

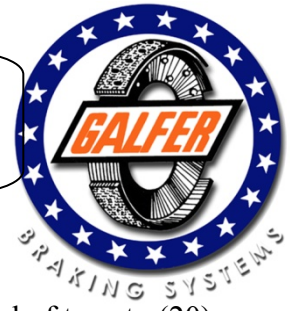
## INSTALLATION PROCESS:

### FK003D982-10 Complete Brake Line Kit

18-20 Kawasaki Z900 RS/RS CAFE

Kit Should Be Installed By Experienced Mechanic

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 ten (10) lines, five (5) single banjo bolts. We have also included a total of twenty (20) washers; eighteen (18) will be used, and two (2) will be spares. There will also be two (2) grommets, three (3) zip ties, and one (1) olive. 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 and rear end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

#### Step 3:

After bleeding 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.

#### Step 4:

Familiarize yourself with the new Galfer brake lines; notice that each line is labeled for application. **Line A, B, C, D and E** will be installed on the front brake system of the bike, **Line F, G, H and J** will be installed on the rear brake system of the bike.

#### NOTES:

- We refer to “right” and “left” as if you are sitting on the motorcycle
- Torque all stainless steel bolts to 15-17 ft pounds
- Torque all aluminum bolts to 12-15 ft pounds
- All of the stock “Bleeder” bolts will be reused
- All stock bolts from the ABS unit will be reused
- The gas tank will need to be removed to access the ABS unit

#### Step 5:

Now we will be installing the front brake system of the bike. Install **Line A** to the Front Master Cylinder using a Galfer provided banjo bolt and two (2) washers, the sequence will be as follows; Front Master Cylinder, washer, banjo fitting, washer, banjo bolt. Following the stock routing; route **Line A** down to the block on the right side of the frame by the steering stem. Now take **Line B** and connect this line to the ABS module using the OEM banjo bolt and the provided crush washers. Following the OEM routing, route this line through the line holder and up the side of the frame to the block on **Line A**. Now you will connect **Line B** to **Line A** via the direct thread connection into the block on **Line A**. Now that these two lines are connected you can use the OEM bolt to fasten this block to the side of the frame. Now we will be installing **Line C**, connect this line using the banjo and the OEM banjo bolt with the provided crush washers to the ABS module in the same position as OEM. Run this line following OEM routing up the side of the frame and through the line holders to the front left side of the frame where the OEM block was located. Now take **Line D** and connect this line to the block on **Line C** using the direct thread connection and mount the block to the side of the frame using the OEM bolt. Next we will be installing **Line E**, take **Line E** and connect the block to the bottom side of the triple tree in the same position as OEM with the threaded hole facing forward (See Picture 1). Then you will take each of the caliper lines and connect them to each of the calipers using the provided banjo bolts and crush washers. The last step on the front lines will be to connect **Line D** to **Line E** using the direct thread connection into the front of the block on **Line E**.

**Step 6:**

Now we will be installing the rear brake system on the bike. Next you will be installing **Line F**, connect the banjo end of this line to the master cylinder. Now we will need to grab **Line G**, connect the banjo end of this line to the ABS module in the OEM position using the OEM banjo bolt and the provided crush washers. Following the OEM routing bring **Line G** down next to the rear shock and connect **Line F** to **Line G** using the direct thread connection on **Line G** into the block on **Line F**. Next we will be installing **Line H**, connect the banjo side of this line to the caliper using the provided banjo bolt and crush washers, following the OEM routing up the swing arm route the line up to the OEM block holder on the inside of the frame. Now we will need **Line J**, connect this line to the ABS module in the OEM position using the OEM banjo bolt and the provided crush washers. Following the OEM line routing, route this line down to the block on **Line H** and connect the two lines using the direct thread connection on **Line J**. Now you can connect these two block to the OEM block holder using the OEM bolt.

**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. For the rear; use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. For the clutch; zip-tie the clutch lever to the handle bar for at least 2 hours. This being an ABS bike the ABS module will need to be cycled to make sure there is no remaining air in the ABS module. 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



**1. Line D & Line E at Connection**