



# INSTALLATION INSTRUCTIONS

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

<b>YEAR:</b> 2002-2009	<b>MAKE:</b> Kawasaki	<b>MODEL:</b> ZG1400 Concours ABS
<b>PRODUCT #</b> FK003D937-11	<b>PRODUCT DESCRIPTION:</b>	Complete Brake Line Kit
<b>LIFETIME WARRANTY</b>		

## Step 1:

Identify the key components that complete our brake line kit:

You should have five (11) lines, six (7) single banjo bolts, eight (9) c-clips, and one (1) sheath clamp assembly. We have also included a total of sixteen (16) washers and six (17) “olive” conic inversors. We have included spares of both the crush washers and the conic inversors. 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 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 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 to use for reference

## Step 4:

Familiarize yourself with the new GBrakes brake line kit. All the lines will be labeled for ease of installation. We will be starting out with the front brake lines labeled LINE A, LINE B, AND LINE C. First route line from the front master cylinder down the handle bars and toward the O.E.M. hard line. SEE FIGURE 1

## NOTES:

- Some of the stock hose retainers will not work with the smaller GBrakes lines, when necessary, we have used zip-ties to keep the GBrakes lines routed close to the ABS wire; in return, this helps to clean up the appearance of the brake lines and prevent binding.
- All female ends require a brass conic inversor, more commonly referred to as an “olive.”
- All banjo fittings will need to be installed using a washer in between all matting surfaces. For example, when installing the line at the caliper, use the following sequence; caliper, washer, banjo fitting, washer, banjo bolt.
- Torque all stainless steel bolts from 15-17 ft pounds, all female fittings to 5 ft pounds.

## Step 5:

**LINE A, LINE B, AND LINE C.** First route line from the front master cylinder down the handle bars and toward the O.E.M. hard line.(refer to drawing.)SEE FIGURE 1 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. Route the line down to the OEM hard tubing, and install the female end to the tubing using an “olive” inversor (refer to drawing.) Use two (2) GBrakes provided c-clips and the OEM bolts to replace the blocks on the stock hose (**refer to drawing.**)

## Step 6:

Locate Line B; this line will travel from the ABS hard tubing to the right caliper (right, as if you are sitting on the bike) (refer to drawing.) Install Line B to the OEM hard tubing using an “olive” inversor. Use one (1) GBrakes provided c-clip to replace the stock block at the OEM tubing (refer to drawing.) Route the line down to the right caliper and install the line using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, banjo bolt. Use one (1) GBrakes c-clip and OEM bolt to replace the stock block at the lower triple tree (**refer to drawing.**)SEE FIGURE 2



### Step 7:

Locate Line C; this line will travel from the ABS hard tubing to the left caliper (**refer to drawing.**)**SEE FIGURE 3** Install Line C to the OEM hard tubing using an “olive” inersor. Use one (1) GBrakes c-clip to replace the stock block at the OEM tubing (**refer to drawing.**)**SEE FIGURE 3** Route the line down to the left caliper and install the line using a single banjo bolt and two (2) washers, following the same sequence as before. Use one (1) GBrakes c-clip and OEM bolt to replace the stock block at the lower fitting.

### Step 8:

Locate the GBrakes **clutch line**, identify which end to install at the master cylinder. Install this fitting to your clutch master cylinder using a single banjo bolt and two (2) washers. Use a GBrakes provided c-clip and OEM bolt to replace the stock hose block at the upper triple tree (**refer to drawing.**)**SEE FIGURE 4** Route the line down to the slave cylinder, similarly to the stock routing. Install the line at the slave cylinder using a single banjo bolt and two (2) washers. Be sure to follow the same sequence as the master cylinder and calipers.

### Step 9:

Locate the GBrakes **rear line E** ; this line will replace the OEM hose traveling from the ABS hard tubing at the swing arm to your rear caliper (**refer to drawing.**) **SEE FIGURE 5** Install the female end to the hard tubing using an “olive” inersor. Use the GBrakes provided sheath clamp assembly to replace the OEM line holder at this junction (down to the rear caliper and use a GBrakes c-clip to replace the last OEM line holder at the swing arm (**refer refer to drawing.**) Route the line to drawing.) Install the line at the rear caliper using a single banjo bolt and two (2) washers, be sure to follow the same sequence as the master cylinder and calipers. Locate the GBrakes line labeled LINE D. This line will bolt onto the master cylinder and route to the **SEE FIGURE 6**

### Step 10:

The last step to installing the GBrakes brake lines will be the 5 lines that lie under the seat area. They are as follows; LINE F, LINE G, LINE H, LINE I, AND LINE J. These will install under the seat. They are all the same length except for one line. **SEE FIGURE 7**

### Step 11:

Before you begin the next step, please check the clearance of your new lines. When the front and rear end 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

