

## INSTALLATION PROCESS:

### FK003D584-SB Front Superbike Line Kit

2007+ KAWASAKI ZX-6R

### RACE USE ONLY



#### Parts List:

- 2 lines
- 2 superbike thread adapters
- 1 double banjo bolt
- 7 crush washers (5 will be used, 2 will be spares)
- 1 line clip

We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty. ***Be sure to read through the instructions before installing Galfer lines.***

#### Step 1:

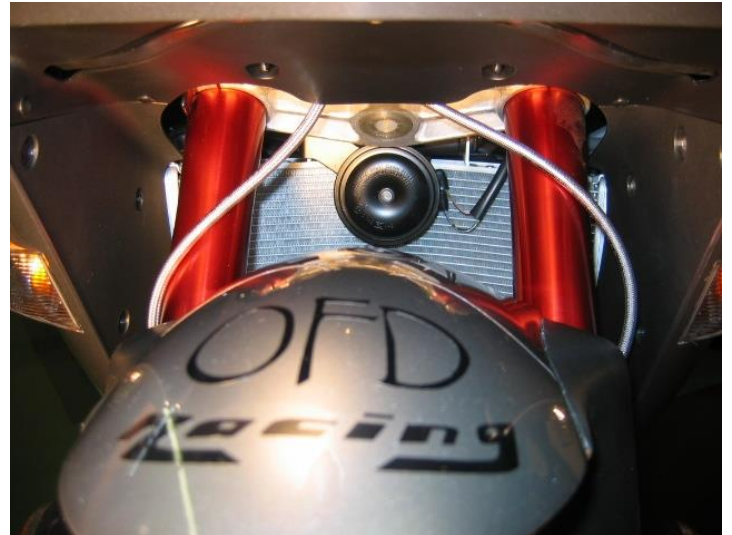
To prevent paint damage from brake fluid, completely cover the front and rear end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill! Remove all brake fluid from the OEM brake system. Take note of how the stock system was routed (you may want to take pictures for reference).

#### NOTE:

- Galfer stainless steel banjo bolts and male SB adapters are to be torqued between 15 – 17 ft. pounds
- Galfer stainless steel superbike fittings are to be torqued between 5 – 7 ft pounds and regularly checked for proper torque

#### Step 2:

Install the ends marked **Master Cylinder**, using a double banjo bolt and 3 washers. Route the lines down in front of the lower triple clamp and attach to the casting using the supplied line clip and factory fastener. Route the lines *in front of the fork legs* and around to the calipers.



#### Step 3:

Locate the 2 male-male superbike caliper adapters. Note that the threads are not the same on both ends. The coarse thread will be installed into the caliper using a single crush washer against the casting. Torque these adapters to 15-17 ft. pounds. The superbike fittings can then be installed to the adapters and torqued to 5-7 ft. lbs. Note that **NO** crush washers are used at this secondary connection. These fittings should also be checked regularly for proper torque.



#### Step 4:

Before continuing, check clearance of your new lines with the front suspension fully extended and compressed. Make sure to double check that the line is traveling correctly and is clear from any obstructions. Using Galfer DOT-4 brake fluid (or equivalent); bleed your brake system according to the owner's manual.

#### Step 5:

Once the system is properly bled, check the brake fluid level in your master cylinder and top off if necessary. Clean any residual fluid from around the banjos and fittings, making sure to keep solvents away from the brake pads and/or rotors. To ensure there are no leaks in the system, use a zip tie around the brake lever and bar to apply pressure for at least 30 minutes. If the lines are not leaking and all else looks good, you are ready to ride.

Please be aware that the newly modified braking system is now much more responsive and will take some getting used to. We recommend riding carefully as you feel out the lever and pedal. Check your brake system periodically for proper torque, leaks, and damage to the lines. If there are any signs of damage, the lines will need to be replaced.

*\*Please note that although Galfer fittings come pre-positioned from the factory for easy installation, differences in bike setup, bar position, control angle, etc. may require the banjos to be rotated slightly. All Galfer fittings are what we refer to as turn-to-fit and can be rotated to alleviate twist or tension in the lines. To do so, firmly hold the crimped portion of the line; insert a wood dowel, brass punch, or pen into the banjo, and rotate as shown in the diagram below. Just be sure to only apply rotational force and NEVER pry on the connection.*

