

INSTALLATION PROCESS:
FK003D74-5 Front Brake Line Kit
1982 Suzuki GS 750E (Antidive)

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 five (5) lines, three (3) double banjo bolts, and four (4) single banjo bolts. We have also included a total of nineteen (19) washers; seventeen (17) 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 there is a master cylinder or “top line,” you will also find two (2) longer “caliper” lines for the OEM splitter found at the lower triple tree, and two (2) shorter lines for the anti-dive units. **Please note: you will need to re-use the OEM line holders found at the fender;** because the Galfer lines are smaller in diameter we have removed the OEM grommets found on the stock caliper hoses, these were then installed to the Galfer lines (**refer to picture B.**)

Step 5:

Identify which end of the top line to install at the master cylinder. Install this end 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 (**refer to picture A.**) Route the line down towards the lower triple tree.

Step 6:

Identify which end of the “right caliper” longer line to install to the OEM splitter at the lower triple tree. Using a double banjo bolt and three (3) washers, install this end and the top line to the “right” side of the splitter (“**right**” *as if you are sitting on the bike,*) the sequence will be as follows; splitter, washer, top line banjo fitting, washer, caliper line banjo fitting, washer, double banjo bolt. Take the “left caliper” longer line and install the appropriate end to the “left” side of the OEM splitter using a single banjo bolt and two (2) washers, the sequence will be as follows; splitter, washer, banjo fitting, washer, single banjo bolt. Route both of the longer lines down to each appropriate caliper.

Step 7:

Identify which end of the “right caliper” shorter line to install at the caliper. This end, along with the “right caliper” longer line, are to be installed to the caliper using a double banjo bolt and three (3) washers, the sequence will be as follows; caliper, washer, longer line fitting, washer, shorter line fitting, washer, double banjo bolt. Install the other end of the shorter line to the anti-dive unit using a single banjo bolt and two (2) washers, the sequence will be as follows; anti-dive unit, washer, banjo fitting, washer, single banjo bolt (**refer to picture B.**) Repeat this step for the left caliper.

Step 8:

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 9:

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

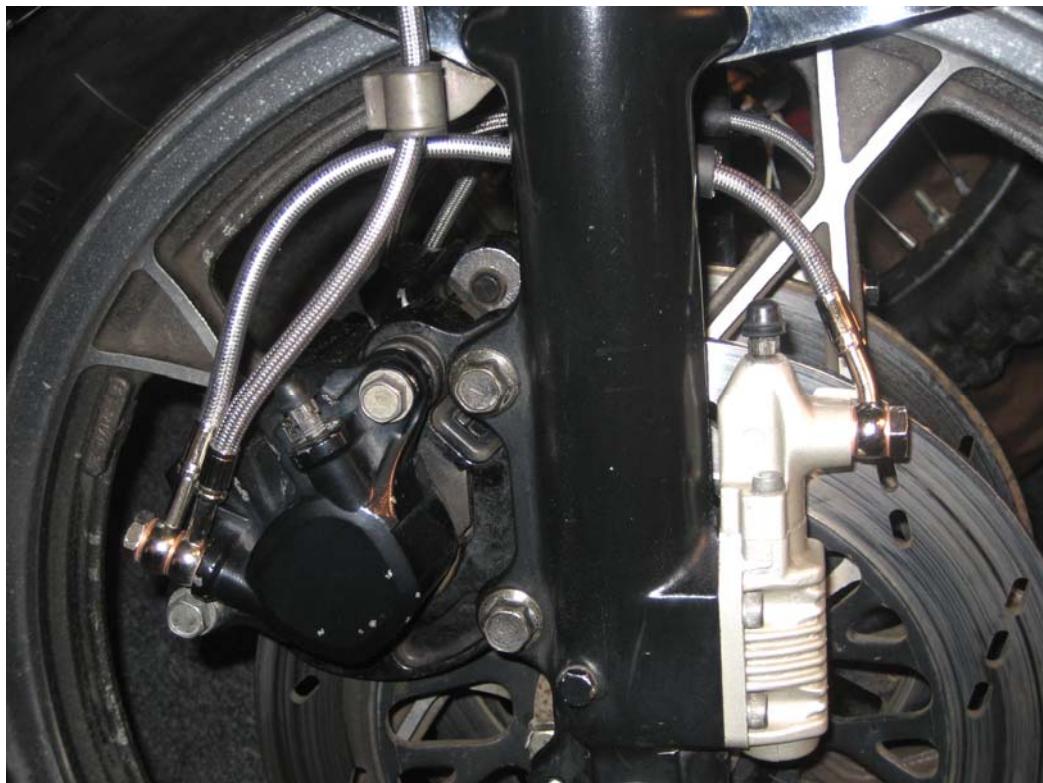
Step 10:

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 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, re-using OEM fitting cover



b. Right caliper and anti-dive unit, re-using OEM grommet and line holder