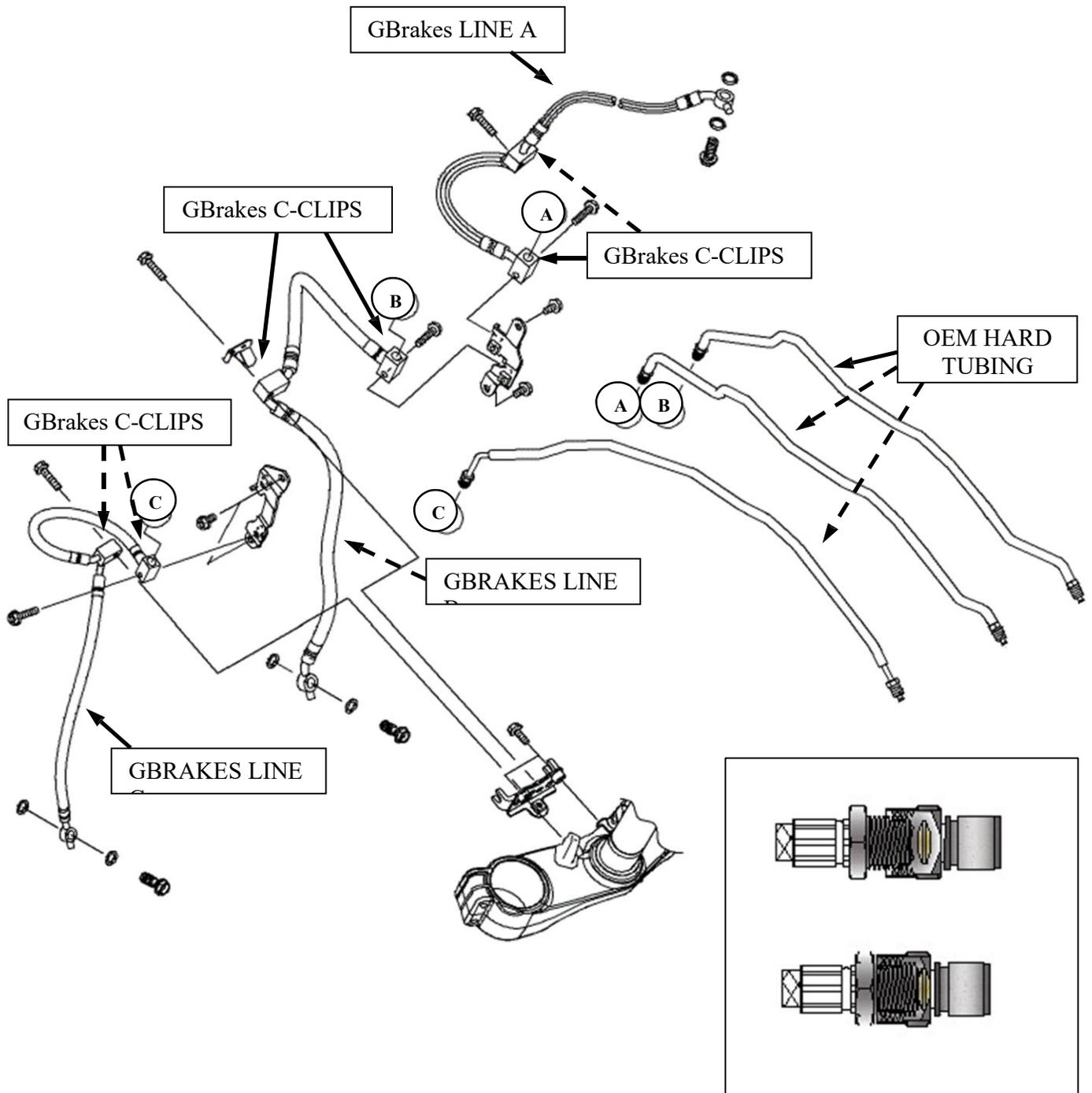
### Step 12:

