

INSTALLATION PROCESS:

FK003D981-8 Complete Brake & Clutch Line Kit

18-20 Kawasaki H2 SXE

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 seven (7) lines, six (6) 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) clips, and four (4) olives. 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 and Line B** will be installed on the front brake system of the bike, **Line C and Line D** will install on the rear brake system of the bike and **Line E and Line F** will be used for the clutch 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 ABS Module and connect this end of the line to the ABS Module in the OEM position using the OEM banjo bolts and the new crush washers provided in the kit (See Picture 1). Next you will be installing **Line B**, connect the end of this line labeled ABS Module to the ABS Module using the OEM banjo bolts and the new crush washers provided. Now following the OEM routing bring the line down under the triple tree and mount the Galfer block in the spot of the OEM block (See Picture 2). Now you will run each end of these lines down to the calipers and connect the ends of this line to each of the calipers using the provided banjo bolts and crush washers. After these lines are connected grab the two grommets included in the kit and position these on the line in the appropriate position in relation to the clips on the front fender (See Picture 3). Now you can put these grommets inside the clips and this will hold the line in the correct positioning.

Step 6:

Now we will be installing the rear brake system on the bike. Next you will be installing **Line C**, for this line you will be utilizing the existing hard line on the bike. So disconnect the hard line from the existing rubber line. Now take the end of the end of this line with a block and thread the existing hard line into it (See Picture 4). If you cannot get this line to seal properly use one of the Olives provided. If you are able to get a seal the Olive is not necessary. Now following OEM routing connect the other end of this line to the Rear Master Cylinder. Now you will be ready to install **Line D**, Grab this line and you will connect the side with the block to the existing hard line. If you cannot get this line to seal properly use one of the Olives provided. If you are able to get a seal the Olive is not necessary. Now you can run this line to the rear caliper (See Picture 5) following the OEM routing and connect this line to the caliper using the provided banjo bolts and crush washers. Three clips are provided in this kit and you will need all of these for this section of line. Use these clips in the OEM clip mounting locations to secure this line to the swingarm (See Picture 6). Now that all lines are mounted grab the OEM bolt that the old blocks used to mount and use this same bolt through the new Galfer blocks to secure them to the mounting slot.

Step 7:

Lastly we are now ready to install the Clutch System of the bike, grab **Line E** and this line will connect to the existing hard line. Take the side with the banjo and connect this to the Clutch Master Cylinder (See Picture 7), now following OEM routing route this line down to the existing hard line. Connect this end of the line to the existing hard line (See Picture 8). If you cannot get this line to seal properly use one of the Olives provided. If you are able to get a seal the Olive is not necessary. Now you will grab **Line F**, connect the block end of this line to the remaining end of the existing hard line (See Picture 9). If you cannot get this line to seal properly use one of the Olives provided. If you are able to get a seal the Olive is not necessary. Now following the OEM routing route this line down to the clutch slave cylinder, now using the provided banjo bolt and crush washers connect this line to the slave cylinder on the clutch.

Step 8:

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.

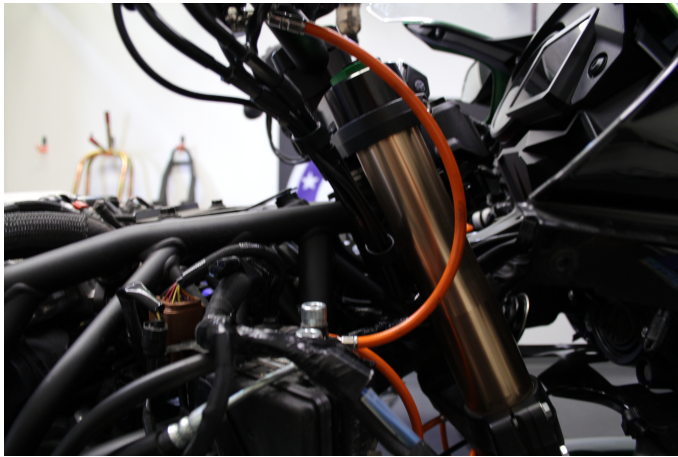
Step 9:

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

Step 10:

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.

