

INSTALLATION PROCESS:

FK003D768-5 Complete Brake Line Kit

2010-11 Kawasaki ZG1400 Concours ABS



Step 1:

Identify the key components that complete our brake line kit:

You should have five (5) lines, six (6) single banjo bolts, eight (8) c-clips, and one (1) sheath clamp assembly. We have also included a total of sixteen (16) washers and six (6) “olive” conic inversors; twelve (12) washers and four (4) “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 for guidance.**)

NOTES:

- Some of the stock hose 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 matting 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. Route the line down to the OEM hard tubing, and install the female end to the tubing using an “olive” inversor (**refer to drawing.**) Use two (2) Galfer provided c-clips and the OEM bolts to replace the blocks on the stock hose (**refer to drawing.**)

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) (**refer to drawing.**) Install **Line B** to the OEM hard tubing using an “olive” inversor. Use one (1) Galfer provided c-clip to replace the stock block at the OEM tubing (**refer to drawing.**) Route the line down to the right caliper and install the line using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, banjo bolt. Use one (1) Galfer c-clip and OEM bolt to replace the stock block at the lower triple tree (**refer to drawing.**)

Step 7:

Locate **Line C**; this line will travel from the ABS hard tubing to the left caliper (**refer to drawing.**) Install **Line C** to the OEM hard tubing using an “olive” inversor. Use one (1) Galfer c-clip to replace the stock block at the OEM tubing (**refer to drawing.**) Route the line down to the left caliper and install the line using a single banjo bolt and two (2) washers, following the same sequence as before. Use one (1) Galfer c-clip and OEM bolt to replace the stock block at the lower triple tree (**refer to drawing.**)

Step 8:

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 provided 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. Install the line at the slave cylinder using a single banjo bolt and two (2) washers. Be sure to follow the same sequence as the master cylinder and calipers.

Step 9:

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 drawing.**) 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 drawing.**) Install the line at the rear caliper using a single banjo bolt and two (2) washers, be sure to follow the same sequence as the master cylinder and calipers.

Step 10:

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 11:

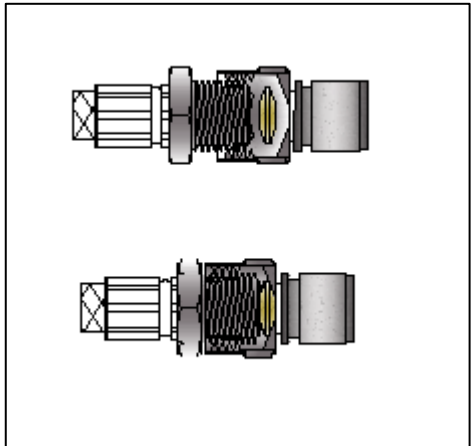
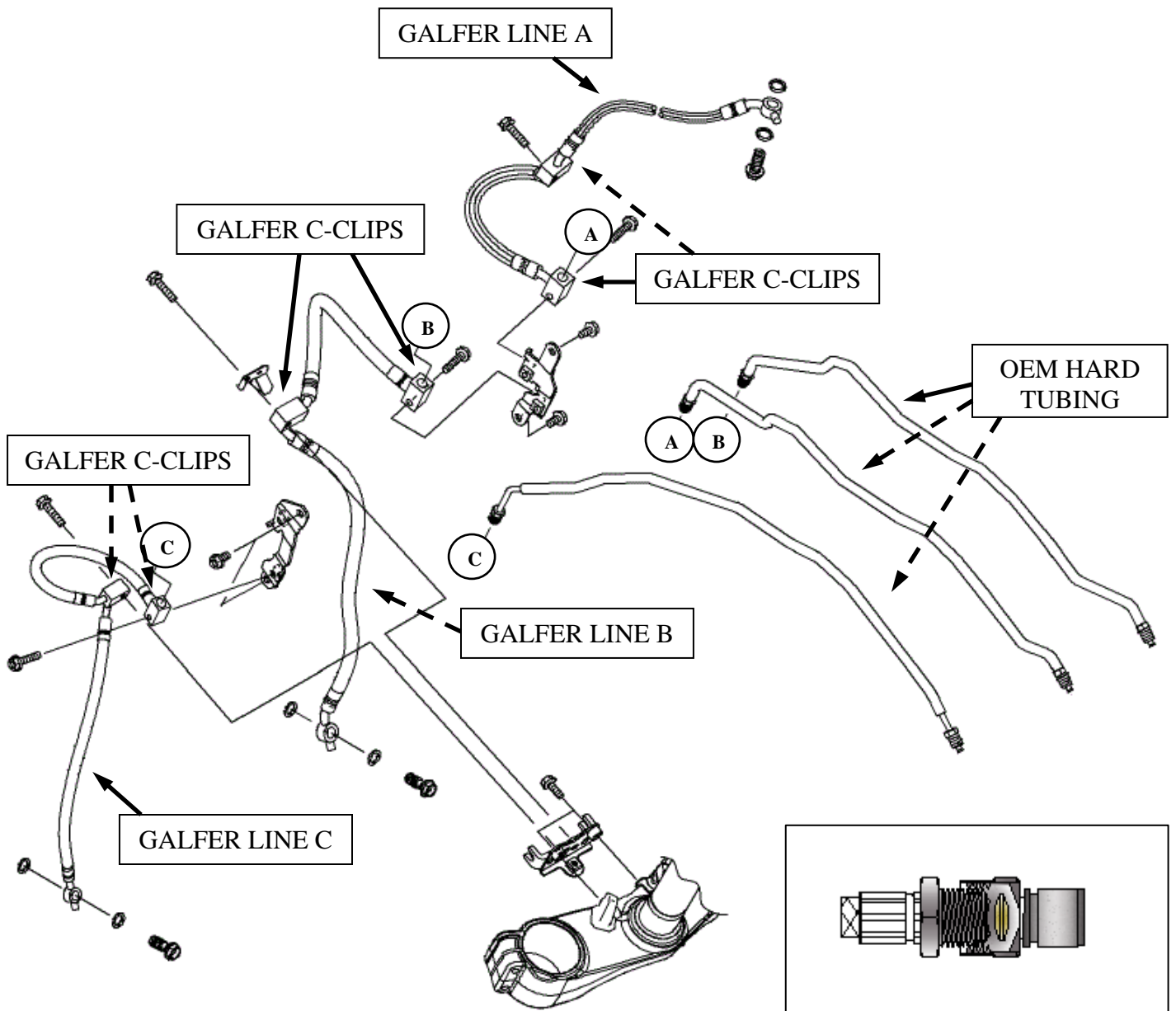
Bleed your brake system according to the owner’s manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