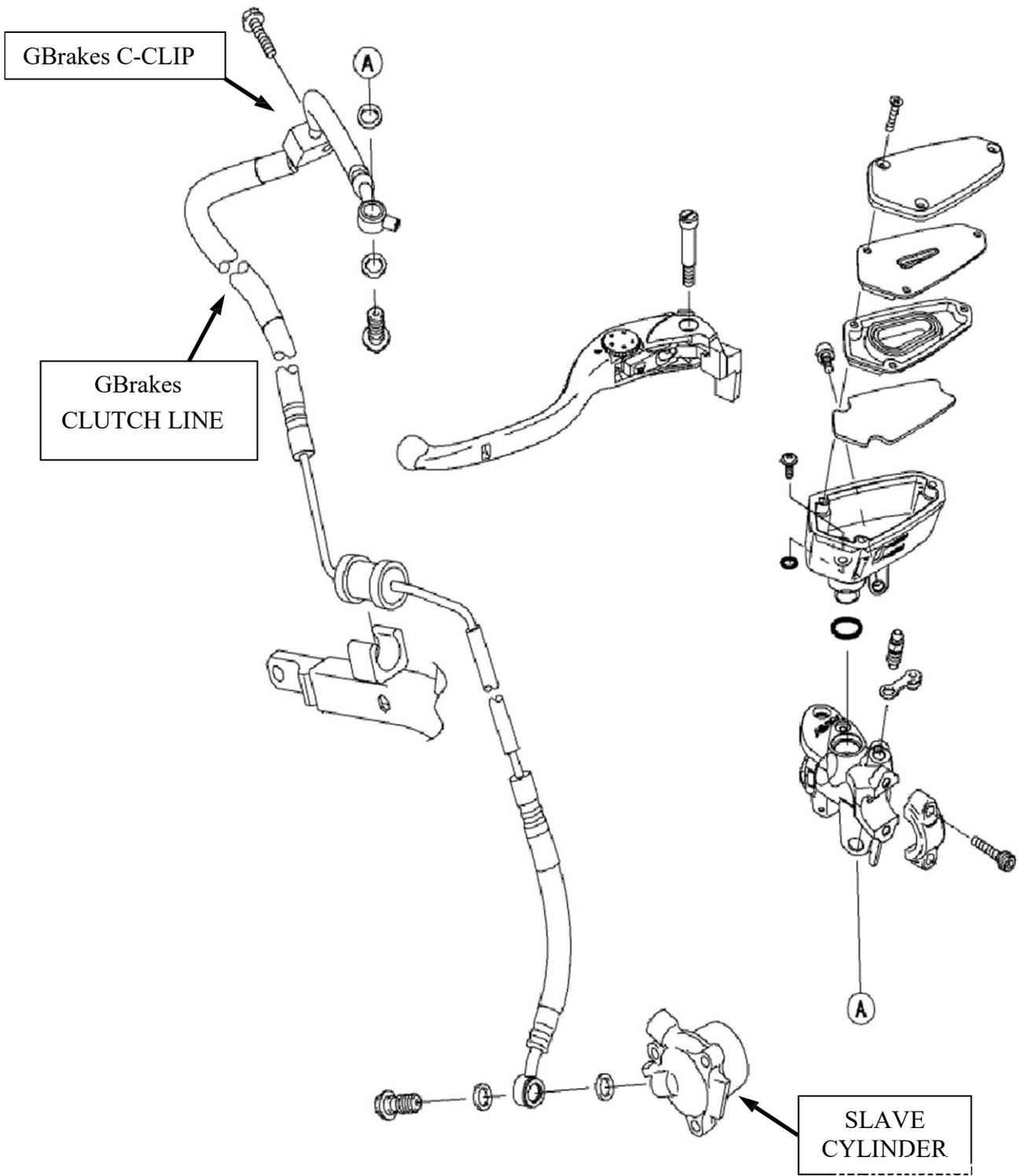
Bleed your brake system according to the owner’s manual. Add DOT-4 brake fluid to the system and build appropriate pressure.

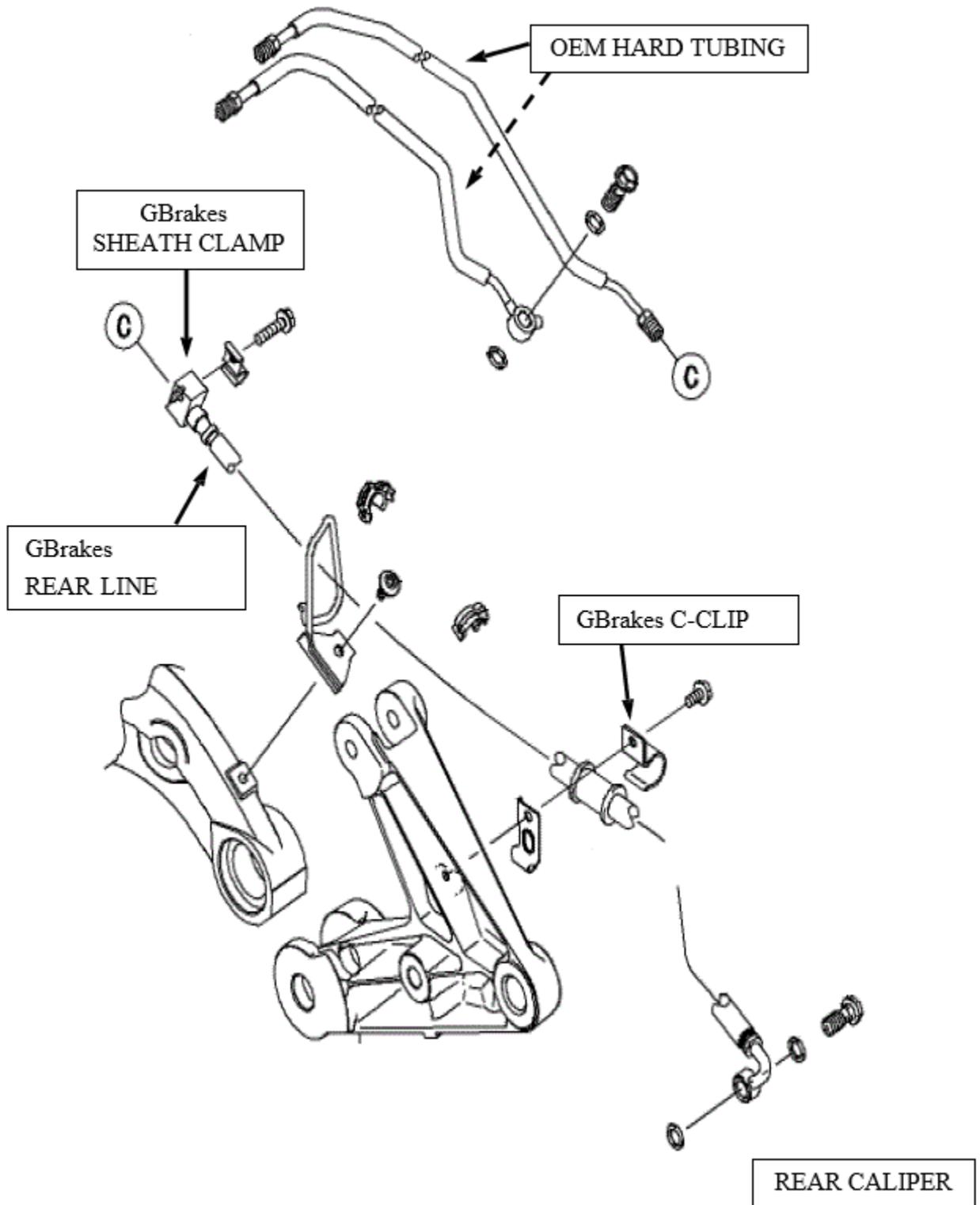
### Step 13:

