

INSTALLATION PROCESS:
FK003D733-8 Front and Rear Brake Line Kit
2007-11 SUZUKI DL650 ABS



Step 1:

Identify the key components that complete our brake line kit:

You should have five (5) lines and one (1) 3-line assembly, two (2) double banjo bolts, five (5) single banjo bolts, four (4) conic “olive” inversors and two (2) c-clips. We have also included a total of eighteen (18) washers; sixteen (16) 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 and rear 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 and rear 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 for reference.

Step 4:

Familiarize yourself with the new Galfer brake lines. **Lines A, B and C**, as well as the 3-line assembly; **Lines D, E and F** will be replacing the OEM front hoses. **Lines G & H** will replace the OEM rear hoses.

- *All female ends require a brass conic inversor*, more commonly referred to as an “olive.”
- We refer to *right and left as if you are sitting on the bike*.
- **Torque all stainless steel bolts from 15 - 17 ft pounds, all female fittings to 5 ft pounds.**

Step 5:

Locate **Line A**, this line will travel from the front master cylinder to the OEM splitter at the lower triple tree. Install **Line A** to the master cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, banjo bolt. Locate **Lines B and C**, these lines will travel from the OEM splitter to the stock ABS tubing. Install **Line A and B** to the *right side* of the splitter using a double banjo bolt and three (3) washers, the sequence will be as follows; OEM splitter, washer, line B banjo, washer, line A banjo, washer, double banjo bolt. Install the female end of **Line B** to the ABS tubing using an “olive” inversor. **Refer to drawing for guidance.**

Step 6:

Locate the 3-line assembly, **Lines D, E & F**. Install **Lines C and D** to the *left side* of the OEM splitter using a double banjo bolt and three (3) washers, the sequence will be as follows; splitter, washer, line c banjo, washer, line D banjo, washer, double banjo bolt. Install the female end of **Line C** to the ABS tubing using an “olive” inversor. Install **Line E** to the left caliper using a single banjo bolt and two (2) washers, following the same sequence as the master cylinder. Use the smaller Galfer provided c-clip to route the line closer to the fender, replacing the OEM t-block. Route **Line F** over the fender and to the right caliper, install this line using a single banjo bolt and two (2) washers. Use the larger Galfer c-clip to replace the line holder at the fender. **Refer to drawing for guidance.**

Step 7:

Locate **Line G**, install this line to the rear master cylinder using a single banjo bolt and two (2) washers, following the same sequence as the calipers. Install the female end of **Line G** to the ABS tubing using an “olive” inversor. Locate **Line H**, install this line to the rear caliper using a single banjo bolt and two (2) washers. Route the line along the swing arm and install the female end to the ABS tubing using an “olive” inversor. **Refer to drawing for guidance.**

Step 8:

Before you begin the next step, please check the clearance of your new lines. When the front and rear ends 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 9:

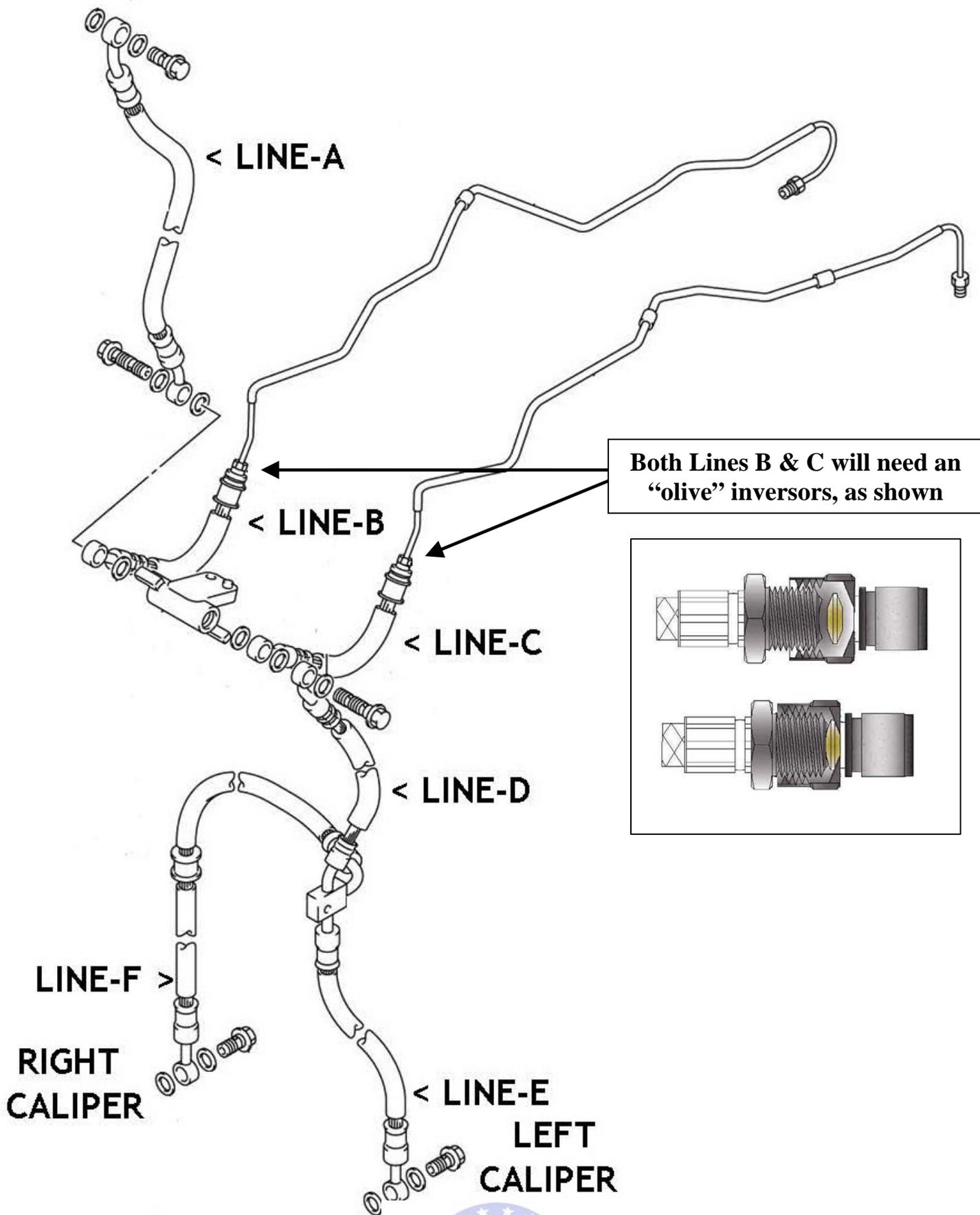
Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

