

INSTALLATION PROCESS:

FK003D625-5 Complete Brake Line Kit

2008-09 Kawasaki ZG1400 Concours ABS



Step 1:

Identify the key components that complete our brake line kit:

You should have five (5) lines, one (1) double banjo bolt, five (5) single banjo bolts, six (6) c-clips, and one (1) sheath clamp assembly. We have also included a total of seventeen (17) washers and five (5) “olive” conic inversors; thirteen (13) washers and three (3) “olive” inversors will be used, the rest 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 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 hoses. Take note of how the stock system was routed in case you need to re-install the hoses. You may want to take pictures to use for reference.

Step 4:

Familiarize yourself with the new Galfer brake lines. **Lines A, B, and C** will be replacing the OEM front hoses, the Galfer **clutch line** will replace the OEM hose from the clutch master cylinder to the slave, and the **rear line** will replace the OEM hose at the rear caliper. (**refer to drawings and pictures for guidance.**)

NOTES:

- Some of the stock hose clips and retainers will not work with the smaller Galfer lines, when necessary, we have used zip-ties to keep the Galfer lines routed close to the ABS hose; in return, this helps to clean up the appearance of the brake lines and prevent binding.
- ***All female ends require a brass conic inversor***, more commonly referred to as an “olive.”
- ***All banjo fittings will need to be installed using a washer*** in between all mating surfaces. For example: when installing the line at the caliper, use the following sequence; caliper, washer, banjo fitting, washer, banjo bolt.
- **Torque all stainless steel bolts from 15-17 ft pounds, all female fittings to 5 ft pounds.**

Step 5:

Locate **Line A**; this line will travel from the front master cylinder to the ABS junction’s hard tubing (**refer to drawing.**) Install **Line A** 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.**) Route the line down to the OEM hard tubing, and install the female end to the tubing on *your* right using an “olive” inversor (**refer to picture C.**) Use two (2) Galfer provided c-clips and the OEM bolts to replace the blocks on the stock hose (**refer to drawing and pictures B and C.**)

Step 6:

Locate **Line B**; this line will travel from the ABS hard tubing to the right caliper (right, as if you are sitting on the bike.) Install **Line B** to the OEM hard tubing on *your* left using an “olive” inversors. Use a Galfer provided c-clip to replace the stock block at the OEM tubing (**refer to picture C.**) Route the line down to the right caliper (**refer to drawing.**) Use one (1) Galfer c-clip and the OEM bolt to replace the stock block at the lower triple tree (**refer to picture D.**) Locate **Line C**; this line will travel over the fender, from the right caliper to the left caliper. Identify which end to install at the right caliper. Install **Lines B and C** to the right caliper using a double banjo bolt and three (3) washers, the sequence will be as follows; caliper, washer, line B banjo, washer, line C banjo, washer, double banjo bolt (**refer to pictures E and F.**) Route **Line C** through the stock routing clips at the fender (**refer to pictures E and G**) and install the line to the left caliper using a single banjo bolt and two (2) washers (**refer to pictures G and H,**) be sure to use the same sequence as the master cylinder.

Step 7:

Locate the Galfer **clutch line**, identify which end to install at the master cylinder. Install this fitting to your clutch master cylinder using a single banjo bolt and two (2) washers. Use a Galfer c-clip and OEM bolt to replace the stock hose block at the upper triple tree (**refer to drawing.**) Route the line down to the slave cylinder, similarly to the stock routing (**refer to drawing.**) Install the line at the slave cylinder using a single banjo bolt and two (2) washers.

Step 8:

Locate the Galfer **rear 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” inverter. Use the Galfer provided sheath clamp assembly to replace the OEM line holder at this junction (**refer to picture I.**) Route the line down to the rear caliper and use a Galfer c-clip to replace the last OEM line holder at the swing arm (**refer to picture J.**) Install the line at the rear caliper using a single banjo bolt and two (2) washers (**refer to picture K.**)

Step 9:

Before you begin the next step, please check the clearance of your new lines. When the front and rear end are 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 10:

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

Step 11:

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, for the rear; use a jug or something similar to apply pressure to your brake pedal. 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.

