

## INSTALLATION PROCESS:

### **FK003D327-2 Front Brake Line Kit**

2002-08 SUZUKI DL 650 V-STROM

2002-09 SUZUKI DL 1000 V-STROM

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, two (2) small c-clips, and one (1) small 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.

#### **Step 4:**

Familiarize yourself with the new Galfer brake lines; notice the lines are labeled right and left (this is as if you are sitting on the bike,) the labels also indicate which fittings will be installed at the master cylinder. Using the double banjo bolt and 3 washers, install the appropriate banjos at the master cylinder; the right line first (**refer to picture A.**) The sequence should be as follows; master cylinder, washer, right line banjo, washer, left line banjo, washer, double banjo bolt. Be sure to note what type of fittings you have received, since torque specs will vary. Also note; if you adjust, or plan on *adjusting your master cylinder downward*, you will need to cut the tab on the master cylinder that keeps the banjos in place.

#### **Step 5:**

From the master cylinder, the lines will route down to the lower triple tree, use the Galfer provided large c-clip to replace your OEM bracket at the triple tree (**refer to pictures B.**) From here, route the lines behind the forks to their appropriate calipers (**refer to pictures C and D.**) Use the small provided c-clips to fasten the lines to the left and right fork legs. Using a single banjo bolt and two (2) washers for each line, install the banjo fitting to their caliper. Follow the same sequence as the master cylinder; caliper, washer, banjo, washer, bolt.

#### **Step 6:**

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 7:**

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

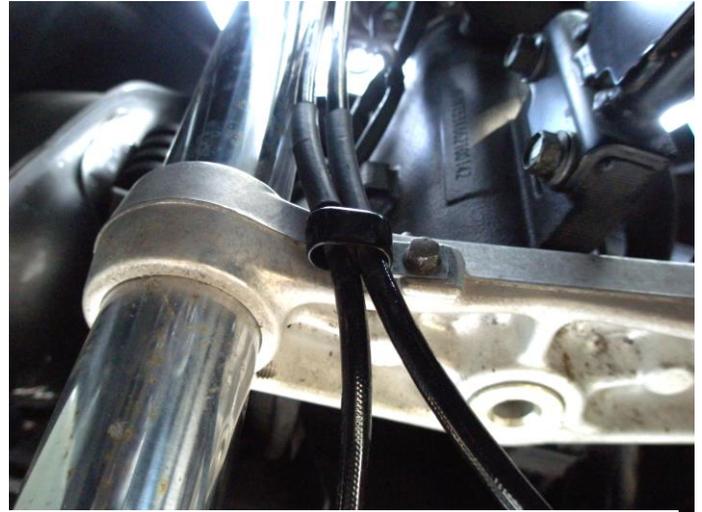
#### **Step 8:**

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. 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.

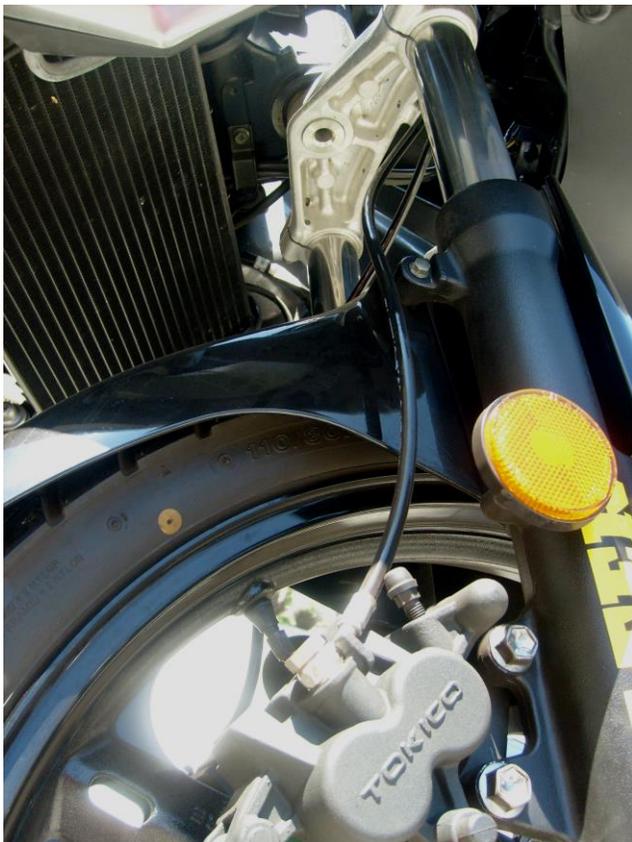
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for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



**a. Front master cylinder**



**b. Galfer c-clip at lower triple tree**



**c. Routing behind the fork to right caliper**



**d. Routing at Left Caliper**

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