

INSTALLATION PROCESS:  
**FK003D786-4 Front Brake Line Kit**  
2013-14 KAWASAKI EX300 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 four (4) brake lines, four (4) single banjo bolts, two (2) conic olive invertors and one (1) c-clip. We have also included a total of ten (10) washers; eight (8) 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) brake lines, **Line A** and **Line B** will be installed at the front end of the bike, **Line C** and **Line D** will be installed at the rear end of the bike. **Please**

**Note: The gas tank and the cowlings will need to be removed in order to do this installation.**

**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 invertor (**See Picture C**)

**Step 5:**

Install the banjo end of **Line A** 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.**) Route the line down through the stock guide bracket and back towards OEM hard tubing that’s running from the **ABS Unit**, install the female end of the Galfer line and an olive invertor to the *outer* OEM tubing, the sequence will be as follows; OEM hard tubing, olive invertor, female fitting. Install the female end of **Line B** and an olive invertor to the *inner* OEM tubing, the sequence will be the same as before (**See Pictures B & C.**) Route **Line B** down through the stock line brackets and line holder, using the OEM bolt and the Galfer provided C-Clip, attach the line to the stock mounting position on the fender; continue to route the line down and to the **Front Caliper**. Install **Line B** to the **Front Caliper** using two (2) washers and a banjo bolt, the sequence will be as follows; **Front Caliper**, washer, banjo fitting, washer, banjo bolt (**See Pictures D & E.**)

**Step 6:**

Install the threaded *male* end of **Line C** to the **ABS Unit** (Labeled **3 RMC** in **Picture F**), route the line down (outside of the frame) and to the **Rear Master Cylinder**. Install this end of **Line C** to the **Rear Master Cylinder** using two (2) washers and a banjo bolt, the sequence will be as follows; **Rear Master Cylinder**, washer, banjo fitting, washer, banjo bolt (**See Pictures F, G & H.**) Install the threaded *male* end of **Line D** to the **ABS Unit** (Labeled **4** in **Picture F**), route the line down (outside of the frame) along the *swing arm*, through the stock guide brackets and to the **Rear Caliper**. Install this end of **Line D** to the **Rear Caliper** using a banjo bolt and two (2) washers, the sequence will be as follows; **Rear Caliper**, washer, banjo fitting, washer, banjo bolt (**See Pictures I & J.**)

**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.

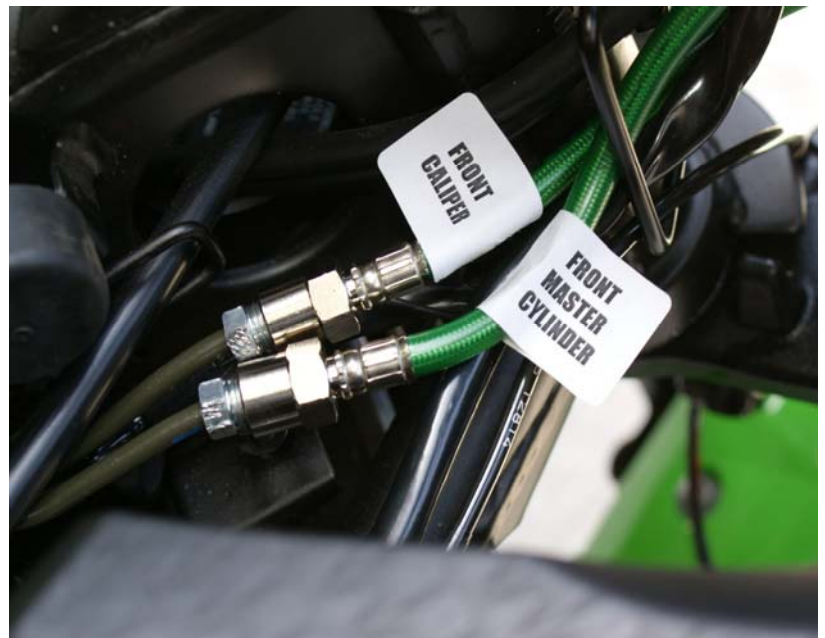
**Step 9:**

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.

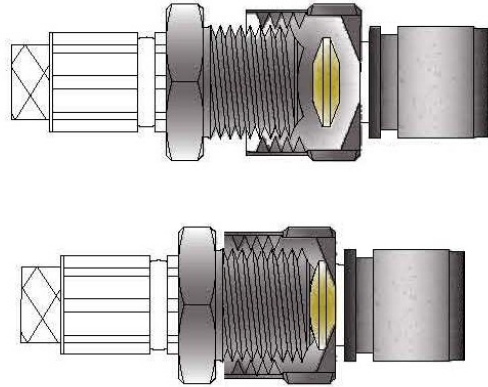
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for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



**A. Front Master Cylinder**



**B. Line A & Line B at OEM Hard Tubing**



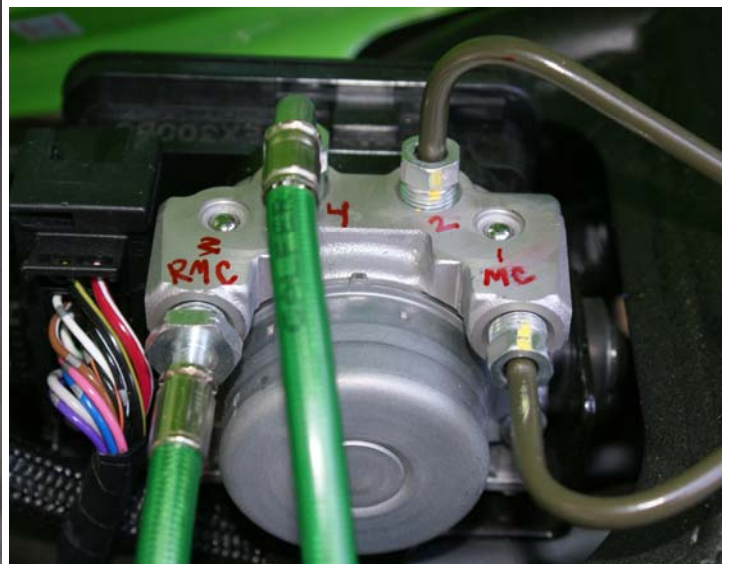
**C. Olive Inversor**



**D. Line A at Lower Triple Tree Brackets**



**E. Galfer C-Clip at Fender & Front Caliper**



**F. Galfer Lines at ABS Unit**



**G. Line C & Line D from ABS Unit**



**H. Line C at Rear Master Cylinder**



**I. Line D routing down the Swing Arm**



**J. Line D at the Rear Caliper**