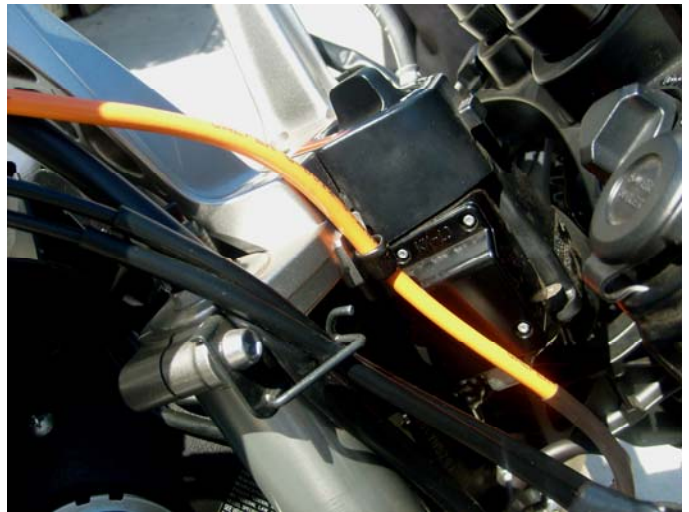
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for 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**.



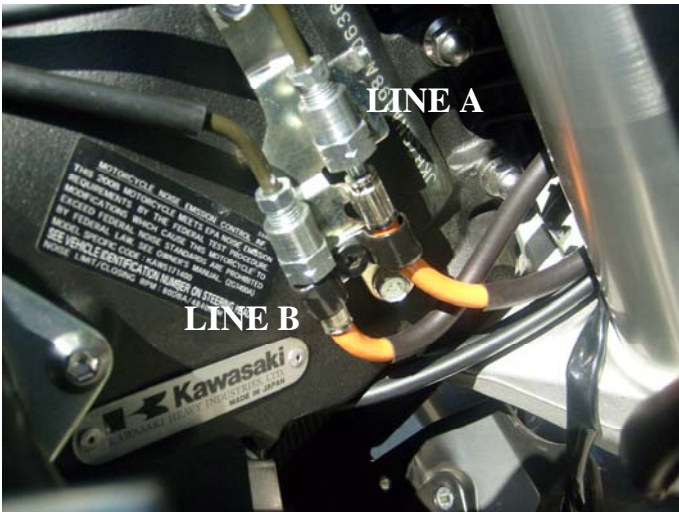
GALFER USA
310 IRVING DRIVE
OXNARD, CA 93030
PH (805) 988-2900 . FAX (800) 685-6633
WWW.GALFERUSA.COM



a. LINE A - Front master cylinder



b. LINE A – Galfer c-clip at upper triple tree



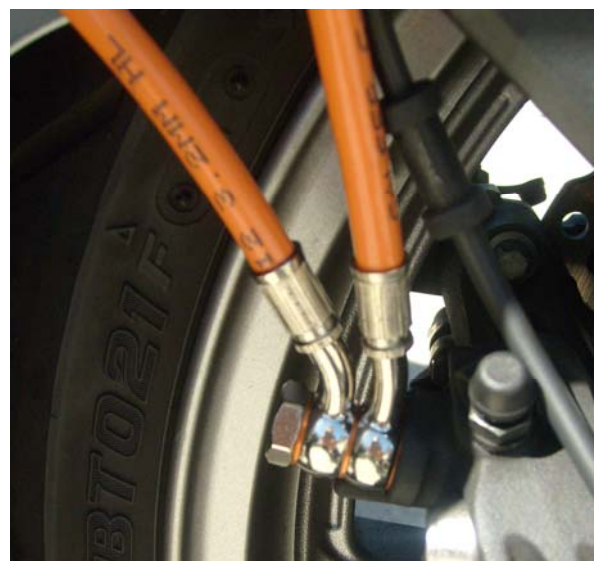
c. LINES A & B – Galfer c-clips at OEM hard tubing



