



INSTALLATION INSTRUCTIONS

4388 N. Carson St., Carson City, NV | Customer Support: 805.988.2900 | Fax: 805.988.2946 | www.gbrakes.com

YEAR: 2013	MAKE: Kawasaki	MODEL: VN1700 Vaquero ABS
PRODUCT # FK003D802-8	PRODUCT DESCRIPTION:	Complete Brake Line Kit
LIFETIME WARRANTY		

Step 1:

Identify the key components that complete our brake line kit:

You should have eight (8) lines, two (2) double banjo bolt, seven (7) single banjo bolts and four (4) conic olive inversors, one (1) C-Clip 2, and two (2) C-Clip 3, as well as ten (10) zip ties. We have also included a total of twenty-four (24) washers; eighteen (18) will be used, and six (6) 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 rear stock hose. Take note of how the stock system was routed in case you need to re-install the hose.

Step 4:

Familiarize yourself with the new GBrakes brake lines; notice that each line is labeled for application. Lines A, B, and C will be installed on the front end of the bike, Lines H will install from the Clutch master cylinder to the slave cylinder and Lines D, E, F, and G will be used for the rear application.

NOTES:

- We refer to “left” and “right” 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
- Torque all male and female fittings to 5 ft pounds
- Single Banjo Bolt Sequence: banjo bolt, washer, banjo fitting, washer
- Double Banjo Bolt: double banjo bolt, washer, banjo fitting, washer, banjo fitting, washer

Step 5

Starting with Line A: To be installed at the front master cylinder routing down, in front of the upper triple, alongside the frame rail (see picture 1), using the GBrakes provided c-clip 3 (see picture 5), re-using OEM routing down to ABS unit (see picture 7). Continuing with the front lines, locate Lines B and C are to be installed at the right caliper (see picture 2) and left caliper (see picture 3), routing lines up and in front of the lower triple, using the provided c-clip 2 (see picture 4). Continuing alongside the frame, also using provided c-clip 3 (see picture 5), you will follow Line A to the ABS unit. Once all three lines are installed to their proper points on the ABS unit, you will need to use the provided c-clip 3 (see pictures 6 and 7 for positioning and routing). Now, we move onto the clutch by locating Line H. This line will be installed at the clutch master cylinder (see picture 8) using OEM routing down alongside the handlebar in front of the upper triple tree and down the front frame rail (see picture 9) following down to the clutch slave (see picture 10). To continue to the rear, locate Line D (see picture 11) This will be installed at the rear master cylinder following the OEM routing lower frame rail joining the OEM tubing, using an olive inversor to ensure a proper seal (see pictures 12 and 13). Locate Line G. (see picture 14) Banjo end will be installed at the rear caliper following the OEM routing alongside the rear swingarm joining Line D using an olive inversor to ensure a proper seal to the OEM tubing (see pictures 12 and 13). Locate Line E. (see picture 8) Banjo end fitting will be installed using a double banjo bolt joining OEM banjo tubing from Line D. Female end of Line E will require use of a olive inversor. Locate Line F (see picture 7) Banjo end fitting will be installed using a double banjo bolt joining OEM banjo tubing from Line G. Female end of Line F will require use of a olive inversor.



Step 6:

Before you begin the next step, you will find there are ten (10) zip ties included to help secure the routing of these lines. 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. Install **Line F** to the *Clutch Master Cylinder* using the final GBrakes provided banjo bolt and two (2) washers,

Step 7:

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

Step 8:

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. 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**.



PICTURE 1: FRONT MASTER CYLINDER



PICTURE 2: RIGHT CALIPER

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PICTURE 3: LEFT CALIPER



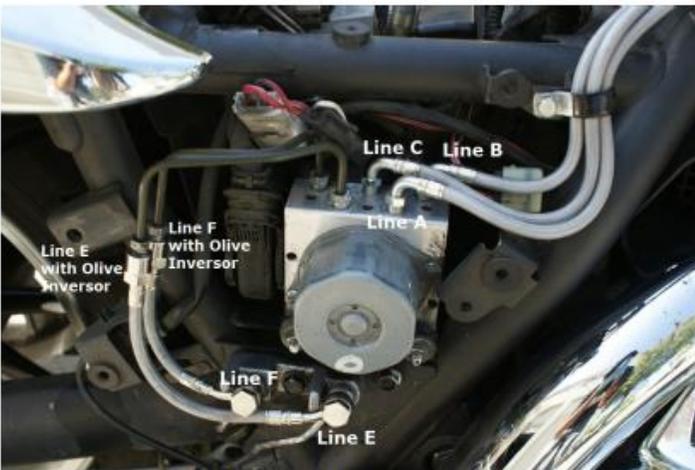
PICTURE 4: C-CLIP 2



PICTURE 5: C-CLIP 3



PICTURE 6: C-CLIP 3



PICTURE 7: ABS UNIT OVERALL



PICTURE 8: CLUTCH MASTER CYLINDER



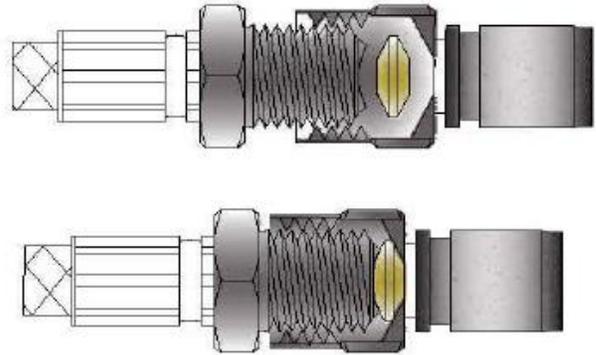
PICTURE 9: CLUTCH ROUTING



PICTURE 10: CLUTCH SLAVE



PICTURE 11: REAR MASTER CYLINDER



PICTURE 12: OLIVE INVERTORS



PICTURE 13: LINE C WITH OLIVE INVERTORS



PICTURE 14: LINE G @ REAR