

INSTALLATION PROCESS:
FK003D100-5 Front & Rear Line Kit
 1982-85 Kawasaki GPZ750 (Anti-Dive)



Parts List:

- 5 lines
- 4 single banjo bolts
- 3 double banjo bolts
- 20 crush washers (17 will be used, 3 will be spares)

We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty. *Be sure to read through the instructions before installing Galfer lines.*

Step 1:

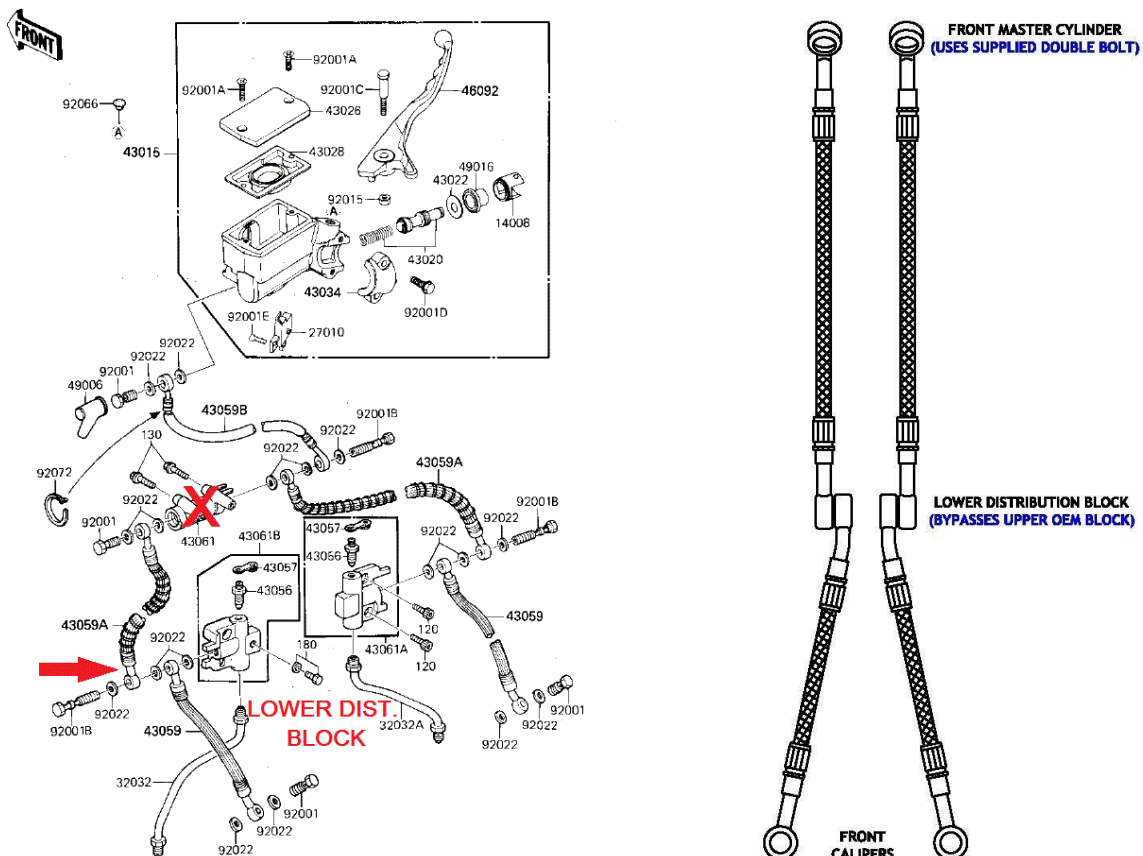
To prevent paint damage from brake fluid, completely cover the front and rear end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill! Remove all brake fluid from the OEM brake system. Although the Galfer line kit will route differently than the OEM system, take note of how the stock lines were installed (you may want to take pictures for reference). *Go ahead and remove the upper distribution block as it will not be reused.*

NOTE:

Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft. pounds
Galfer aluminum banjos and bolts are to be torqued between 12 – 15 ft. pounds

Step 2:

Locate the 2 lines marked **Front Master Cylinder**. Note that the left line is slightly longer and will be marked **Left Lower Block** on the opposite end. Install both lines at the master cylinder using a provided double banjo bolt and 3 washers (the left line should be installed closest to the master cylinder). These lines will bypass the factory upper distribution block and travel directly to the lower blocks. Locate the 2 short lines marked **Left & Right Lower Block**. Attach them to the blocks in combination with corresponding upper lines and a provided double banjo bolt with 3 washers each (the lower lines should be installed closest to the blocks). Attach the caliper banjos with single banjo bolts and 2 washers.



Step 3:

Locate the rear line and the end marked **Rear Master Cylinder**. Install this end using a single banjo bolt and 2 washers. Route the line rearward following the OEM routing and up to the caliper. Install this end using the last single banjo bolt and 2 washers.

Step 4:

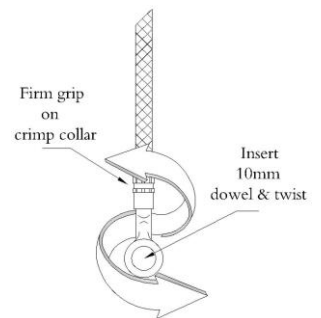
Before continuing, check clearance of your new line with the rear suspension fully extended and compressed. Make sure to double check that the line is traveling correctly and is clear from any obstructions. Using Galfer DOT-4 brake fluid (or equivalent); bleed your brake system according to the owner's manual.

Step 5:

Once the system is properly bled, check the brake fluid level in your master cylinder and top off if necessary. Clean any residual fluid from around the banjos and fittings, making sure to keep solvents away from the brake pads and/or rotors. To ensure there are no leaks in the system, use a dumbbell or something similar to apply pressure to the brake pedal. If the lines are not leaking and all else looks good, you are ready to ride.

Please be aware that the newly modified braking system is now much more responsive and will take some getting used to. We recommend riding carefully as you feel out the lever and pedal. Check your brake system periodically for proper torque, leaks, and damage to the lines. If there are any signs of damage, the lines will need to be replaced. All Galfer USA brake lines have a LIFETIME WARRANTY! If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.

**Please note that although Galfer fittings come pre-positioned from the factory for easy installation, differences in bike setup, bar position, control angle, etc. may require the banjos to be rotated slightly. All Galfer fittings are what we refer to as turn-to-fit and can be rotated to alleviate twist or tension in the lines. To do so, firmly hold the crimped portion of the line; insert a wood dowel, brass punch, or pen into the banjo, and rotate as shown in the diagram below. Just be sure to only apply rotational force and NEVER pry on the connection. If you have any questions, please contact our tech department before attempting this procedure.*



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