d. LINE B – Galfer c-clip at lower triple tree



e. LINES B & C – Right caliper, notice OEM routing tabs



f. LINES B & C – Right caliper sequence

GALFER USA

310 IRVING DRIVE OXNARD, CA 93030 . PH (805) 988-2900 . FAX (800) 685-6633

WWW.GALFERUSA.COM





g. LINE C – Left caliper routing



h. LINE C – Left caliper



i. REAR LINE – Galfer sheath clamp at OEM hard tubing



j. REAR LINE – Galfer c-clip at swing arm

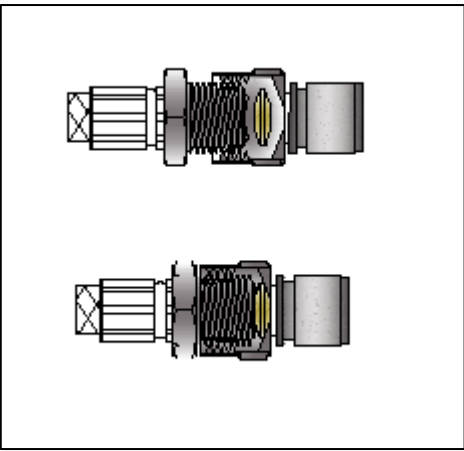
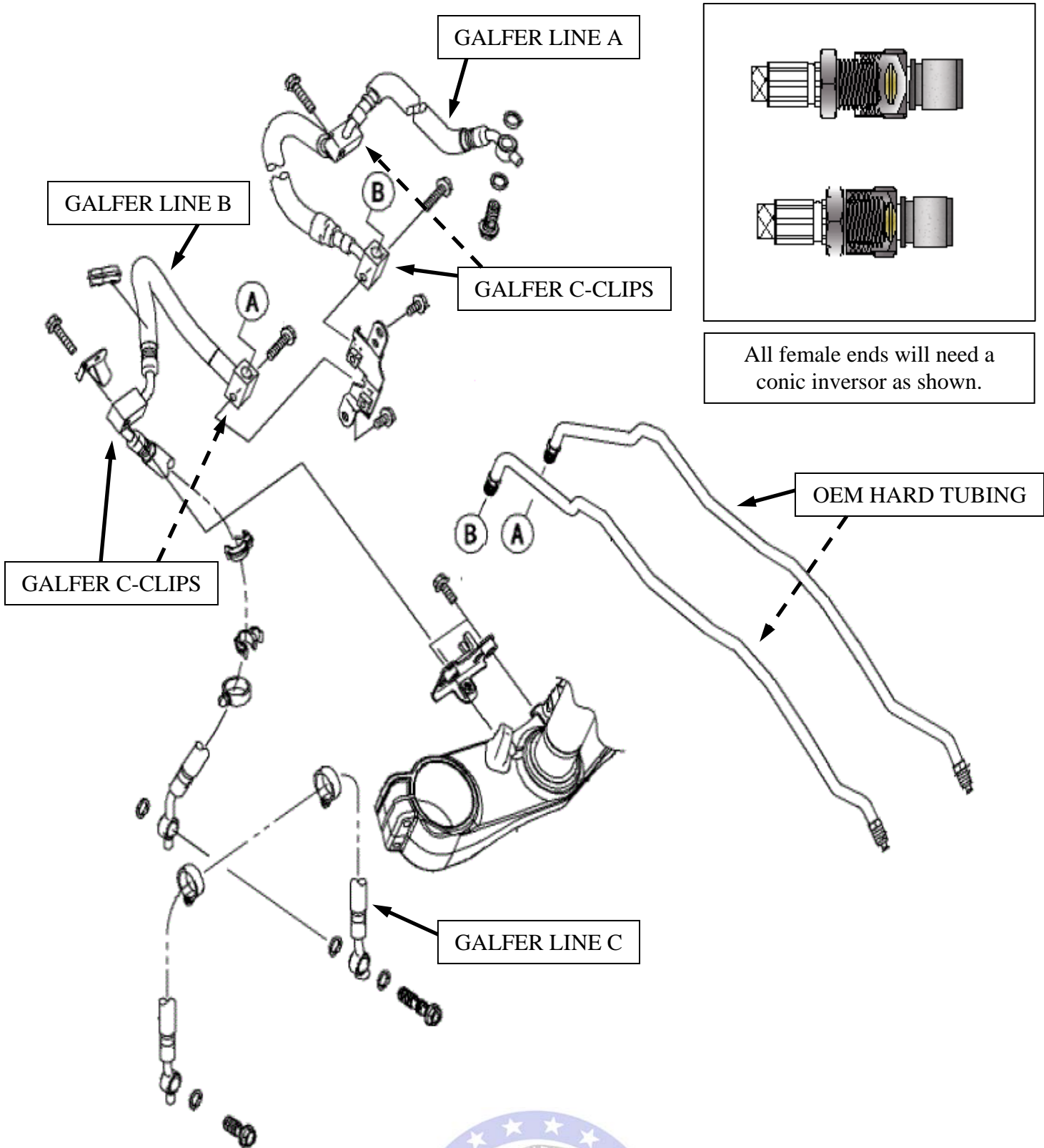


