



**GALFER USA**

310 Irving Dr.  
Oxnard, California 93030  
USA

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#### INSTALLATION PROCESS:

#### **FK003D623F Front Brake Line Kit**

2008 GSXR1300 Hayabusa

#### **Step 1:**

Identify the key components that complete our brake line kit:

You should have two (2) hoses, one (1) double banjo bolt, and two (2) single banjo bolts. There are also a total of nine (9) washers. Seven (7) will be used, and two (2) are spares. We strongly suggest having a professional mechanic install these brake lines, and all other installations **void** warranty.

#### **Step 2:**

To ensure no paint damage from a brake fluid spill, completely cover the front end of the bike. This process is messy, and brake fluid **WILL** drip!

#### **Step 3:**

After drying out the OEM brake system, uninstall stock hoses. Take note of how the stock system was routed in case you need to re-install it. Please note there is a plastic shield on the lower triple clamp of your machine; we took this piece off to ease installation. Remove the OEM hose holder, and keep the bolt for later use. (See **picture C**)

#### **Step 4:**

Install the right and left (to your right and left as you sit on the bike) lines to the calipers, using the shorter line on the right side. These lines will travel from the master cylinder to the calipers; a double banjo bolt is included to run two lines down. The positioning sequence on the master cylinder is as follows:

Double banjo hex, washer, straight banjo labeled for right line, washer, 12-degree banjo labeled for left line, washer, master cylinder. **Please see picture A for reference!** Double banjo bolts must be torqued at 12 FT pounds.

#### **Step 5:**

Route both brake lines through the enclosed c-clip, and attach to the lower triple clamp using the bolt from the OEM holder. (See **picture B**) Drop the lines down and thread the single banjo bolts at each caliper using the following sequence: single banjo hex, washer, 20-degree banjo, washer, thread into caliper. Torque banjo bolts to 12 FT pounds.

Before you proceed to the next step, please check for clearance of the lines. Compress the front end to make sure that the lines are not binding with anything. When the front end is fully extended or fully compressed, double check that the lines are traveling correctly and clear from any obstructions.

#### **Step 6:**

Bleed brake system according to owner's manual, and build appropriate pressure. Finishing with Galfer DOT 4-brake fluid is recommended.

#### **Step 7:**

Once the bleeding has been done, please check brake fluid level on master cylinder. Close brake fluid reservoir, and zip-tie the brake lever to the throttle for at least 2 hours to ensure no leaks or other possible issues. If the lines are not leaking and all looks OK (bolts are tight, washers in between), you may now ride with the new system. Make sure the rider is aware that the overall braking feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure. We also recommend checking your brake system after every race; keep in mind brake lines must be checked **very** carefully! If there are any signs of damage or



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stress to the lines, the complete brake system must be replaced. Remember, our brake lines have a **LIFETIME WARRANTY!** If you have any problems or questions, don't hesitate to call us at **(800) 685-6633**.

### Pictures:

Picture A: Master Cylinder Sequence  
Please note the position and sequence of the banjos at the master cylinder.



Picture B: C-Clip at Triple Clamp  
Route both brake lines through enclosed C-Clip using the bolt from your OEM holder.



Picture C: OEM Shield  
Please remove this shield from the lower triple clamp to ease installation of your Galfer brake lines.

