

INSTALLATION PROCESS:

FK003D799-5 Complete Front and Rear Brake Line Kit

2014+ KAWASAKI ZX14 ABS



Parts List:

5 lines	2 small line clips
5 single banjo bolts	1 large line clip
1 double banjo bolt	7 zip ties
15 washers (13 will be used, 2 will be spares)	3 conic "olive" inversors

We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty. ***Be sure to read through the instructions first before installing the Galfer lines.***

Step 1:

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 2:

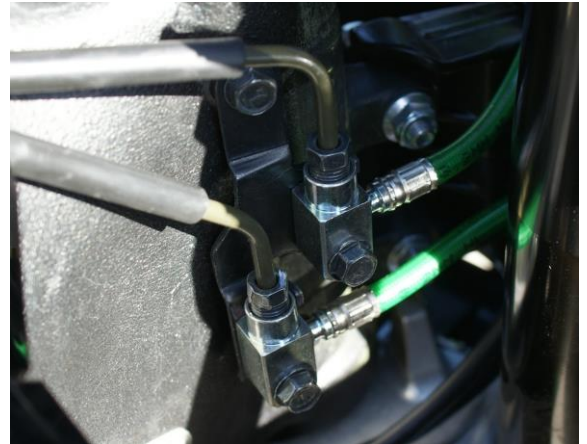
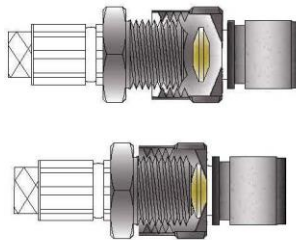
Bleed and dry out the OEM brake system. Take note of how the stock system was routed in case you need to re-install the hoses, you may want to take pictures to use for reference.

NOTE:

- ***Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft pounds.***
- ***Galfer female fittings are to be installed to the OEM hard tubing using an "olive" inversor torqued to 5ft pounds. Refer to manufacturer's torque specification, unless otherwise noted.***

Step 3:

Familiarize yourself with the new Galfer brake lines labeled **A, B & C**; these will replace the front OEM hoses. Uninstall the front OEM hoses. Identify which end of **Line A** to install to the front master cylinder. Install this end 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, single banjo bolt. Following the OEM routing, route **Line A** down to the ABS hard tubing found on the right side of the bike ("*right*" as if you are sitting on the bike). Install the female end of **Line A** to the ***upper-forward*** ABS hard tubing using one (1) "olive" inversor, ***torque to 5ft pounds***. The line will be fastened to the OEM mounting location on the frame rail using the factory hardware.

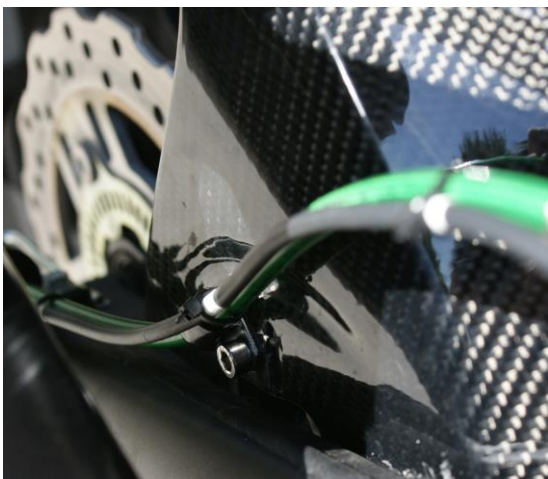


Install the female end of **Line B** to the ***lower-rearward*** ABS hard tubing using one (1) "olive" inversor, ***torque to 5ft pounds***. The line will be fastened to the OEM mounting location on the frame rail using the factory hardware. Following the OEM routing, route **Line B** down to the right caliper. Use a small provided line clip to fasten it to the OEM bracket at the lower triple clamp. Install **Line C** over the fender connecting the 2 calipers. The left caliper will use a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt. The right caliper will use a double banjo bolt and three (3) washers, the sequence will be as follows; caliper, washer, right line banjo fitting, washer, left line banjo fitting, washer, double banjo bolt. The lines will retain the OEM mounting clips on the fender.



