



GALFER USA

310 Irving Drive
Oxnard, California 93030
USA

INSTALLATION PROCESS:

FK003D424SB Superbike Kit

2004-07 CBR1000RR

RACE USE ONLY!

Step 1:

Identify the key components that complete our SUPERBIKE brake line kit:

You should have two (2) hoses with “L” brackets and plastic washers, one (1) double banjo bolt, and two (2) male adapters. 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; 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:

Uninstall stock hoses; be aware of how the stock system was routed in case you need to re-install it. Make sure to save the nut and bolt that are currently holding the stock lower section of the hoses. **(See picture A)**

Step 4:

Install the Galfer adapters onto the right and left calipers. Thread each adapter into the calipers with one washer, and torque at 12 to 13 ft pounds.

Step 5:

Install the right and left 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:

Master cylinder, washer, 12-degree banjo from right line, washer, 12-degree banjo from left line, washer, and double banjo hex. Double banjo bolt torque level is 12 FT Pounds. **(For positioning see picture B)**. Make sure that the 90-degree fittings on each caliper are pointing straight up **(see picture C)**. Thread each banjo end onto the adapter, and torque to 6 ½ Ft pounds. Please tighten the “L” brackets on the fender using the OEM bolts we asked you to save above.

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.

Once the lines have been checked for clearance, we recommend using a zip-tie to bring the lines together about an inch below the plastic shield for horn. **(See picture D)**

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



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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 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:

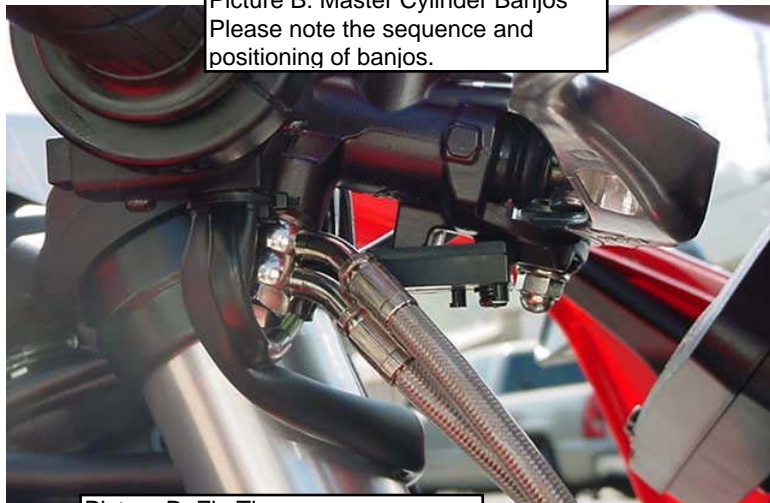
Picture A: OEM Bolt
Please use these to
attach "L" brackets.



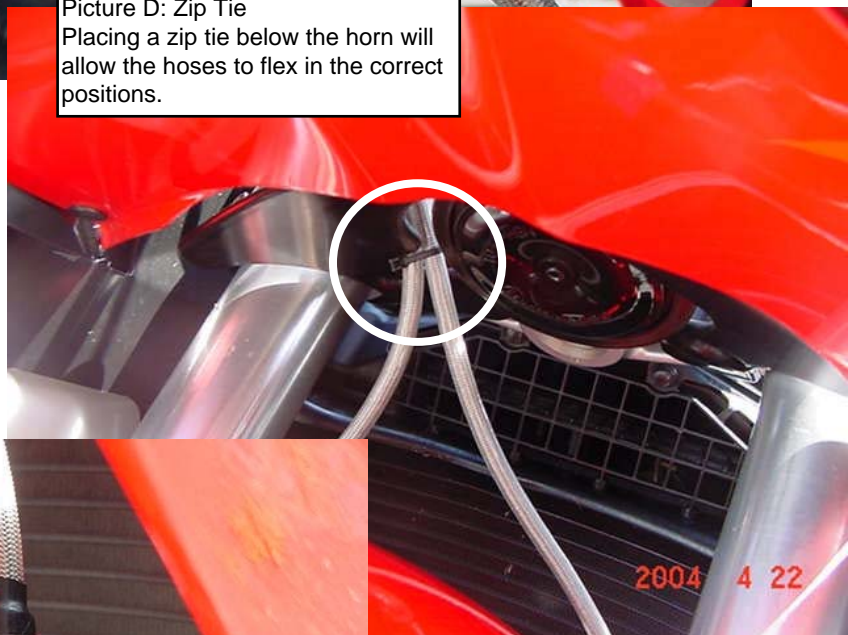
Picture C: Right Caliper
Make sure the 90-degree fittings are
pointing straight up as shown.



Picture B: Master Cylinder Banjos
Please note the sequence and
positioning of banjos.



Picture D: Zip Tie
Placing a zip tie below the horn will
allow the hoses to flex in the correct
positions.



Picture E: "L" Bracket
Tighten left and right hoses onto
fender using "L" bracket and OEM
bolt.



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