



GALFER USA
310 Irving Drive
Oxnard, CA 93030 USA

INSTALLATION PROCESS:

FK003D283SB Superbike Kit

2001-2002 Suzuki GSXR 1000

RACE USE ONLY!

Step 1:

Identify the key components that complete our Superbike kit:

You should have 2 lines (front kit), 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 strongly suggest having a professional mechanic install these brake lines; all other installations VOID warranty. Inspect your brake system after every race.

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. **(See picture A)**

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 **(see picture B)** is included to run two lines down. 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. **(See picture I)** The 12-degree banjo on left line must be facing a bit more forward than the straight banjo so the lines can cross at the lower triple clamp.

Make sure that the 90-degree fittings on each caliper are pointing away from the bike just a little bit **(see pictures C through F for calipers)**. 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 across from the lower triple clamp. Please make sure the lines are crossing each other as **shown in pictures G and F**; this step is VERY IMPORTANT!

Step 6:

Bleed brake system according to owner's manual, and build appropriate pressure. Finishing with DOT-4 brake fluid is recommended.



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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, you may now ride with the new system. Make sure that the rider is aware that the overall feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure.

We also always suggest checking the brake system after every race or in the event of a crash. 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. If you have any problems please call us at 800-685-6633.

Pictures:



A) Adapter for Caliper end



B) Double banjo bolt Master Cylinder



← C) Right Caliper



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D) Right Caliper. See angle on banjo, banjo is turned outward:



E) Left Caliper





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F) See left caliper banjo positioning:



G) Brake lines under lower triple clamp, READ BELOW!!!



Left line and right line must cross as seen in picture, as this allows for line to MOVE and FLEX at the correct spots. This positioning is VERY IMPORTANT (allows for fender clearance)!



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H) More lower triple clamp positioning:



I) Master Cylinder positioning:

