

INSTALLATION PROCESS:
FK003D625R Rear Brake Line Kit
2008-11 Kawasaki ZG 1400 Concours ABS

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, one (1) single banjo bolt, one (1) “olive” conic inversor, one (1) c-clip and one (1) sheath clamp assembly. We have also included a total of four (4) washers; two (2) 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 stock rear hose. 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; this line will replace the OEM hose traveling from the ABS hard tubing at the swing arm to your rear caliper (**refer to drawing.**) Install the female end to the hard tubing using an “olive” inversor, torque level is 5 ft pounds. Use the Galfer provided sheath clamp assembly to replace the OEM line holder at this junction (**refer to picture A.**)

Step 5:

Route the line down to the rear caliper, similarly to the stock routing. Use the Galfer provided c-clip to replace the last OEM line holder at the swing arm (**refer to drawing and picture B.**) Install the line at the rear caliper using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (**refer to picture C.**)

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.

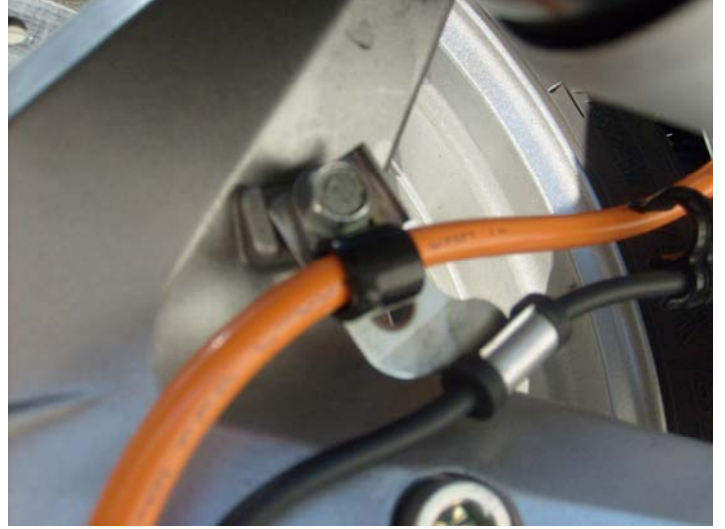
Step 8:

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. Remember, our brake lines have a **LIFETIME WARRANTY!**



a. Galfer sheath clamp assembly



b. Galfer c-clip at swing arm



c. Rear caliper

