

INSTALLATION PROCESS:  
**FK003D890-R Rear Brake Line Kit**  
Kawasaki Z-125 PRO 2017+



**Parts List:**

- |                      |  |
|----------------------|--|
| 1 line               | 6 washers (4 will be used, 2 will be spares) |
| 2 single banjo bolts | 2 grommets                                   |

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 first before installing the Galfer lines.***

**Step 1:**

To ensure there is no 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! Bleed and dry out the OEM brake system. 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.

**NOTE:**

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

*Galfer aluminum alloy banjos and bolts are to be torqued between 12 – 15 ft pounds.*

**Step 2:**

Remove the rear fender to gain access to the line. It uses 2 fasteners per side, and center push pin. Remove the seat and right side panel to gain access to the fluid reservoir. The side panel uses 2 fasteners, and a series of trim clips. Once the bolts are removed, the panel can be pulled outboard and it will release from its retaining clips.



Identify which end of the Galfer line is intended for the master cylinder. Install this end using a single banjo bolt and two (2) washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt. Following the factory routing, route the line forward, then back along the swing arm. Install the line at the caliper using a single banjo bolt and two (2) washers. Use the two (2) provided rubber grommets in combination with the OEM guides to attach the line to the swing arm.



**Step 3:**

Before you begin the next step, please check the clearance of your new lines. When the front and rear ends 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 4:**

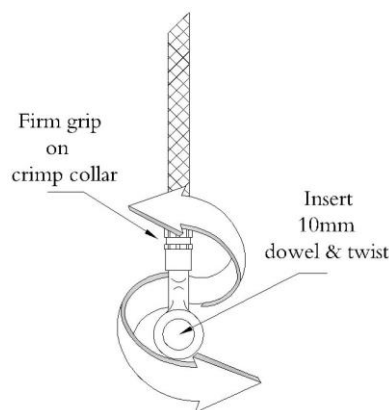
Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

**Step 5:**

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**.

*\*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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