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 line; 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 don’t hesitate to call us at (805) 988-2900







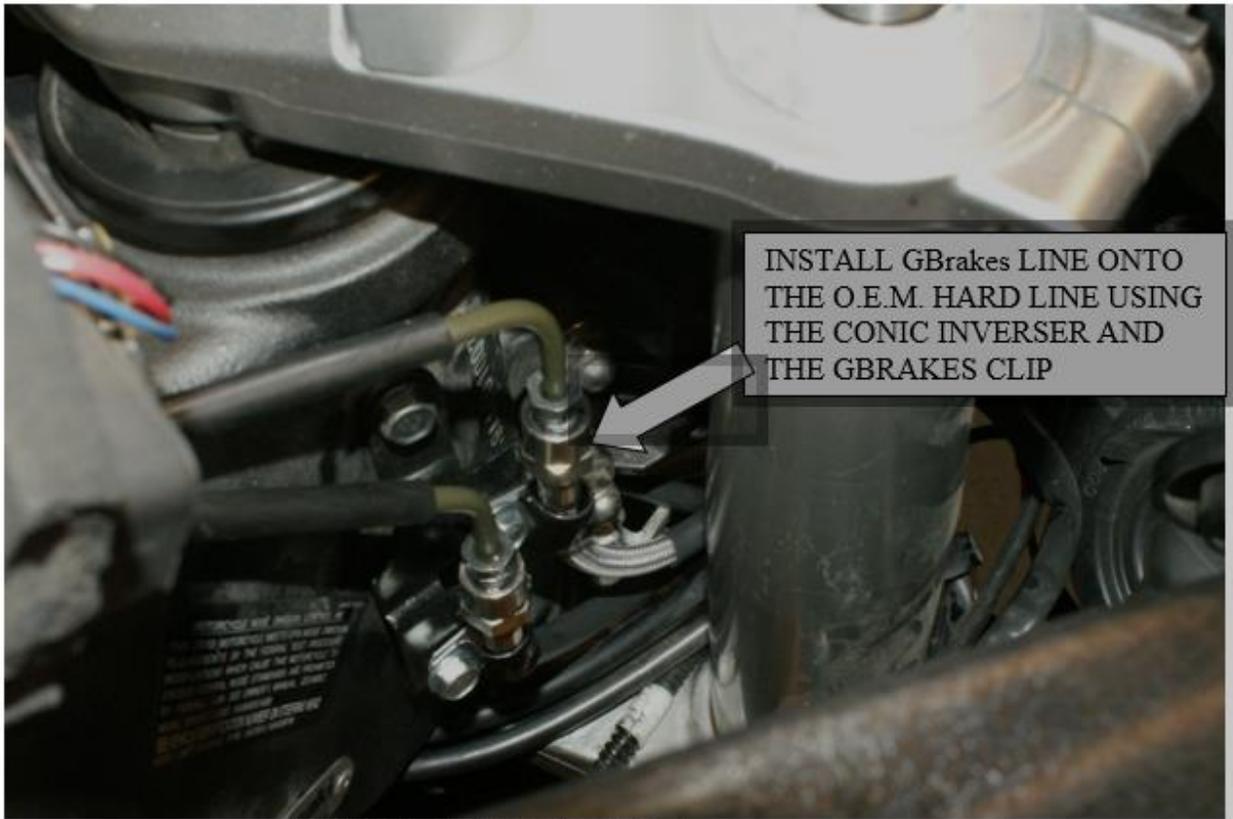


**FIGURE 1**

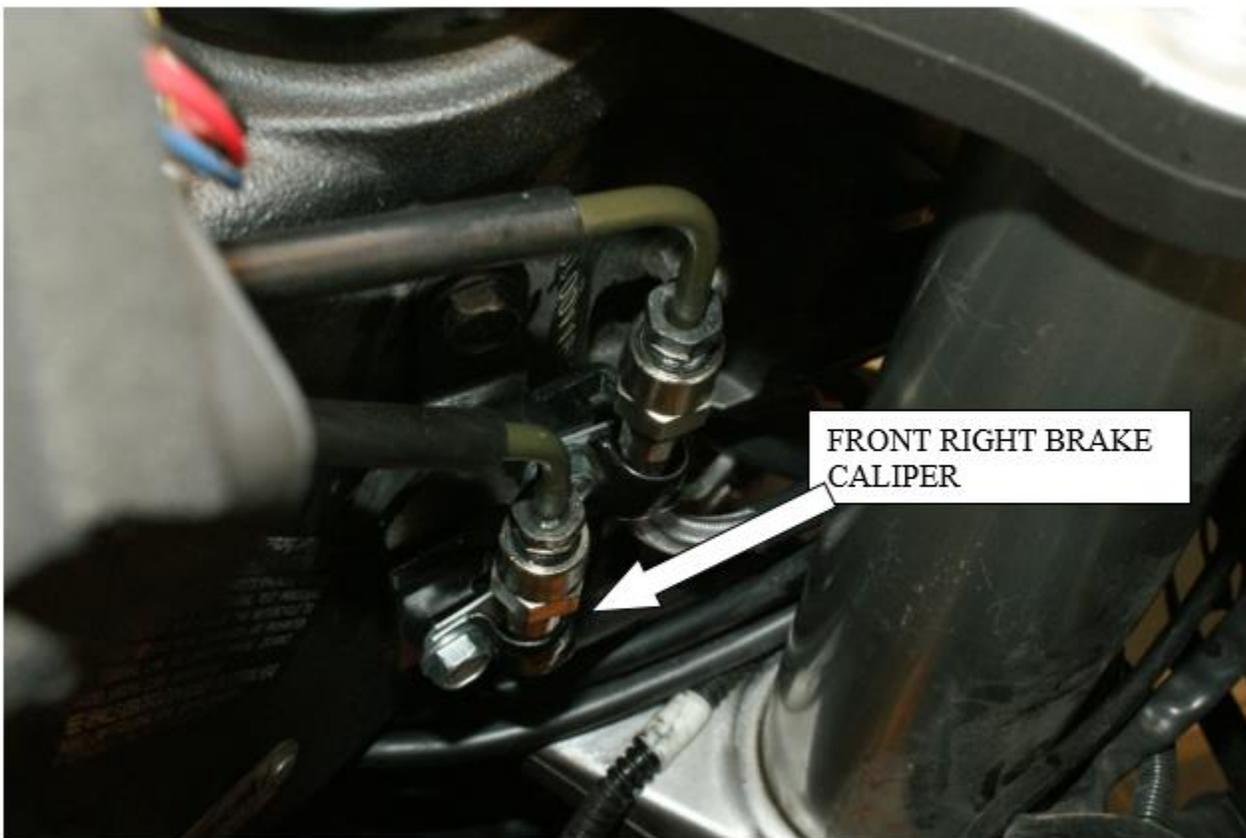


GBrakes CLIP INSTALLED  
ONTO LINE A

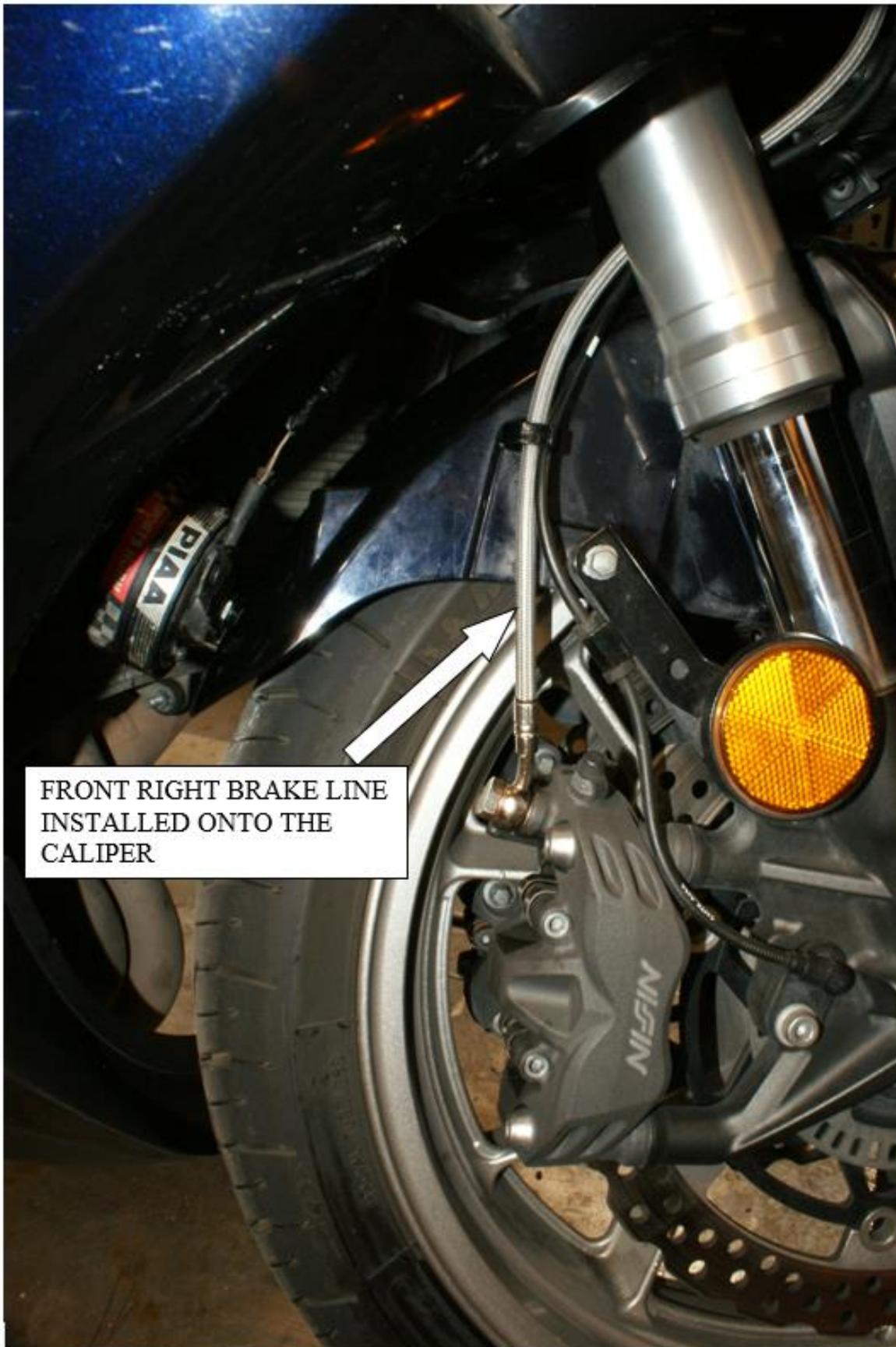
