

INSTALLATION PROCESS:  
**FK003D625-3 Front Brake Line Kit**  
2008-09 Kawasaki ZG 1400 Concours ABS

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 three (3) lines, one (1) double banjo bolt, two (2) single banjo bolts, two (2) “olive” conic inversors and four (4) c-clip. We have also included a total of nine (9) washers; seven (7) 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 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 for reference.

**Step 4:**

Familiarize yourself with the new Galfer brake lines. **Line A** will travel from the front master cylinder to the ABS hard tubing. **Line B** will travel from the ABS hard tubing to the right caliper (*right, as if you are sitting on the bike.*) **Line C** will travel over the fender, from the right caliper to the left caliper. (**refer to drawings and pictures for guidance.**)

**NOTES:**

- We refer to “right” and “left” as if you are sitting on the bike.
- All female ends require a brass conic inversor, more commonly referred to as an “olive.”
- Torque all stainless steel bolts from 15 - 17 ft pounds, all female fittings to 5 ft pounds.

**Step 5:**

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 the left using an “olive” inversor (**refer to picture C.**) Use two (2) Galfer provided c-clips and the OEM bolts to retain the Galfer lines at the OEM mounting points (**refer to drawing and pictures B and C.**)

**Step 6:**

Install **Line B** to the OEM hard tubing on the right using an “olive” inversor. Use one (1) Galfer provided c-clip at the OEM tubing (**refer to picture C.**) Route the line down to the right caliper. Use the last Galfer c-clip and OEM bolt at the lower triple tree (**refer to picture D.**) Locate **Line C** and identify which end to install at the right caliper. Install the **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 picture H,**) be sure to use the same sequence as the master cylinder.

**Step 7:**

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 8:**

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

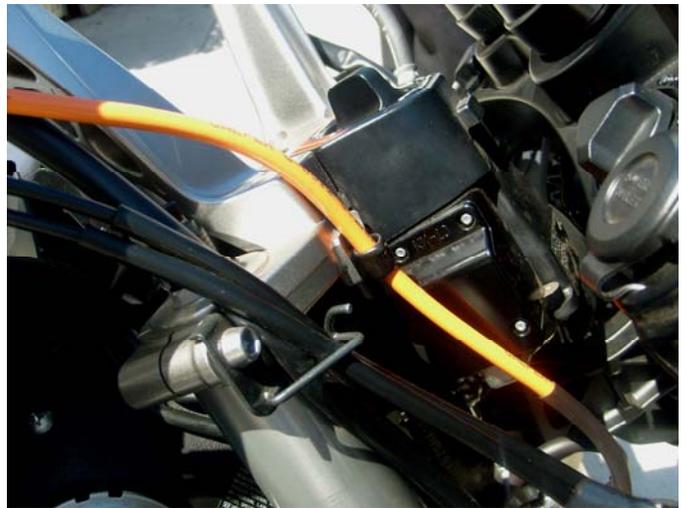
**Step 9:**

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.

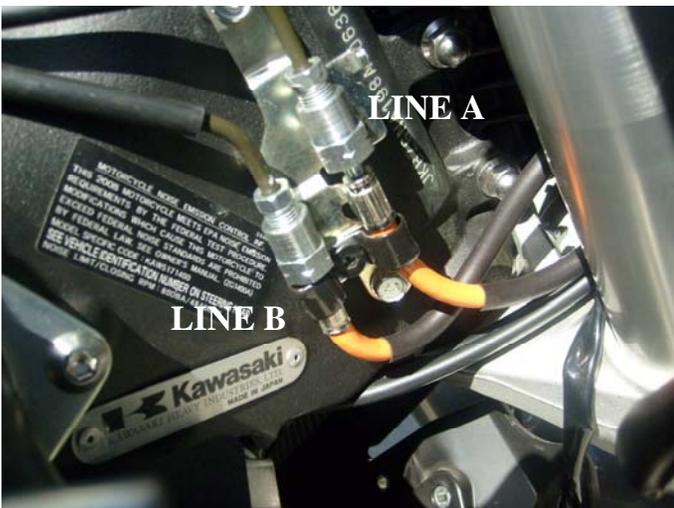
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for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

