



**GALFER USA**  
310 Irving Dr.  
Oxnard, California 93030  
USA

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#### INSTALLATION PROCESS:

#### **FK003D419SB Superbike Kit**

04-07 GSXR600 and 04-07 GSXR750

#### **RACE USE ONLY!**

#### **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. 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.

#### **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, 40 degree banjo from left line, washer, 40 degree banjo from right line, washer and double banjo hex. Double banjo bolt torque level is 12 FT Pounds. (**For positioning see picture A**). Banjo on left line must be facing a bit more to the left than the banjo of right line, so that the lines can cross at lower triple clamp better. **On some models, you may have to cut a tab off at the master cylinder to fit banjos correctly.**

Make sure that the 90-degree fittings on each caliper are pointing away from the bike just a little bit (**see picture B**). Thread each banjo end into the adapter, and torque to 6 ½ 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.

Once the lines have been checked for clearance, we recommend using a zip-tie to bring the lines together about the same level as the lower triple clamp. Make sure the lines cross! (**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 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 Positioning  
If there is a tab on your machine, we suggest cutting it off as shown below.



Picture B: Calipers  
Please make sure the fittings at right and left calipers are facing slightly outboard as shown.



Picture C: Triple Clamp  
The left and right lines should cross and have a zip tie at the lower triple clamp like the picture to the right. This is **VERY IMPORTANT**, as it allows the lines to flex in the correct positions.