Step 4:

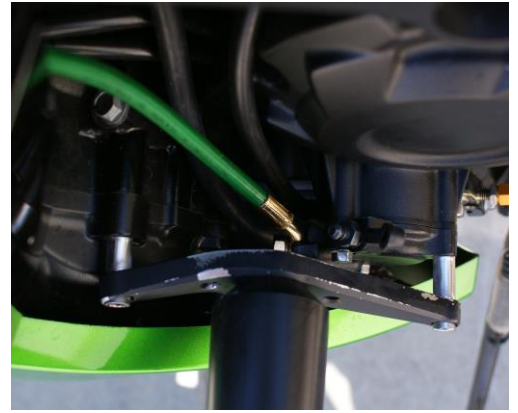
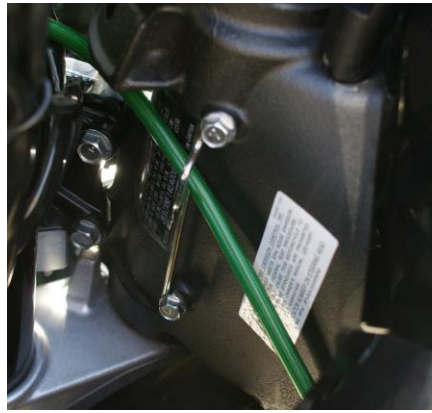
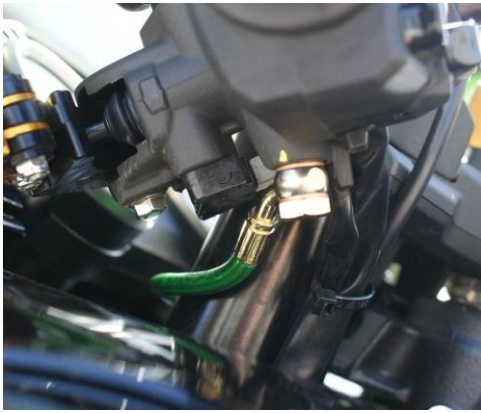
Identify **Line E**; this will replace the rear OEM hose. Uninstall the rear OEM hose. Using one (1) “olive” inverter, install the female end to the ABS hard tubing found under the rear-lower subframe mount, *torque to 5ft pounds*. Use a large provided line clip and the factory bolt to fasten it to the OEM bracket. Following the OEM routing, route **Line E** rearward to the caliper. Use a small provided line clip and the OEM bolt to fasten it to the fender, and the provided zip ties as needed. Install **Line E** to the caliper using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt.



Step 5:

Familiarize yourself with the Galfer line labeled **D**; this will replace the OEM clutch hose. Uninstall the OEM clutch hose. Identify which end of **Line D** to install to the clutch master cylinder. Install this end 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, single banjo bolt. Following the OEM routing, route **Line D** down to the slave cylinder. Install this end to the slave cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; slave cylinder, washer, banjo fitting, washer, single banjo bolt.



Step 6:

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 7:

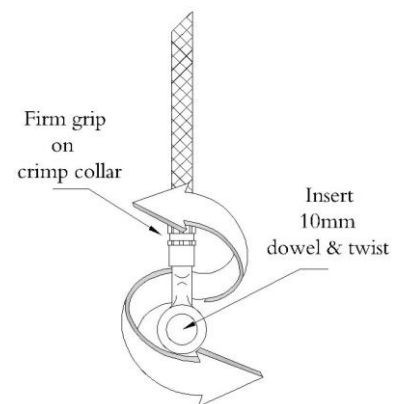
Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

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

**Please note that although Galfer fittings come pre-positioned from the factory for easy installation, differences in bike setup, bar position, control angle, etc. may require the banjos to be rotated slightly. All Galfer fittings are what we refer to as turn-to-fit and can be rotated to alleviate twist or tension in the lines. To do so, firmly hold the crimped portion of the line; insert a wood dowel, brass punch, or pen into the banjo, and rotate as shown in the diagram below. Just be sure to only apply rotational force and NEVER pry on the connection. If you have any questions, please contact our tech department before attempting this procedure.*



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