**FIGURE 1 CONTINUED**



**FIGURE 1 CONTINUED**



**FIGURE 2**



FRONT RIGHT BRAKE LINE  
INSTALLED ONTO THE  
CALIPER

**FIGURE 2 CONTINUED**



**FIGURE 3**



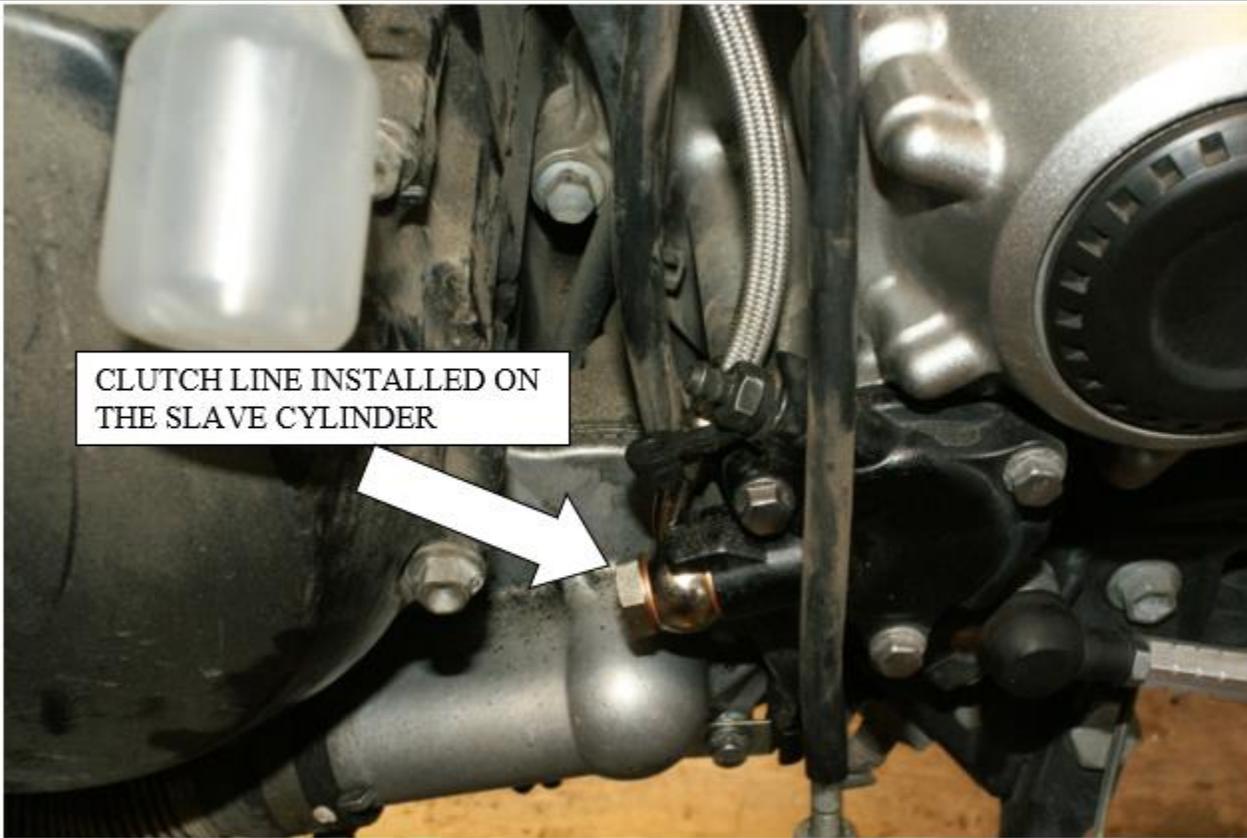
**FIGURE 3 CONTINUED**



**FIGURE 3 CONTINUED**



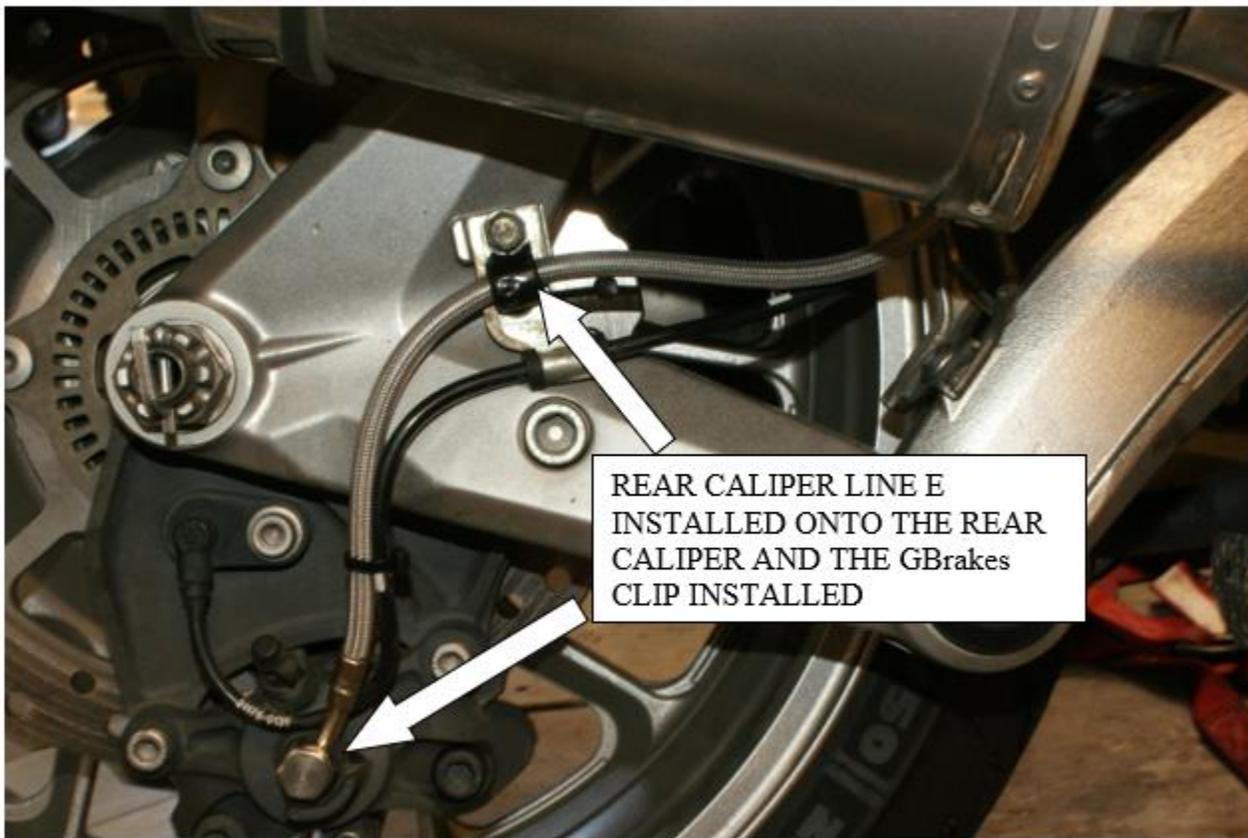
**FIGURE 4**



