

INSTALLATION PROCESS:
FK003D134-1 Front Brake Line Kit
1993-96 Kawasaki KLX 650 (A1-3, C1-4, D1)

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, two (2) single banjo bolts, one (1) conic “olive” inverter and one (1) c-clip. 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 hose. ***Please note; you will be re-using the OEM line holders, as well as the tubing found at the caliper.***

Step 4:

Install the banjo fitting to the front 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.**) Re-using the OEM line holders and routing, route the line in front of the handlebars and down the left fork (*left, as if you are sitting on the bike.*)(**refer to pictures A & B.**)

Step 5:

Use the Galfer provided single banjo bolt and two (2) washers to replace the OEM hardware at the front caliper. Install the Galfer line to the OEM caliper tubing using the “olive” inverter and torque down to 5 ft pounds (**refer to picture C & D.**) Use the Galfer provided c-clip and OEM bolt to keep the Galfer line retained at the stock mounting point (**refer to picture C.**)

Step 6:

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 7:

Bleed your brake system according to the owner’s manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

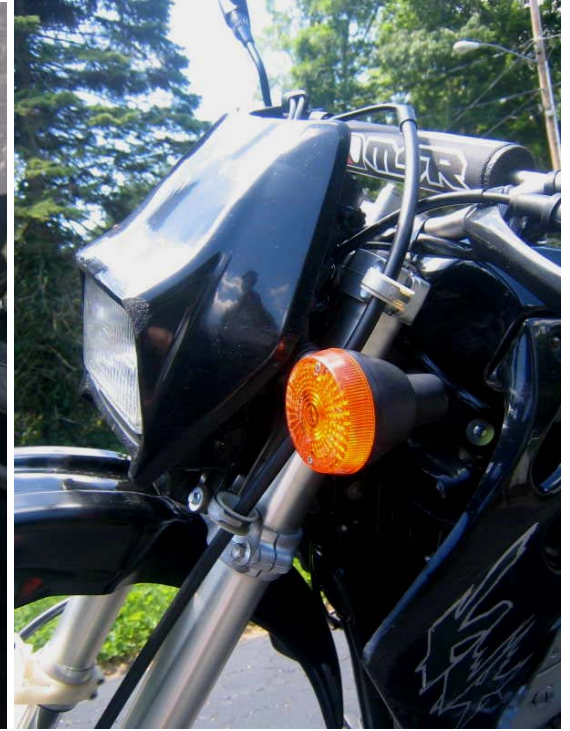
Step 8:

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, 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!** If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633.**



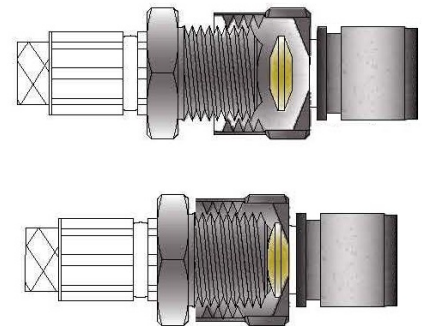
a. Front master cylinder, re-using OEM fitting cover



b. OEM line holders



c. Galfer c-clip at OEM mounting point



d. Olive inverter with female fitting

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