

Installation Instructions

Kawasaki ZZR 1400 '12-ff.

1 General Information

Before starting work, it is advised to read all tips and notes in the instructions. If you are not comfortable installing this kit, please seek a certified motorcycle mechanic to perform the work for you.

Brake fluid can damage painted surfaces. Cover/protect all surfaces from accidental contact with brake fluid.

A test drive must be performed after completing the work to ensure that all connections are tight and leak free and that all moving parts have sufficient clearance. The function of the electrical system and immobilizer should also be checked.



Make certain that the motorcycle is secure before starting work to avoid injury. Keep pets and children away from the work area.

When dismantling the original parts, pay attention to the hardware and its location. The original hardware will be reused unless noted otherwise.

2 Content and Accessories

Throttle cable:	original	Shortening the fairing	None
Clutch cable/line	original	Shortening the windscreen	None
Brake line	new	Special tools	None
Choke cable	N/A	Installation time	2-3 hours
Recommended accessories	Handlebar ends, superbike fairing, 2x Scio reservoir for brake/clutch		

Contents of kit	1x Triple clamp - ZZ1K	1x Set of hardware
	2x Clamping block- Lower	1x Brake line set
	2x Clamping block- Upper	1x Steering stop for the left and right
	1x Brake/Clutch reservoir bracket	1x 0229 Handlebar

3 Assembly

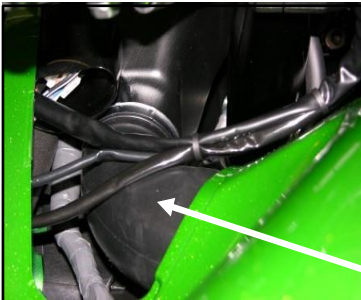
- Remove the seat and disconnect the battery. Loosen the left and right side panels, handlebar weights, grips/fitting/controls, handlebar stubs. Drain brake fluid and remove the brake lines.



Loosen handlebar ends, grips, controls and handlebar stubs.



Remove the left and right side panels.



Unplug all connections underneath the black panel. Pull the cable out from under the air intake tube. (This will be routed over the intake tube during assembly.)

Intake



Remove the original brake line from the manifold.

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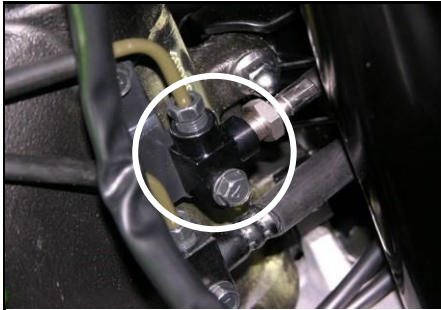
Fasten the top fork clamp to the original with the supplied (2) M8x35 bolts. Torque bolts to 18 Nm., or 13-15 ft. lbs.

Preassemble handlebar/grips/controls. All clamping block bolts are torqued to 18 Nm., or 13-15 ft. lbs.



Attach the steering stops to the lower fairing bracket using the supplied bolts, washers, and nut.

The thin stop is attached to the right side and the thick stop is attached to the left side.



Remove the original brake line from the manifold.

Note: Brake fluid can damage painted surfaces. Cover/protect all surfaces from accidental contact with brake fluid.



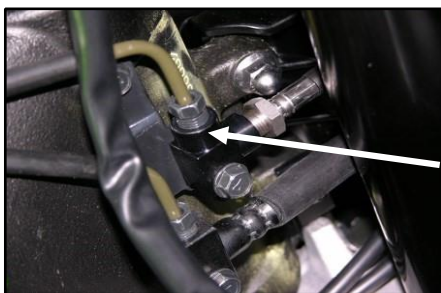
Fasten the top fork clamp to the original with the supplied (2) M8x35 bolts. Torque bolts to 18 Nm., or 13-15 ft. lbs.

Preassemble handlebar/grips/controls. All clamping block bolts are torqued to 18 Nm., nor 13-15 ft. lbs.



Attach the steering stops to the lower fairing bracket using the supplied bolts, washers, and nut.

The thin stop is attached to the right side and the thick stop is attached to the left side.



Install the supplied manifold to the frame with the original line. Then, install the brake line onto the manifold and the master cylinder.

Note: There is an olive/ferrule installed into the manifold. This port must connect to the hardline on the bike.

Bleed the brake system in accordance with the factory workshop manual.



Fasten the clutch reservoir to the clamp using the supplied bracket, spacer, and nut. Verify that the reservoir hose is not kinked. The bracket may need to be bent a bit for installation.



Fasten the brake reservoir to the lever clamp using the supplied bracket, bolt, washers, and nut. Make sure that the reservoir hose is not kinked. It may be necessary to bend the bracket a bit.

The original holder is removed.



The original clutch line must be removed from the bracket and routed as shown in the picture.



Install the throttle grip so that the cables are pointing down. Install the controls to the handlebars with the supplied cable ties and insert the cable via the air duct as shown.

Reinstall the black side covers.



For the final assembly of the controls, it is necessary to drill holes for the centering pins. To do this, align the controls and mark the position of the centering pins (use a center punch to mark the location) and then drill a hole. Make sure that the hole diameter and depth correspond to the centering pin.

After final assembly, check that all cables and lines are moving freely and only affix them in such a way that they are not kinked when the steering is fully turned both ways. Make sure that there is nothing sticking out when the handlebars are turned fully both ways.



ZZ1K