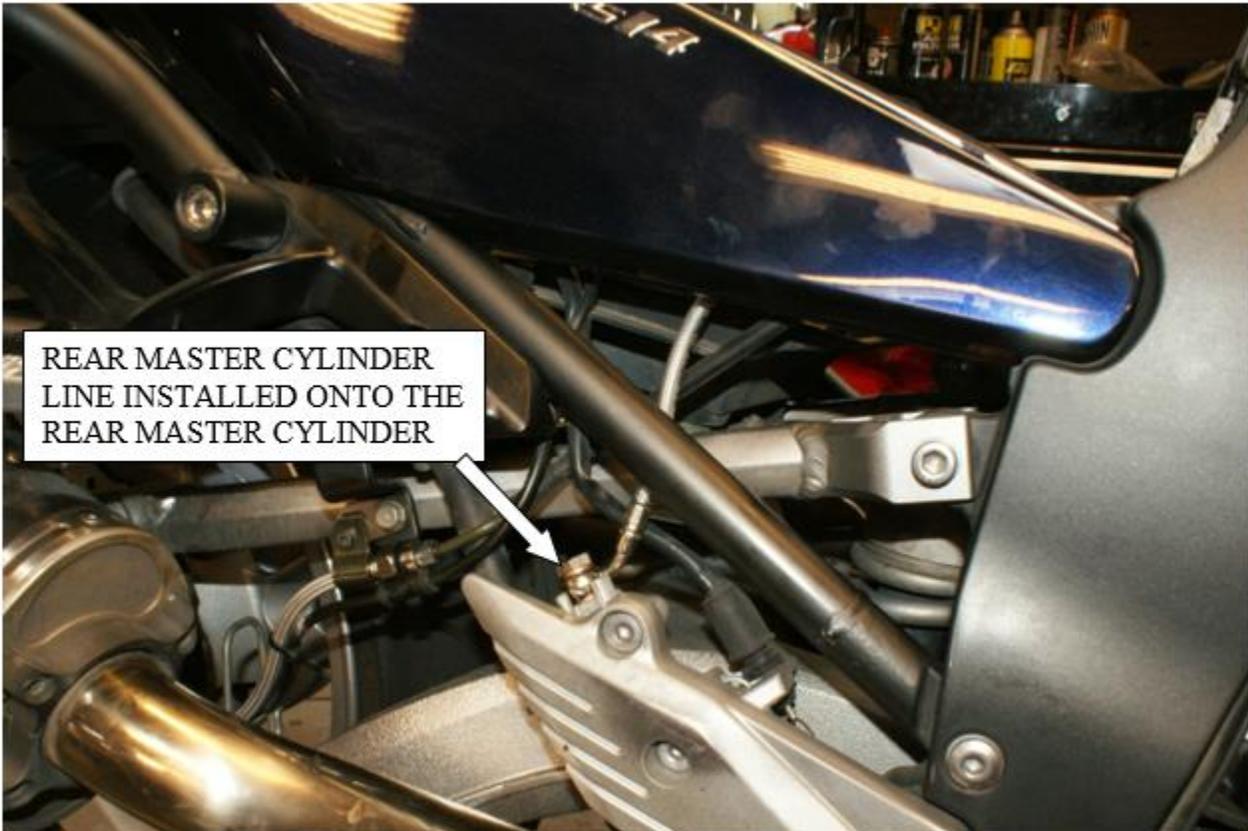
**FIGURE 4 CONTINUED**



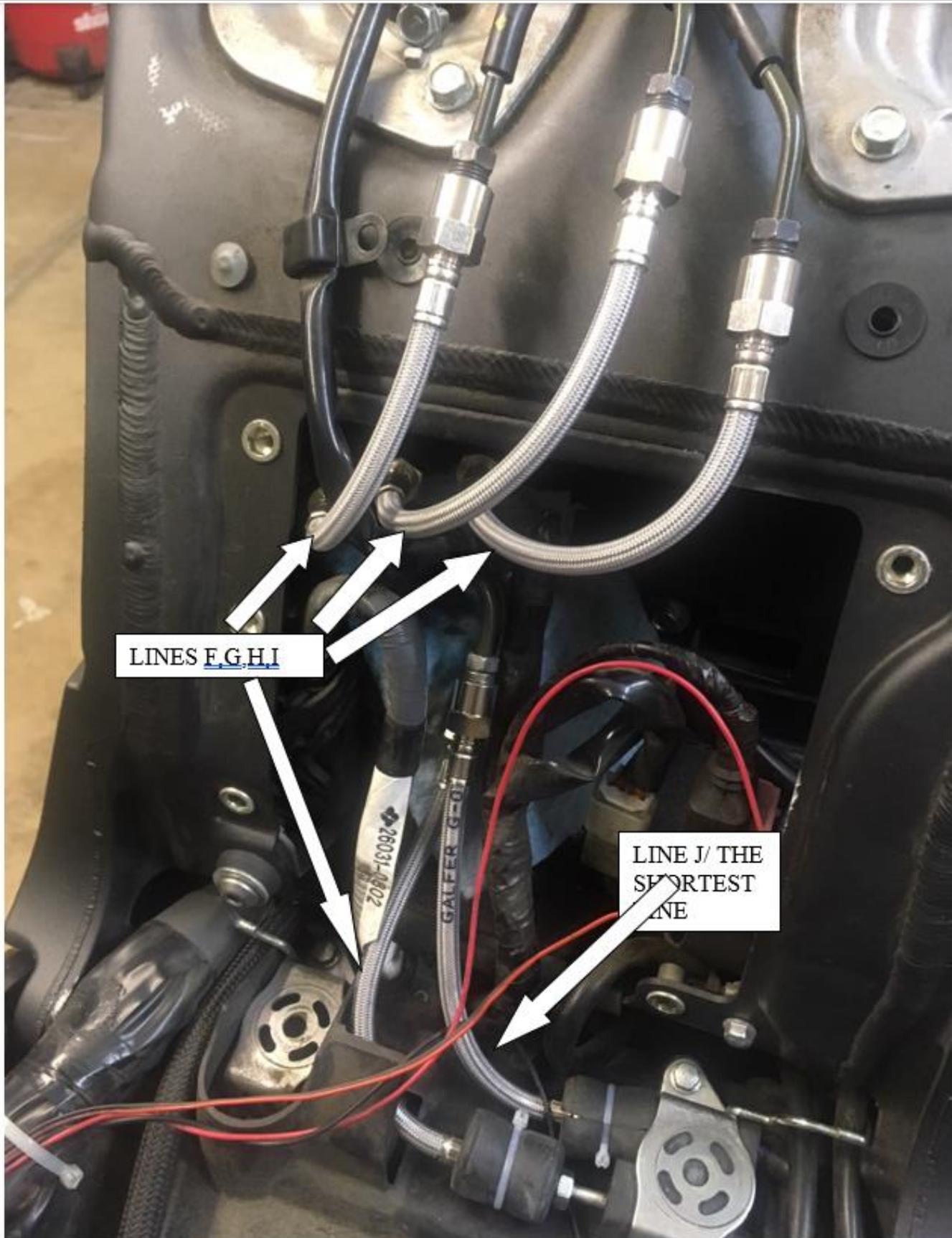
**FIGURE 5**



**FIGURE 5 CONTINUED**



**FIGURE 6**



**FIGURE 7**