



**GALFER USA**

310 Irving Drive  
Oxnard Ca 93030

Torque specifications  
Stainless steel 17-20 ft. lbs  
Aluminum 12-15 ft. lbs

#### INSTALLATION PROCESS:

#### **FK003D625-3 Front 3-Line Kit and FK003D625R Single Line Rear**

2008 Kawasaki ZG1400 Concours ABS

#### **Step 1:**

Identify the key components that complete our front brake line kit:

You should have three (3) hoses, one (1) double banjo bolt, and two (2) single banjo bolts. There are also a total of nine (9) washers and (3) brass conic inversors. Seven (7) washers and two (2) inversors will be used; the rest are spares.

If you have purchased a rear kit as well, locate the following additional pieces:

One (1) hose with bracket and c-clip attached, one (1) single banjo bolt, two (2) brass inversors and three (3) washers. You will use one (1) “olive” conic inversor and two (2) washers, the rest are spares.

#### **Step 2:**

To ensure no paint damage from a brake fluid spill, completely cover the front end of the bike. This process can be messy, and brake fluid WILL drip!

#### **Step 3:**

After drying out the OEM brake system, uninstall stock hoses. On the front brake line kit, we are replacing three hoses and their respective blocks (**see pictures 1-2 for blocks**). For the rear, we are replacing one hose from the master cylinder to the ABS hard line. Take note of how the stock system was routed, in case you need to re-install it.

#### **Step 4:**

Locate Line A – This will travel from the master cylinder to the ABS Junction. (**See picture 3**) You will use a single banjo bolt and two washers at the master cylinder, and an “olive” inversor to thread female end to hard pipe for incoming ABS (right side). \* We have replaced the block at the upper triple clamp with a c-clip; please use your stock bolt to thread this in. (**See picture 4**) Locate Line B – This will travel from the ABS Junction to the right caliper. First, thread the female end to the hard pipe for outgoing ABS (left side). There will be a bolt from the OEM blocks at ABS Junction; please use this to thread c-clips into frame **as shown in picture 5**.

There is another bolt/OEM block located at the lower triple clamp; please use this to thread the c-clip **as seen in picture 6**. Locate Line C – This will cross over the front fender using OEM holders, from right caliper to left caliper. Thread caliper banjos from Line B and C using the following sequence: double banjo hex, washer, 40-degree banjo from Line C, washer, 20-degree banjo from Line B, washer, caliper. **Please see pictures 7 and 8 for reference**. Thread single banjo bolt into left caliper, using two washers and 40-degree banjo.

If applicable, locate rear Line D – this will travel from the rear master cylinder to the hard line for ABS. Thread the hard pipe into female end using a “olive” inversor, and attach bracket to swingarm **as seen in picture 9**. Use the bolt from the holder for ABS hose, and sit our bracket on top of the OEM holder. Using the bolt from the OEM ABS hose holder in location **shown in picture 10**, attach the c-clip on top of holder and tighten. Finally, thread 30-degree banjo in caliper using the following sequence: single banjo hex, washer, banjo, washer, caliper. **Please see picture 11**.

#### **Step 5:**

Please note your stock hose retainers for ABS will not work with our smaller brake lines. We have used zip ties to keep the ABS hose routed close to the Galfer lines; this cleans up the appearance and prevents binding. Please note we have removed the holder from the lower triple clamp to route ABS and Galfer hoses correctly. Before you proceed to the next step, please check for clearance of the lines. Compress the front end to make



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sure that the lines are not binding with anything. When the front end is fully extended or fully compressed, double check that the lines are traveling correctly and clear from any obstructions.

### **Step 6:**

Bleed brake system according to owner's manual, and build appropriate pressure. This process may take awhile, but be patient as you build pressure throughout the new system! Keep in mind your master cylinder is equipped with it's own bleeder nipple. Finish with Galfer DOT-4 brake fluid.

### **Step 7:**

Once the bleeding has been done, please check brake fluid level on master cylinder. Close brake fluid reservoir, and zip-tie the brake lever to the throttle for at least 2 hours to ensure no leaks or other possible issues. If the lines are not leaking and all looks OK (bolts are tight, washers in between), you may now ride with the new system. Make sure the rider is aware that the overall braking feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure. We recommend checking your brake system periodically; keep in mind brake lines must be checked **very** carefully! If there are any signs of damage or stress to the lines, the complete brake system must be replaced. Remember, our brake lines have a **LIFETIME WARRANTY!** If you have any problems or questions, don't hesitate to call us at **(800) 685-6633**.

### **\*Notes:**

- When threading hard ABS pipe into female fittings, please use an enclosed "olive" brass inversor.
- When talking about left and right lines, we always refer to them as if you were sitting on the bike.
- Torque level for banjo bolts is 17 to 20 ft.- lbs.

