

INSTALLATION PROCESS:
FK003D803-6 Complete Brake Line Kit
2014 Kawasaki ZX1000 Ninja ABS

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 six (6) lines, five (5) single banjo bolts, four (4) clip-1, one (1) clip-2, and seven (7) zip ties. We have also included a total of twelve (12) washers. 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 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 that each line is labeled for application. **Lines A, B, C, and D** will be installed on the front end of the bike, and **Lines E and F** will be used for the rear application.

NOTES:

- We refer to “right” and “left” as if you are sitting on the motorcycle
- Torque all stainless steel bolts to 15-17 ft pounds
- Torque all aluminum bolts to 12-15 ft pounds
- Torque all female fittings to 5 ft pounds
- All female fittings require a conic olive inverter (See **Picture B**)

Step 5:

Using the Galfer provided hardware, install **Line A** to the **Brake Master Cylinder** using a single banjo bolt and two (2) washers, the sequence will be as follows; **Brake Master Cylinder**, washer, banjo fitting, washer, single banjo bolt. **Following the OEM routing**; Route the line down through the stock guide bracket and to the OEM hard tubing, install the female end of **Line A** to the **Bottom** OEM hard tubing using one of the Galfer provided Olive Invertors, The sequence will be as follows; Hard Tubing, Olive Inversor, **Line A** female fitting. Install the female end of **Line B** to the **Top** OEM hard tubing using the same procedure as Line A. Continuing to follow the OEM routing, run the line down through the stock line holders and to the **Right Caliper**, install the banjo end of **Line B** to the **Left Caliper** with a double banjo bolt and three (3) washers, the sequence will be as follows; **Left Caliper**, washer, **Line B** banjo fitting, washer. Route **Line C** across the fender, through the stock line holder and down to the **Right Caliper**, install this end of **Line C** to the **Right Caliper** using a single banjo bolt and two (2) washers, the sequence will be as follows; **Right Caliper**, washer, banjo fitting, washer, single banjo bolt (See **Pictures 1, 2, 3, 5, 6, 7, and 8**)

Step 6:

Using the Galfer provided hardware, install **Line E** to the **Bottom** OEM hard tubing using one of the Galfer provided Olive Inversors, the sequence will be as follows; Hard Tubing, Olive Inversor, **Line E** female fitting. Follow the OEM routing through the stock line holders and to the **Rear Master Cylinder**, install this end of **Line E** with a single banjo bolt and two (2) washers, the sequence will be as follows; **Rear Master Cylinder**, washer, banjo fitting washer, single banjo bolt. Install **Line F** to the **Top** OEM hard tubing using the final Galfer provided Olive Inversor, the sequence will be as follows; Hard Tubing, Olive Inversor, **Line F** female fitting. Follow the OEM routing through the stock line holders and down to the **Rear Caliper**, install this end of **Line F** with a single banjo bolt and two (2) washers, the sequence will be as follows; **Rear Caliper**, washer, banjo fitting washer, single banjo bolt (See Pictures 1 and 4)

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.

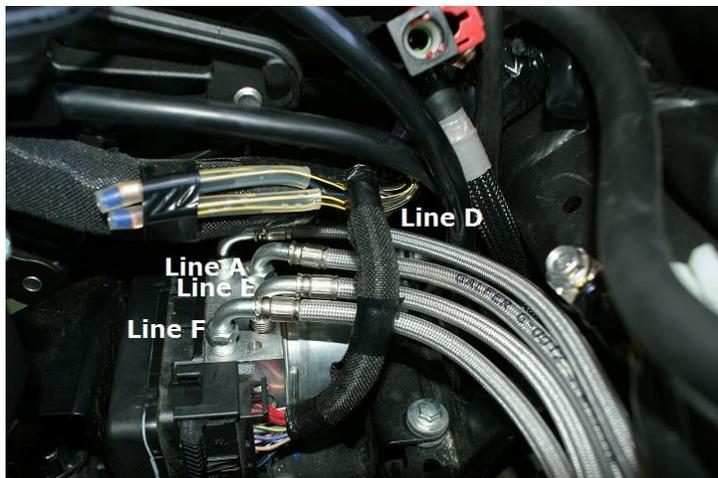
Step 8:

