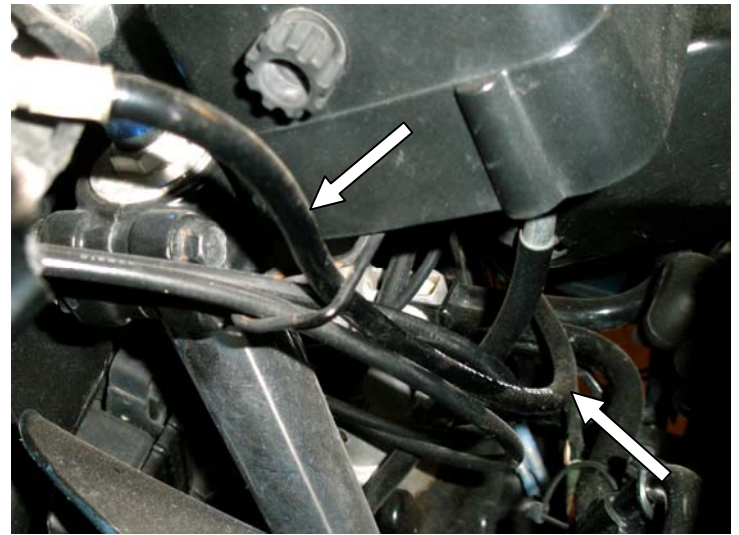
**Step 9:**

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. 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!**



**A-1. Front master cylinder (with Galfer bleeder,) Galfer line routed at control panel with throttle cables in circle**



**A-2. Line routed from master cylinder underneath control panel, arrows indicating Galfer line**



**B-1. Line from the control panel to left fork, line routed through OEM clip in circle**



**B-2. Left Fork overall, line routed through OEM clips in circles**



**C. Left caliper**