

INSTALLATION PROCESS:
FK003D459-2 Front Brake Line Kit
2005-06 Kawasaki ZX 6R / 636 RR

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 two (2) lines, one (1) double banjo bolt, two (2) single banjo bolts, and one (1) 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. Keep your OEM bolt from the lower triple tree line holder, this will be used with your new Galfer brake lines.

Step 4:

The new Galfer kit, will *not* crossover the fender as the OEM routing does. Your new lines will have both lines at the master cylinder and running down to each caliper, because of this and to allow your brake lever switch to travel freely; ***you will need to modify the master cylinder.*** To do this; remove the master cylinder and grind off the tab used to keep the OEM fitting in place (**refer to pictures.**) Once this is done, you may re-install your master cylinder.

Step 5:

Familiarize yourself with the Galfer lines, notice they are labeled right and left (as if you are sitting on the bike,) these labels will also indicate which fittings to install at the master cylinder. Install these ends at the master cylinder using the double banjo bolt and three (3) washers, the sequence will be as follows; master cylinder, washer, left line banjo, washer, right line banjo, washer, double banjo bolt (**refer to pictures for positioning and sequence.**) Be sure to note what type of fittings you have received, since torque specs will vary.

Step 6:

Route the lines down to the lower triple tree, similar to OEM. Use the Galfer provided c-clip and OEM bolt to replace the stock line holder at the triple tree. Continue to route your lines behind the forks and to their appropriate calipers. Install each line to the calipers using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo 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. 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**.



Master Cylinder Modification
Picture to the left: Front master cylinder removed from bike, Galfer lines installed and pen indicating which tab to grind off

Master Cylinder Modification
Picture to the right: Galfer lines installed with master cylinder on bike, pen and "X" indicate which tab to grind off, notice sequence and position of fittings



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