

INSTALLATION PROCESS:  
**FK003D785-4 Front Brake Line Kit**  
2011-2013 KAWASAKI ZX-10R 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 four (4) brake lines (one single line and one 3-line assembly), three (3) single banjo bolts, two (2) conic “olive” inversors, and one (1) c-clip. We have also included a total of eight (8) washers; six (6) 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 are four (4) lines labeled Master Cylinder, and a three (3) line assembly, all four of these lines will be used for the front brake 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 5-7 ft pounds
- All female fittings require a conic olive inversor (**See Picture C**)

**Step 5:**

Install the Master Cylinder line 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 (**See Picture A.**) *Following the stock routing;* Route the Master Cylinder line down towards the OEM hard tubing (located on the right side of the lower triple tree), install the 90° union fitting with an olive inversor to the hard tubing, the sequence will be as follows; OEM hard tubing, olive inversor, 90° union fitting (**See Pictures B, C & D.**)

**Step 6:**

Install the shortest of the three lines (in the 3-line assembly) to the OEM Hard tubing (located on the left side of the lower triple tree) install the female fitting with an olive inversor to the hard tubing, the sequence will be as follows; OEM hard tubing, olive inversor, female fitting. Install the **Right Caliper** line to the lower triple tree using the stock mounting bolt and the Galfer provided C-Clip (**See Picture D & E.**) Continue to route the line down behind the forks, through the stock line holder at the fender and to the **Right Caliper**, the sequence will be as follows; **Right Caliper**, washer, banjo fitting, washer, single banjo bolt. Route the **Left Caliper** line down behind the forks, through the stock line holder at the fender and to the **Left Caliper**, the sequence will be the same as before (**See Pictures F & G.**)

**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. If the line(s) 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**.



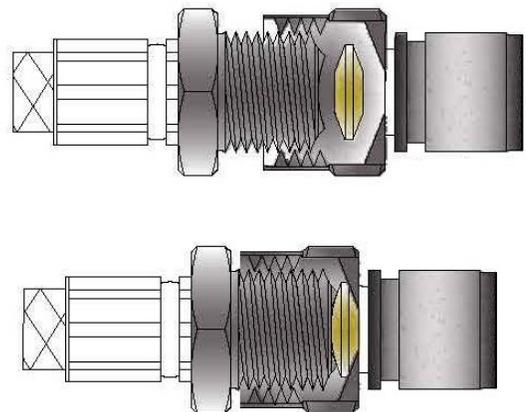
**A. Master Cylinder**



**B. Master Cylinder Line Routing**



**C. Master Cylinder Line at Right OEM Hard Tubing.**



**D. Olive Inversor**



**E. Galfer Line at OEM Hard Tubing and Galfer C-Clip at Lower Triple Tree**



**F. Right Caliper**



**G. Left Caliper**



**H. Overall**

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