Step 12:

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 line; 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.

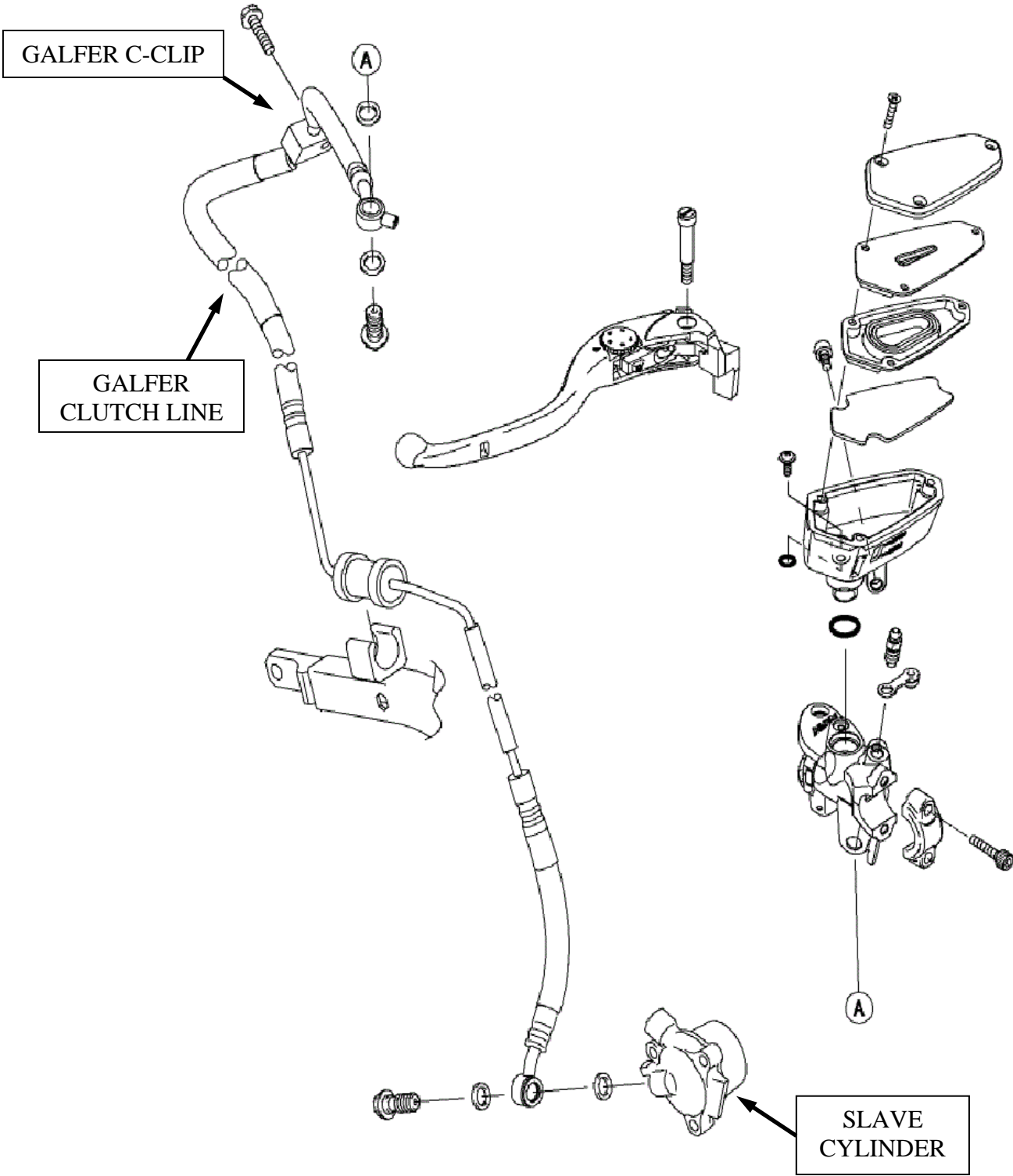
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for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





