



INSTALLATION PROCESS:

FK003D495SB Front Superbike Brake Line Kit

2006-07 Kawasaki ZX 10RR

RACE USE ONLY

Step 1:

Identify the key components that complete our brake line kit:

You should have two (2) lines, one (1) double banjo bolt, two (2) male adapters, and one (1) c-clip. We have also included a total of seven (7) washers; five (5) will be used, two (2) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs will **VOID** your warranty. ***Inspect your brake lines before and after every race.***

Step 2:

To ensure there is no paint damage from the brake fluid, completely cover the front end of the bike. Installing brake lines can be a messy process, and brake fluid **WILL** spill!

Step 3:

After bleeding and drying out the OEM brake system, uninstall your front stock hoses. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

The new Galfer kit, will *not* crossover the fender as the OEM routing does. Your new lines will have both lines at the master cylinder and running down to each caliper, because of this and to allow your brake lever switch to travel freely; ***you will need to modify the master cylinder.*** To do this; remove the master cylinder and grind off the tab used to keep the OEM fitting in place, (**refer to pictures A-1, A-2.**) Once this is done, you may re-install your master cylinder.

Step 5:

Install the Galfer male adapters onto each caliper. These adapters thread to the caliper using one (1) washer. Torque level is 12 to 13 ft pounds.

Step 6:

Familiarize yourself with the Galfer lines, notice they are labeled right and left (as if you are sitting on the bike.) Install the banjo ends at the master cylinder using the double banjo bolt and the three (3) standard washers, the sequence will be as follows; master cylinder, washer, left line banjo, washer, right line banjo, washer, double banjo bolt. Be sure to position the left line a bit more towards the left of your right line, to allow proper routing at the triple tree (**refer to picture B.**) Torque level of bolt is 15 to 17 ft pounds.

Step 7:

Route the lines down to the lower triple tree. Use the Galfer provided c-clip to keep the lines together and routed correctly at the triple tree, ***keeping the left line on the left of the bike.*** Continue to route your lines behind the forks and to their appropriate calipers (**refer to picture C.**) Install the hex end of each line to the male adapters. Be sure that the fitting is parallel to the forks (**refer to pictures D and E.**) Torque level is 6 ½ ft pounds.

Step 8:

Before you begin the next step, please check the clearance of your new lines. When the front end is fully extended or compressed, make sure the lines do not bind with anything. Be sure to triple check that the lines are traveling correctly and are clear from any obstructions.

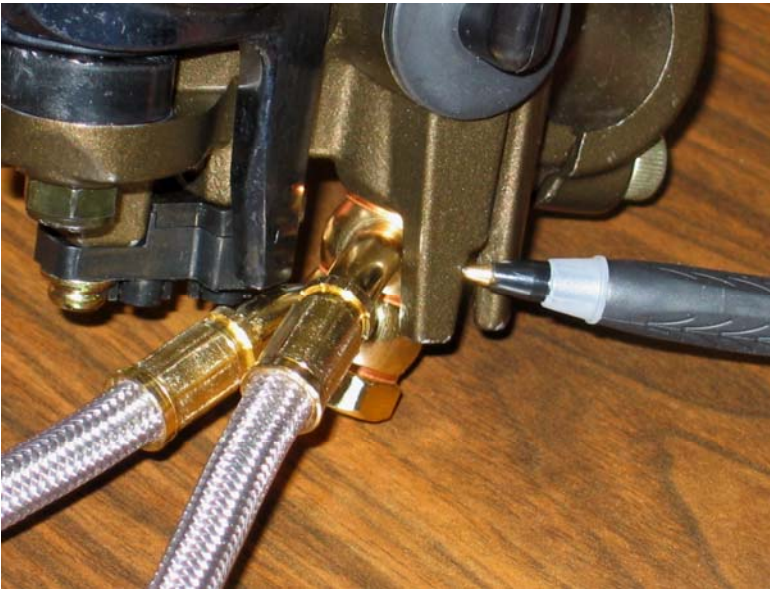
Step 9:

Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

Step 10:

Once you have bled the system, please check the brake fluid level in your master cylinder. Top off your brake fluid according to your manual and close the brake fluid reservoir. To ensure there are no leaks or other issues, zip-tie the brake lever to the throttle for at least 2 hours. If the lines are not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and lines are clear from obstruction) you are now ready to ride with the new brake system.

Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for any leaks or damage. If there are any signs of damage or stress to the lines, the complete brake line kit will need to be replaced. Remember, our brake lines have a LIFETIME WARRANTY! If you have any problems or questions, do not hesitate to call our tech department - (800) 685-6633.



**Master Cylinder Modification
Picture A-1, to the left: Front
master cylinder removed from
bike, Galfer lines installed and pen
indicating which tab to grind off**

**Master Cylinder Modification
Picture A-2, to the right: Galfer
lines installed with master cylinder
on bike, pen and “X” indicate
which tab to grind off, notice
positioning of banjo fittings.**



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b. Front master cylinder, notice positioning of fittings



c. Lines routed behind forks, be sure to use the Galfer c-clip at the lower triple tree



d. Right caliper, notice position of fitting



e. Left caliper, notice position of fitting

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