



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

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#### INSTALLATION PROCESS:

#### **FK003D452SB Superbike Kit**

2005-07 GSXR1000

#### **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. For ease of installation, we recommend removing the plastic dust shield and hose clamp. **(See picture D)**

##### **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, 20 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)**. 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 onto 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

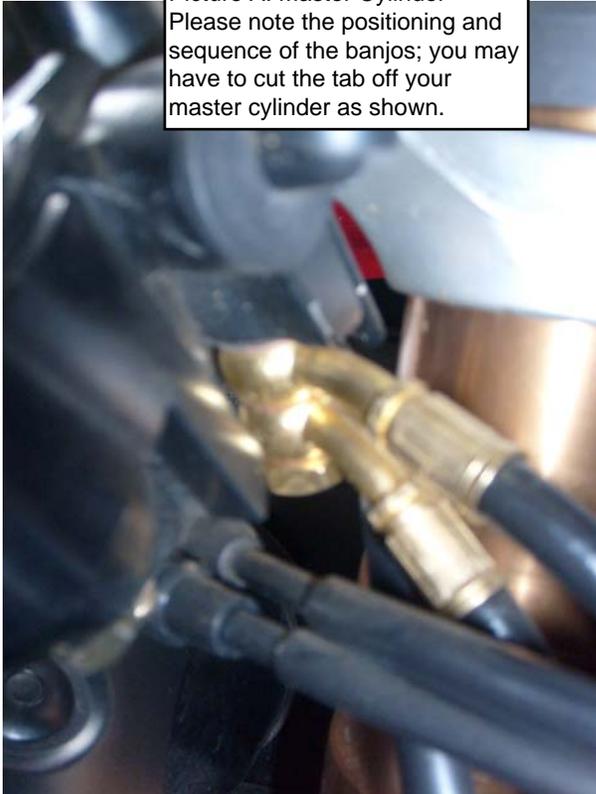


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stress to the lines, the complete brake system must be replaced. Remember, our brake lines have a **LIFETIME WARRANTY!** If you have any problems or questions, don't hesitate to call us at **(800) 685-6633**.

**Pictures:**

Picture A: Master Cylinder  
Please note the positioning and sequence of the banjos; you may have to cut the tab off your master cylinder as shown.



Picture B: Right Caliper  
Make sure the 90-degree fittings are pointing away from the bike when tight.



Picture D: Dust Shield  
To ease installation and fitment, please remove the dust shield and hose clamp from the lower triple clamp.



Picture C: Zip Tie Section  
Please zip tie the lines together about the same level as the lower triple clamp; make sure they cross each other!

