



GALFER USA

310 Irving Drive
Oxnard, California 93030
USA

INSTALLATION PROCESS:

FK003D646SB Super bike Kit

2008 Kawasaki ZX 10RR

RACE USE ONLY!

TOOLS YOU WILL NEED: 10M,13M,14M OPEN END WRENCH ,14M CROWFOOT,5M ALLEN

Step 1:

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

You should have two (2) hoses, one (1) double banjo bolt, and two (2) male adapters with two 1.55mm thick washers. There are also total of (7) washers. Five (5) 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.

Step 4:

Install the Galfer adapters onto the right and left calipers. Thread each adapter with the two thick crush washers provided 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 left line, washer, and 40 banjos from right line, washer and double banjo hex. Double banjo bolt torque level is 12 FT Pounds. **(For positioning see picture A)** Make sure that the 90 degree fittings on each caliper are pointing away from the bike bowed outward **(see picture B)**. Thread each female end into the adapter, and torque to 6 ½ Ft pounds.

Before you precede 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 removing the O.E.M brake line bracket and reusing one of the smaller bolts for the (GALFER'S C-CLIP) to bring the lines together about the same level as the lower triple clamp. **(See picture C)**

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 (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 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**.



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(A) MASTER CYLINDER



(C) GALFER'S C-CLIP



RIGHT CALIPER



(B) LEFT CALIPER



REMOVE O.E.M BRAKE LINE BRACKET



O.E.M BRAKE LINE RETAINING CLIPS