



GALFER USA

310 Irving Drive
Oxnard, California 93030
USA

INSTALLATION PROCESS:

FK003D224SB Superbike Kit

99-02 Suzuki SV650S

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:

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 the Galfer adapters onto the calipers. These adapters thread to the caliper with one washer. Torque level is 12 to 13 ft pounds. **(See picture A1)**

Step 5:

Install right and left lines to the calipers; the left line will be the shorter of the two.

These lines will travel from the master cylinder to the calipers; a double banjo bolt **(see picture A2)** 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 A3 for positioning)**

Make sure that the 90-degree fittings on each caliper are positioned parallel to the fork **(see picture A5-A6)**.

Thread banjo end into the adapter, and torque the end to 6 ½ Ft pounds. Brake lines must be zip-tied to fork legs **(see picture A5 or A6)**.

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 A7)**

Step 6:

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



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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, 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:



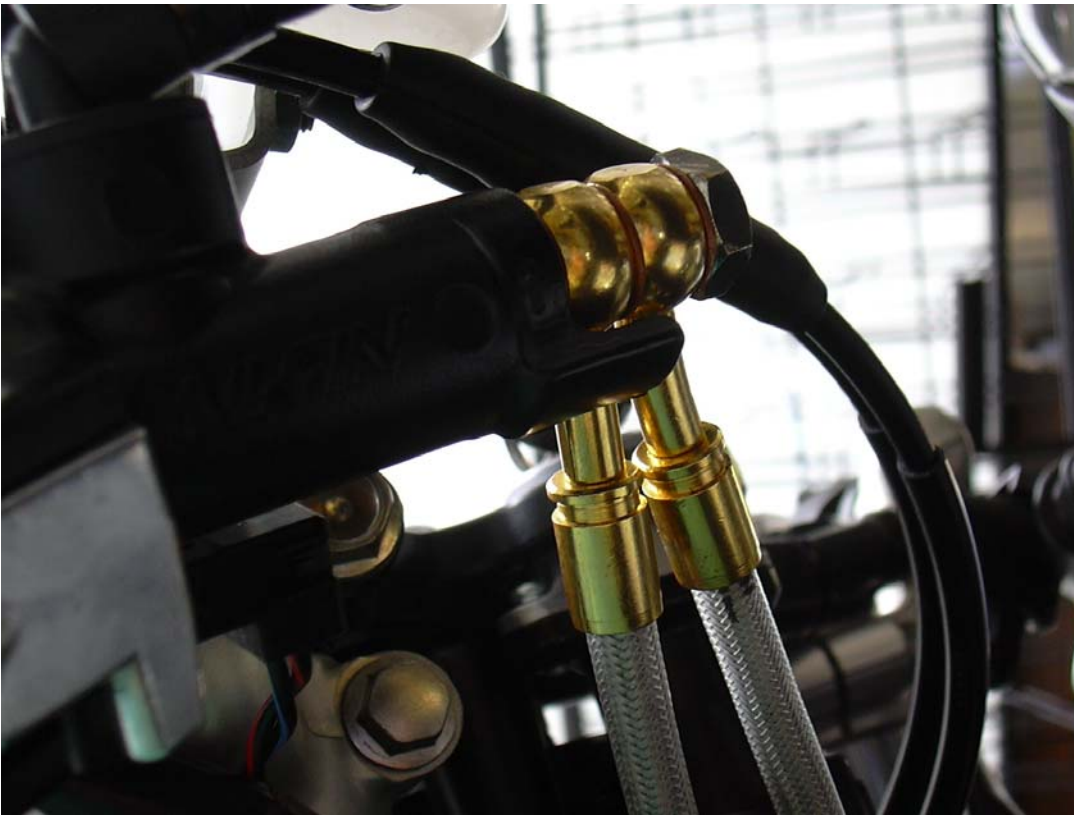
← A1 (male end that goes at caliper)



← A2 (double banjo bolt)



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← A3 (master cylinder)



← A4 (right caliper)



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←A5

Right



← A6

Left



←A7 (behind front forks)