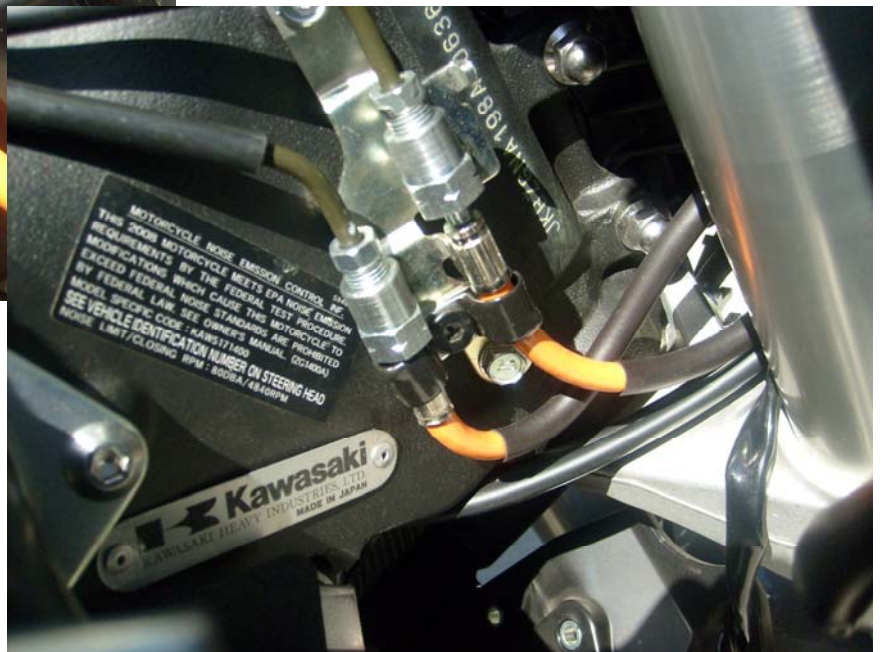
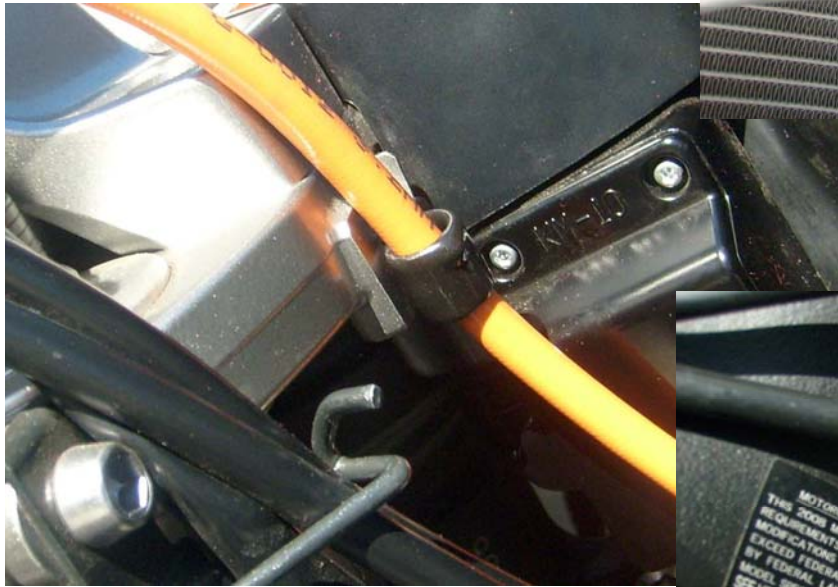
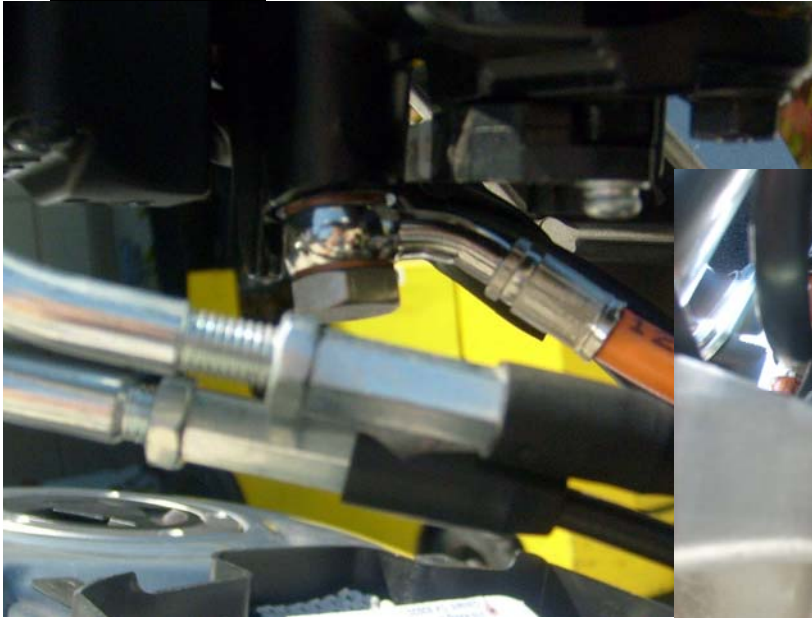
### **Pictures:**





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