



GALFER USA
57-67 West McFarlane
Ventura, California 93001
USA

INSTALLATION PROCESS BRAKE LINES ZX10 2004 - 05
RACE USE ONLY

Step 1:

Identify the key components that complete our Super bike KIT, you should have 2 lines (front Kit), and 1 Double banjo bolt and 2 lower adapters. There are also a total of 7 washers, 5 will be used, and 2 are spares. We ALWAYS strongly suggest having a professional mechanic install these brake lines, all other installations VOID warranty. **Inspect your brake system after every race.**



Step 2:

Cover the complete front end of the bike so that if any brake fluid does spill the paint will not be damaged, brake fluid will spill, there is no question!!

Step 3:

Uninstall stock hoses; be aware of how the stock system was routed in case you need to re-install it.



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Step 4:

Install onto the calipers the Galfer adapter, the course thread area threads to the caliper with one washer. Torque level is 12 to 13 ft pounds. (picture 1)



On the calipers, make sure that the 90-degree fittings are position parallel to the fork, thread banjo end to the adapter, torque the end to 6 ½ Ft pounds.



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Step 5:

Install right and left lines to the calipers, the right line is the shortest out of the two lines.

These lines will travel from the master cylinder to the calipers; a double banjo bolt is included to run two lines down (see picture 2). The positioning sequence on the master cylinder is as follows:

Master cylinder, washer, straight 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.



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Before you begin bleeding process, please check for clearance of the lines, push on the front end down, see that the lines are not binding with anything and that when the front end is fully extended or fully under pressure the lines are traveling correctly and clear from any obstructions.

Make sure that once the lines have been check for clearance, the two lines are Zip tied together an inch under the lower triple clamp area. this will allow for the lines to travel correctly. **VERY IMPORTANT.**



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Step 6:

Bleed system, conventional bleeding, pump and release the air from caliper bleed nipples... 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, come back after the 2 hours and look for leaks, other possible issues.

If the lines are not leaking and all looks OK you can now allow the bike to be ridden with the new system, make sure that the rider is aware that brake lever feel has dramatically changed and that easy riding is suggested to accommodate to the new brake lever feel and pressure.

We always suggest checking the brake system after every race, if the bike has been crashed at any time, brake lines must be checked very carefully and if there are any signs of damage, stress to the lines, the complete system must be changed. If you have any problems please call us at 800-6856633.



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Male Adapter, direct to caliper



Double banjo bolt, master cylinder