

INSTALLATION PROCESS GALFER Super Bike BRAKE LINES

ZX6RR 2007

RACE USE ONLY

Step 1:

Identify the key components that complete our Super bike KIT, you should have 1 complete 3 line kit (front Kit), 1 single banjo bolt and 2 lower male adapters. There are also a total of 6 washers, 4 will be used, and 2 are spares. The Left hose has a locating clip and there is a new bolt to bolt that on. We ALWAYS strongly suggest having a professional mechanic install these brake lines, all other installations VOID warranty. **Inspect your brake system after every race.**



A: Right Caliper



B: Please re-use stock routing clip for right line

Step 2:

Cover the complete front end of the bike so that if any brake fluid does spill the paint will not be damaged, brake fluid will spill, there is no question!!

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 onto the calipers the Galfer male adapters, the coarse thread area threads to the caliper with one washer. Torque level is 12 to 13 ft pounds. See Picture C



C: (Step 4)

Step 5: On the calipers, make sure that the 90-degree fittings off the hose are positioned slightly to the right of the fork as on picture **A: Right Caliper**, thread banjo end to the adapter, **torque the banjo end to 6 ½ Ft pounds**. See picture D for Left Caliper positioning.

D: LEFT LINE



E: Master Cylinder Banjo

Step 6:

Install Top line (the one with the shortest hose with a 40 degree banjo) on to the MC, use now the single banjo bolt provided along with 2 washers. Torque 12 to 15lbs. See MC picture E on previous page.

Step 7: T-Block:

Your new line kit has a 3 way T-block, provided with the kit on the left hose there is a locating clip, please bolt that clip to the where the OEM line holder was, use our longer bolt provided with the kit.

See Picture F and G for T-block location.

F: T-Block view from bottom:



G: T-Block view from top:



Before you begin bleeding process, please check for clearance of the lines, push the front end down, see that the lines are not binding with anything and that when the front end is fully extended or fully under pressure the lines are traveling correctly free and clear from any obstructions.

Step 8:

Bleed system, conventional bleeding, pump and release the air from caliper bleed nipples... Galfer DOT 4-brake fluid is recommended.

Step 9:

Once the bleeding has been done, please check brake fluid level on master cylinder.

Close brake fluid reservoir, zip tie the brake lever to the throttle for at least 2 hours, come back after the 2 hours and look for leaks or other possible issues.

If the lines are not leaking and all looks OK you can now allow the bike to be ridden with the new system, **make sure that the rider is aware that brake lever feel has dramatically changed and that easy riding is suggested to accommodate to the new brake lever feel and pressure.**

We always suggest checking the brake system after every race, if the bike has been crashed at any time, brake lines must be check very carefully and if there are any signs of damage, stress to the lines, the complete system must be changed. If you have any problems please call us at 800-6856633.