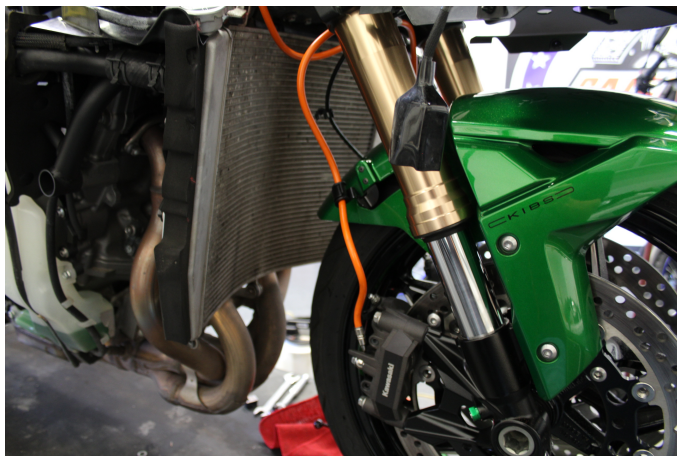
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and **VERY** carefully check your lines 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 tech department - **(805) 988-2900**.



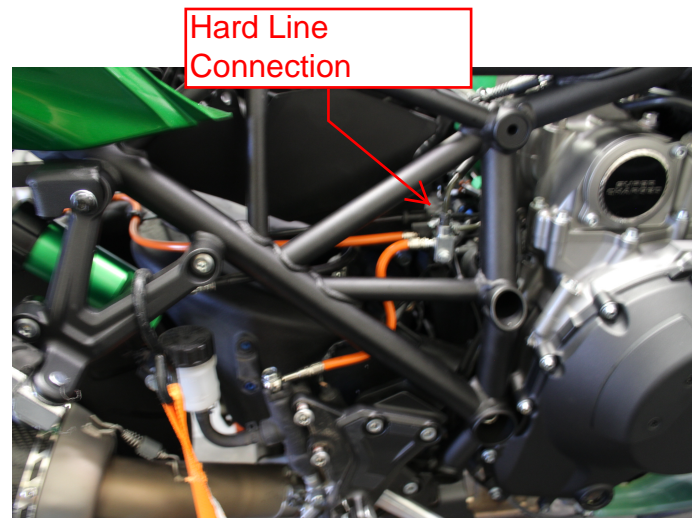
1. Line A at Master Cylinder



2. Line B at Mount Point



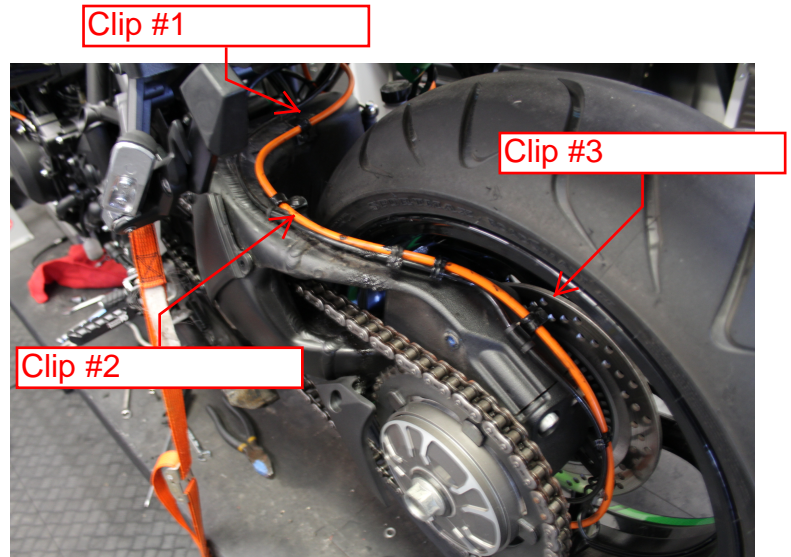