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



**f. LINES B & C – Right caliper sequence**



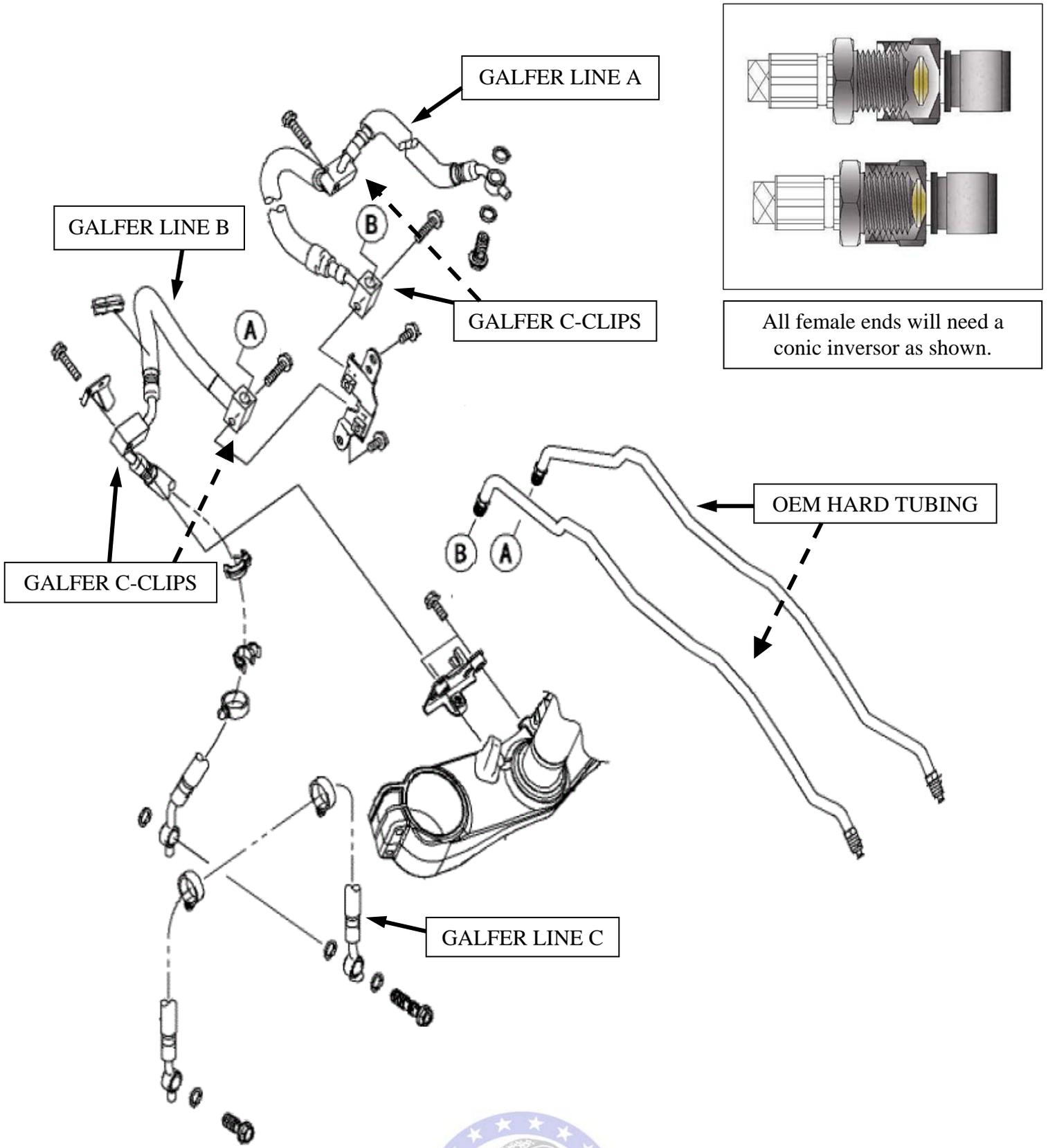
**g. LINE C - Left caliper, notice OEM routing tabs**



**h. LINE C – Left caliper**

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