



**GALFER USA**  
310 Irving Drive  
Oxnard, California 93030  
USA

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**INSTALLATION PROCESS:**

**FK003D13SB and FK003D14SB Superbike Kit**

1994-2003 Suzuki GSXR750 and 1997-2004 Suzuki GSXR600

**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 S4)**

**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 S5)** 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 S6)**

Make sure that the 90-degree fittings on each caliper are pointing away from the bike just a little bit **(see pictures S7 through S9 of 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 about an inch above the lower triple clamp area. **(Picture S10)**

**Step 6:**

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

**Step 7:**



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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:

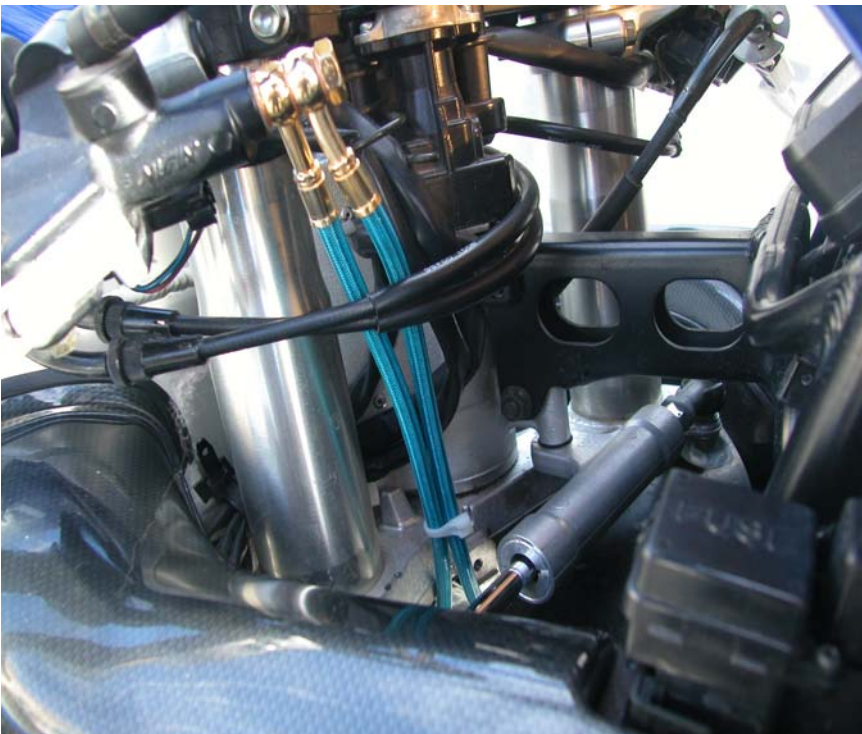
S4:



S5:



S5:





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**S6: Right Caliper**



**S7: Right Caliper**



**S8: Left Caliper**





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**S9: Left Caliper**



**S10: Front End**