3. Line B at Caliper & Grommet



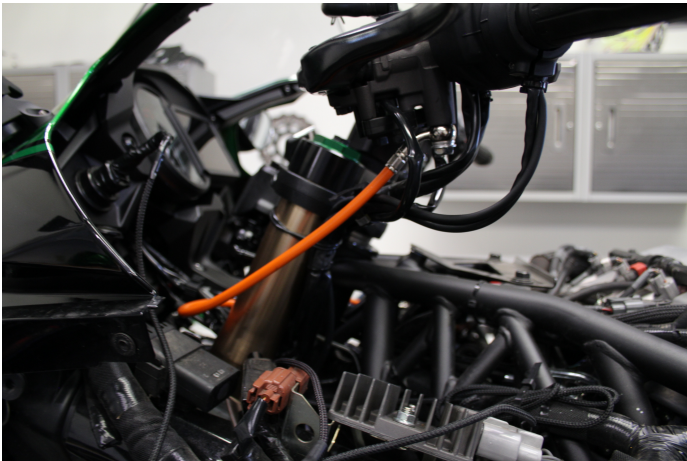
4. Lines C & D at Hard Line Connections



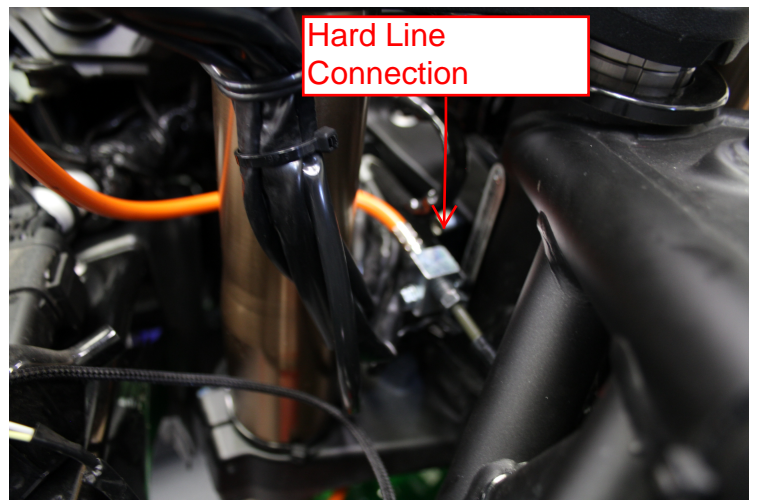
5. Lines D at Caliper



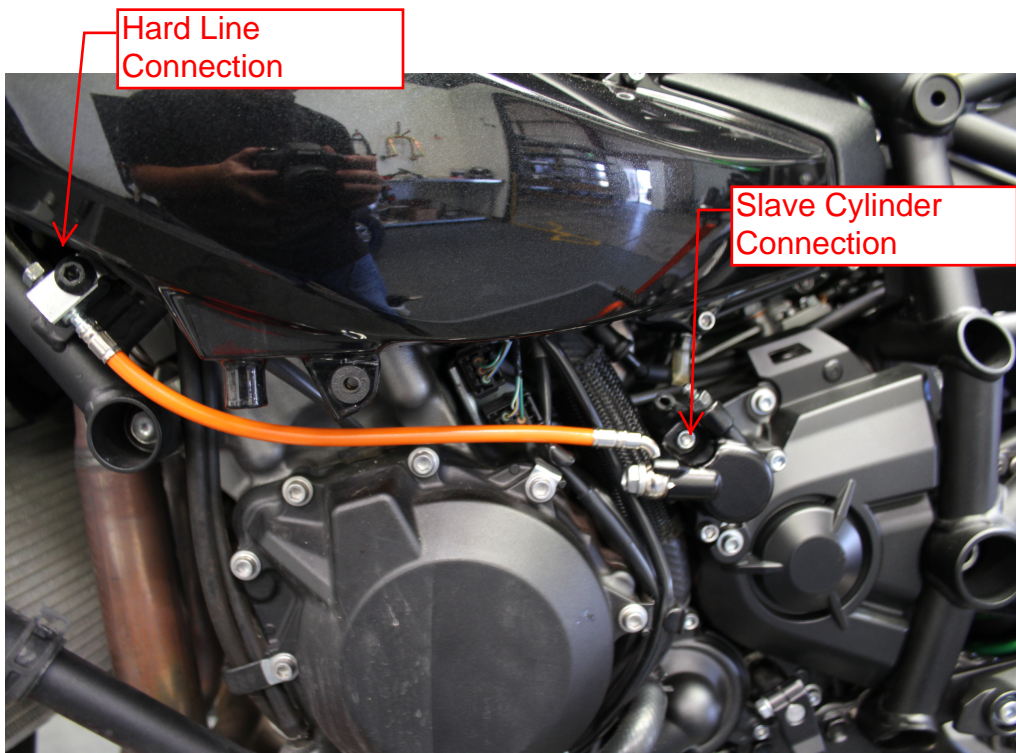
6. Line D at Swingarm Clips



7. Line E at Master Cylinder



8. Line E at Hard Line Connection



9. Line F at Hard Line Connection