

INSTALLATION PROCESS:
FK003D646SB Superbike Brake Line Kit
2008-12 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, and two (2) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs will **VOID** your warranty. ***Be sure to 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 and remove the bracket from the lower triple tree. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Install the Galfer adapters onto the right and left calipers. Thread each adapter with one (1) washer onto the calipers and torque at 12 - 13 ft pounds (**refer to picture D.**)

Step 5:

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 (**refer to picture A.**) Torque level is 15 – 17 ft pounds.

Step 6:

Route the lines down to the lower triple tree. Using a stock bolt, replace the OEM bracket with the Galfer provided c-clip (**refer to picture B.**) Continue to route the lines *behind the forks* and to their appropriate calipers (**refer to picture C.**) Install the hex end of each line to the already-installed male adapters at each caliper. Be sure that the fitting is bowed outward away from the bike (**refer to pictures E and F.**) Torque at 6 ½ ft pounds.

Step 6:

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 7:

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

Step 8:

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.

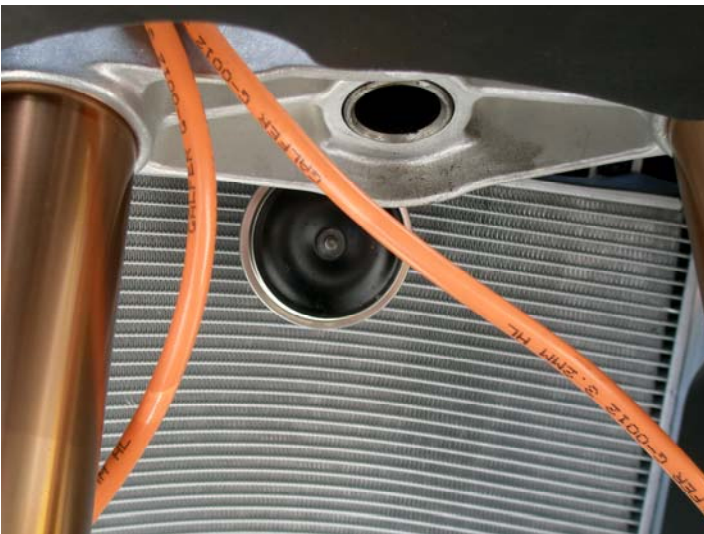
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically as well as before and after every race; be sure to check that your bolts are tight and *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**.



a. Front master cylinder



b. Galfer c-clip at lower triple tree



c. Galfer lines routed behind forks



d. Right caliper

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e. Right caliper, notice fitting is pointed away from bike



f. Left caliper, notice fitting is pointed away from bike

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