k. REAR LINE – Rear caliper

GALFER USA

**310 IRVING DRIVE OXNARD, CA 93030 . PH (805) 988-2900 . FAX (800) 685-6633
WWW.GALFERUSA.COM**

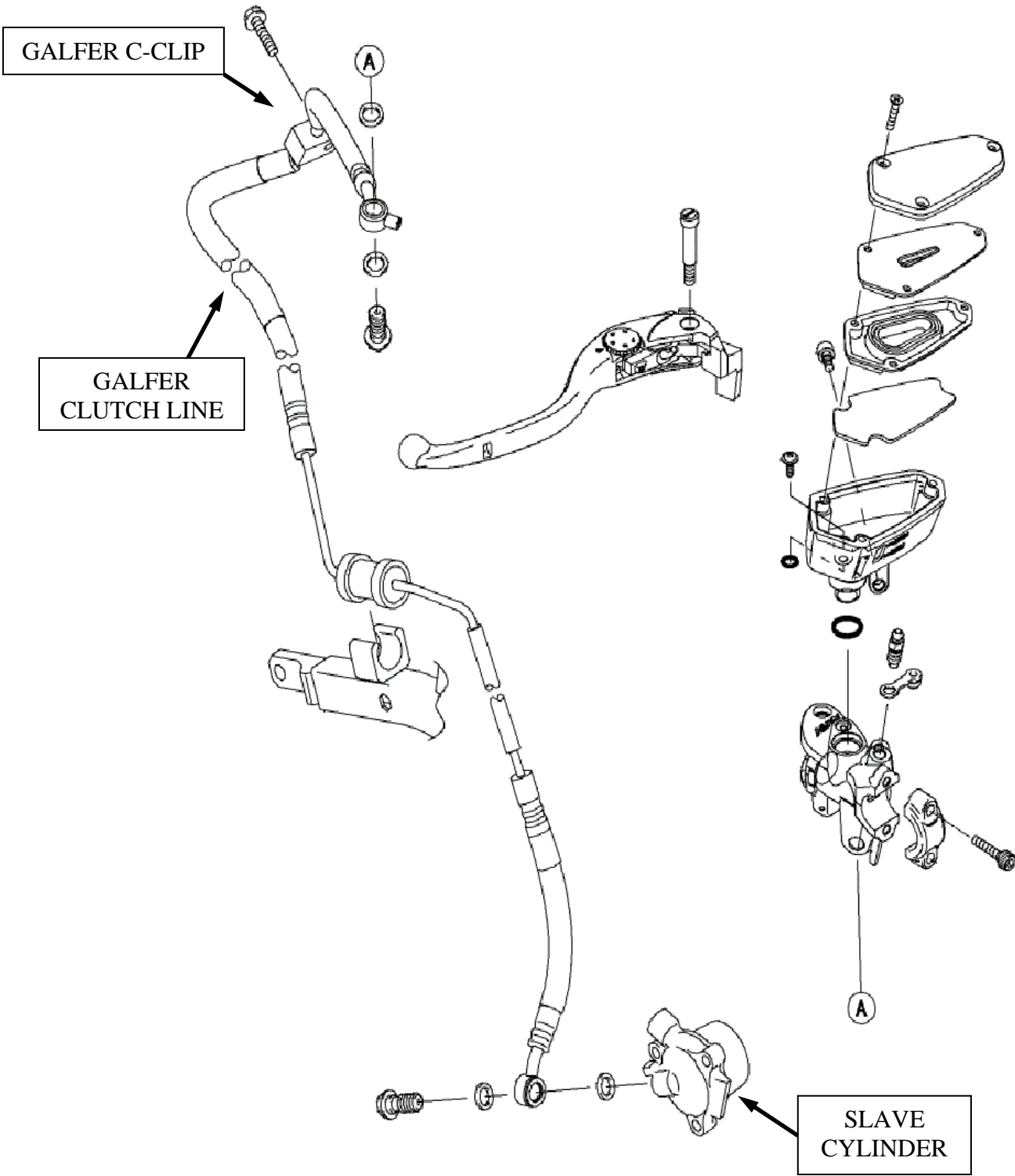




All female ends will need a conic inverter as shown.