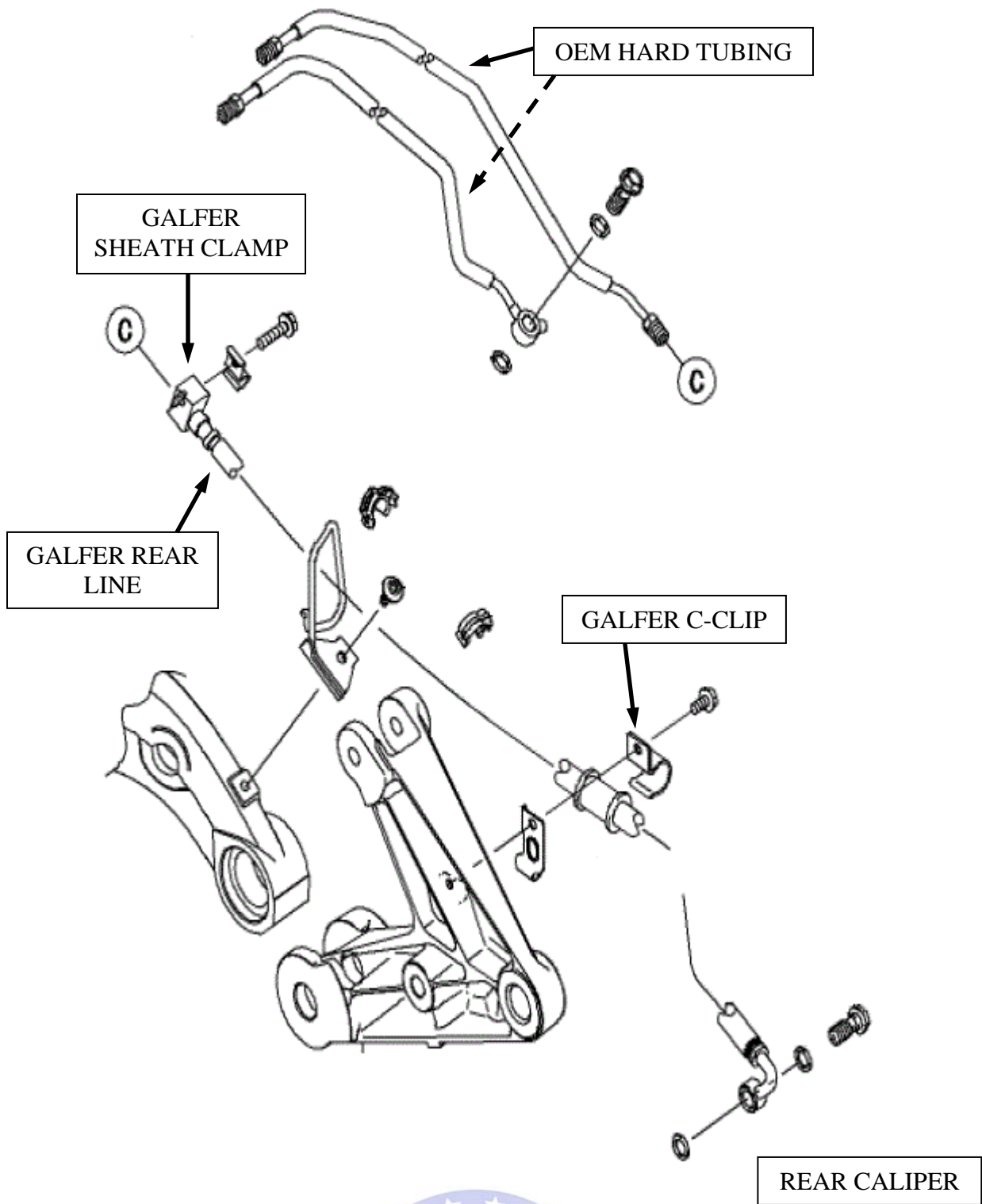
All female ends will need a conic inverter as shown.

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