

INSTALLATION PROCESS GALFER Super Bike BRAKE LINES

2007 CBR600RR

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.



A: Left Caliper (looking at the bike from the front, not seating on it)

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**



E) Lines using stock clamp at lower triple clamp.



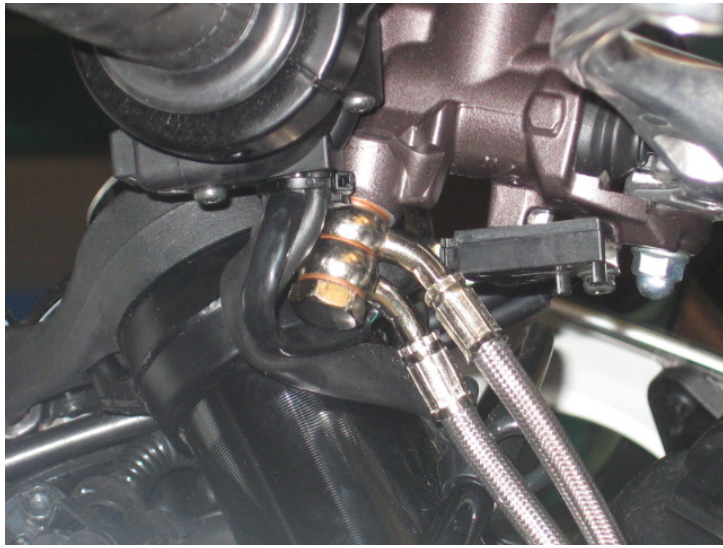
C: (Step 4) Male adapter.

Step 5: On the calipers, make sure that the 90-degree fittings off the hose are position 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 Right Caliper positioning. Please note the hoses must travel down toward the center of the bike; you must use the stock clamp and route the hoses through it. **(Please see Pictures E & F)**

D: Right line (looking at the bike from the front)



FRONT VIEW: Note the lines are routed in front of forks!



E: Master Cylinder Banjo



F: Lines going from top to the lower t.

Step 6:

Install at master cylinder the 2 lines, the sequence is, master cylinder, washer, right hose, washer, left hose, washer, double banjo bolt (torque 12 to 15 ft lbs).

See MC picture E.

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 7:

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

Step 8:

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**.