

INSTALLATION PROCESS:
FK003D597F Front 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, 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 hose. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

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

Step 5:

Your new Galfer brake line will route similarly to the stock hose. Route the line through the OEM bracket at the upper triple tree. We recommend using a couple of zip-ties, keeping the Galfer line and electrical hose routed together (**refer to picture B.**) From here, continue to the left fork and caliper (as if you were sitting on the bike.)

Step 6:

Using the OEM line holders at your fork, route the Galfer line to the caliper (**refer to pictures C and D.**) Install the line at the caliper using a single banjo bolt and two (2) washers, following the same sequence as the master cylinder.

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.



a. Front master cylinder



b. Galfer line routed through OEM bracket and zip-tied to the electrical hose



c. Left caliper, Galfer line routed through both OEM line holders



d. Left caliper, line routed through OEM line holder



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