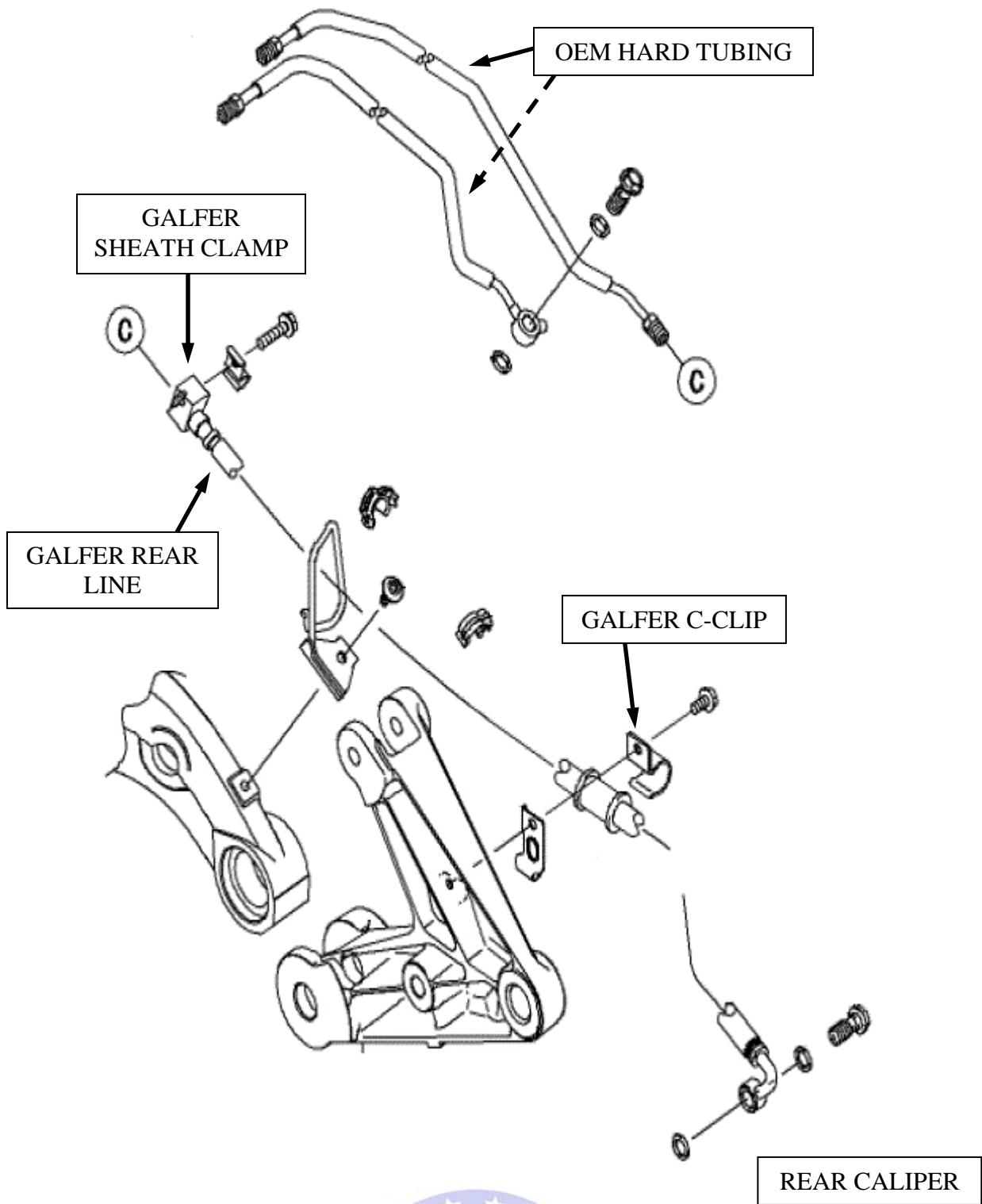
GALFER USA
 310 IRVING DRIVE
 OXNARD, CA 93030
 PH (805) 988-2900 . FAX (800) 685-6633
 WWW.GALFERUSA.COM





GALFER USA
310 IRVING DRIVE
OXNARD, CA 93030
PH (805) 988-2900 . FAX (800) 685-6633
WWW.GALFERUSA.COM

BRAKING SYSTEMS



GALFER USA
310 IRVING DRIVE
OXNARD, CA 93030
PH (805) 988-2900 . FAX (800) 685-6633
WWW.GALFERUSA.COM