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, for rear; use a jug or something similar to apply pressure to your brake pedal 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**.





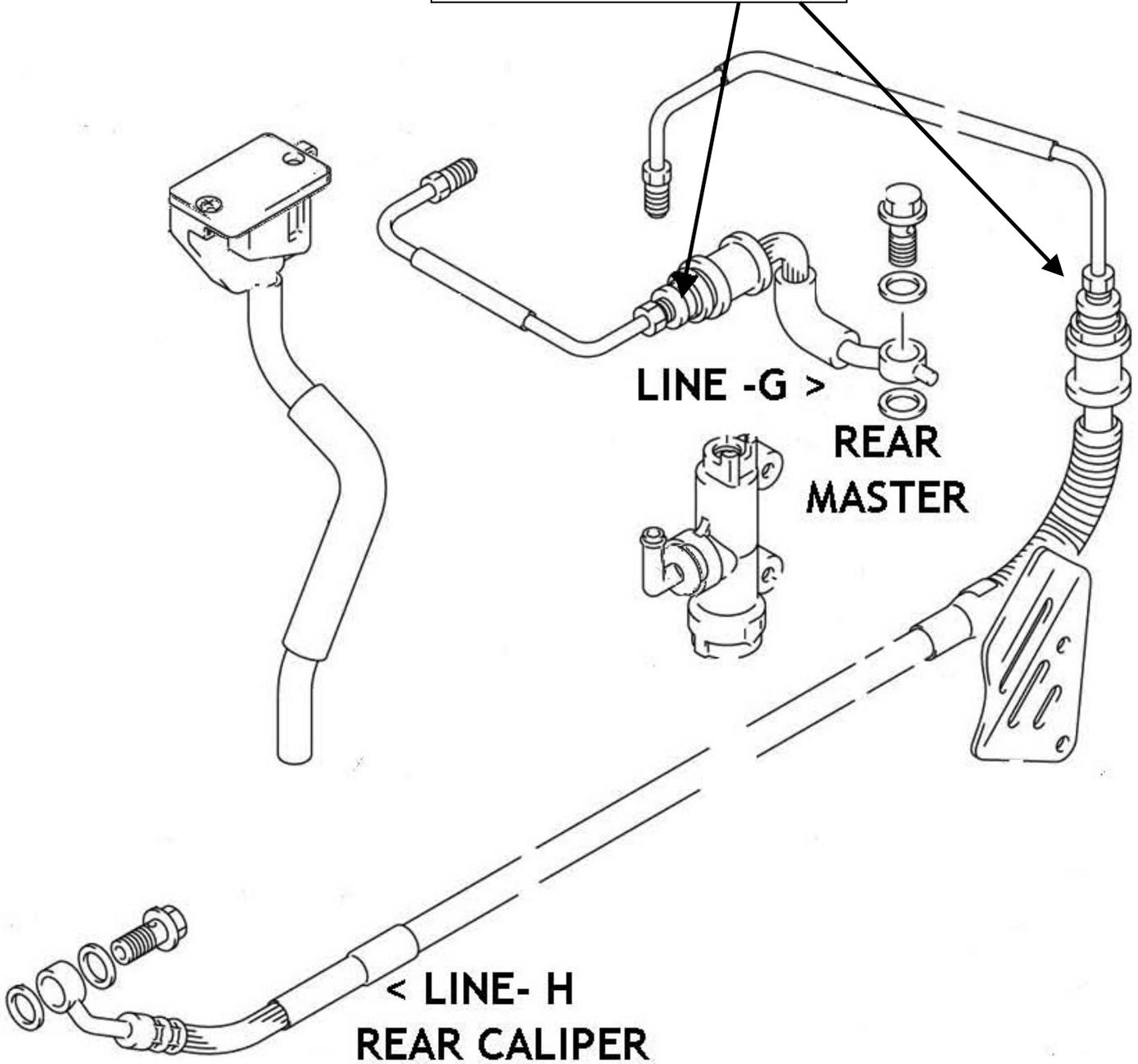
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Both Lines G & H will need
an "olive" inversors



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