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

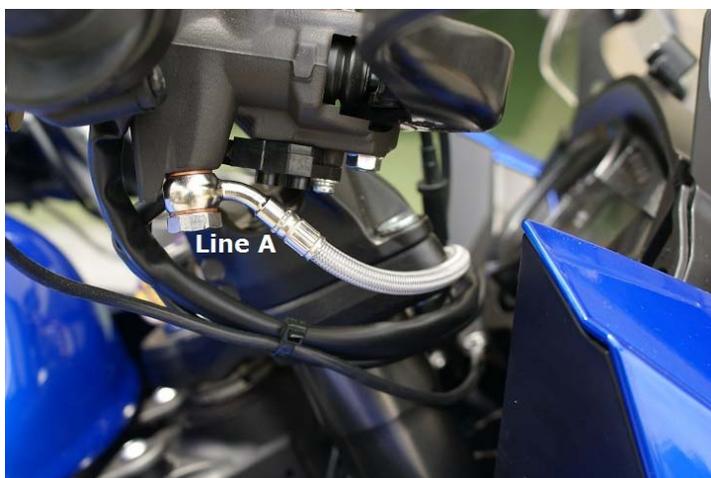
Step 9:

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. For the rear; use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. For the clutch; zip-tie the clutch lever to the handle bar 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.

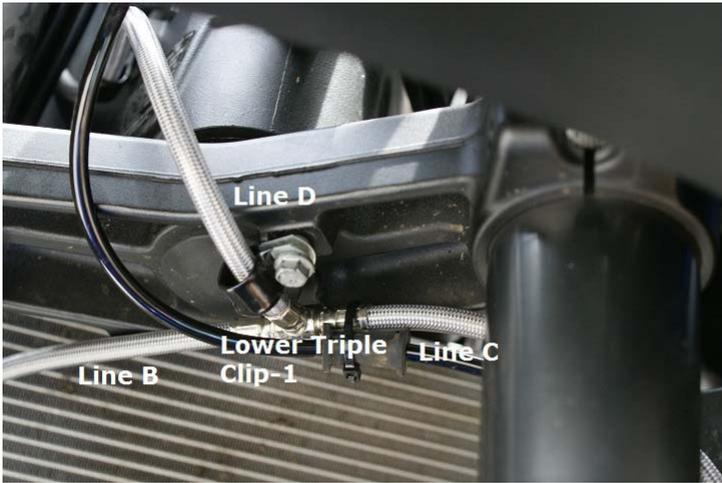
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and **VERY** carefully check your lines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



Picture 1 – ABS Unit



Picture 2 – Line A Master Cylinder



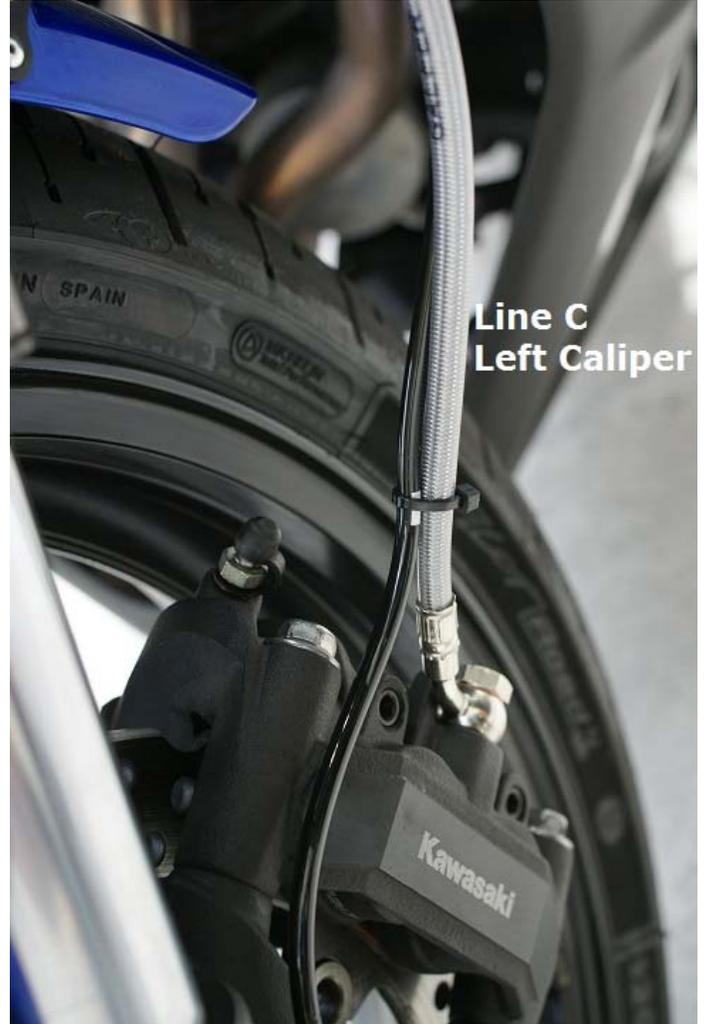
Picture 3 – Lines B, C, D Routing



Picture 4 – Lines E & F Rear



Picture 5 – Line B Right Caliper



Picture 6 – Line C Left Caliper



• Line C Routing
Using OEM Gromet



Line C
Reuse OEM Gromet

Picture 7 – Line C Routing

Picture 8 – Line C Routing

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