

INSTALLATION PROCESS:  
**2016 Suzuki SV 650 Super Bike**  
Instructions



**Parts List:**

3 Line with T crimp  
1 Single banjo bolts  
6 Washers  
2 clips  
2 super bike adapter

**NOTE:**

*Galfer stainless steel banjos and bolts must be torqued between 15 – 17 ft. pounds*  
*Galfer stainless steel blocks and hard lines must be torqued between 5 - 7 ft. pounds*  
*Galfer Aluminum banjos and bolts must be torqued between 12-15 ft. pounds*

Galfer strongly suggests having a professional mechanic install your brake lines because incorrect installation 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 according to the factory service manual. Take note of how the stock system was routed (you may want to take pictures for reference).

**Step 2:**

To begin the install of your new superbike Galfer brake kit, first install the master cylinder banjo fitting onto your stock master cylinder. You will use one banjo bolt and install in this sequence **(BANJO BOLT/WASHER/FITTING/WASHER/MASTER CYLINDER)**. **(SEE FIGURE 1)**. After the top banjo fitting is installed route the line to the lower triple tree near the clamp for the right fork tube. Remove the top fork clamp bolt and install a Galfer clip to secure the T crimp. **(SEE FIGURE 2)**. On the left fork clamp remove the top clamp bolt and install the Galfer clip to secure the brake line. **(SEE FIGURE 3)**.

**Step 3:**

At the calipers you will need to install the adapters for the super bike fittings. The adapter threads into the caliper using a single crush washer. **(SEE FIGURE 4)**. After the adapter is installed the superbike fitting threads directly onto the adapter and must be torqued to ensure a proper seal. Make sure to tilt the fittings about 30-40 degrees out from 12:00 so as to allow proper movement of the lines as the suspension articulates. **(SEE FIGURE 5)**

***Galfer stainless steel blocks and hard lines must be torqued between 5 - 7 ft. pounds***

**Step 4:**

Familiarize yourself with the new Galfer brake line. Check to make sure there is no binding or obstruction. **(SEE FIGURE 5)** for the the final install should look like.

**Step 7:**

Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

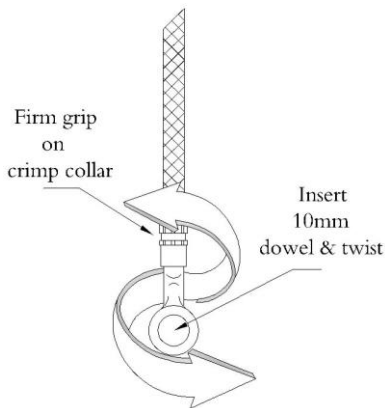
**Step 8:**

Once you have bled the system, please check the brake fluid level in your master cylinder. Top off your brake fluid according to your manual and close the brake fluid reservoir. To ensure there are no leaks or other issues, zip-tie the brake lever to the throttle for at least 2 hours. If the line is not leaking and all else looks good, (bolts

are tight and torqued down to specification, washers are in place, and lines are clear from obstruction) you are now ready to ride with the new brake system.

Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for any leaks or damage. If there are any signs of damage or stress to the lines, the complete brake line kit will need to be replaced. Remember, our brake lines have a **LIFETIME WARRANTY!** If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.

*\*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. If you have any questions, please contact our tech department before attempting this procedure.*



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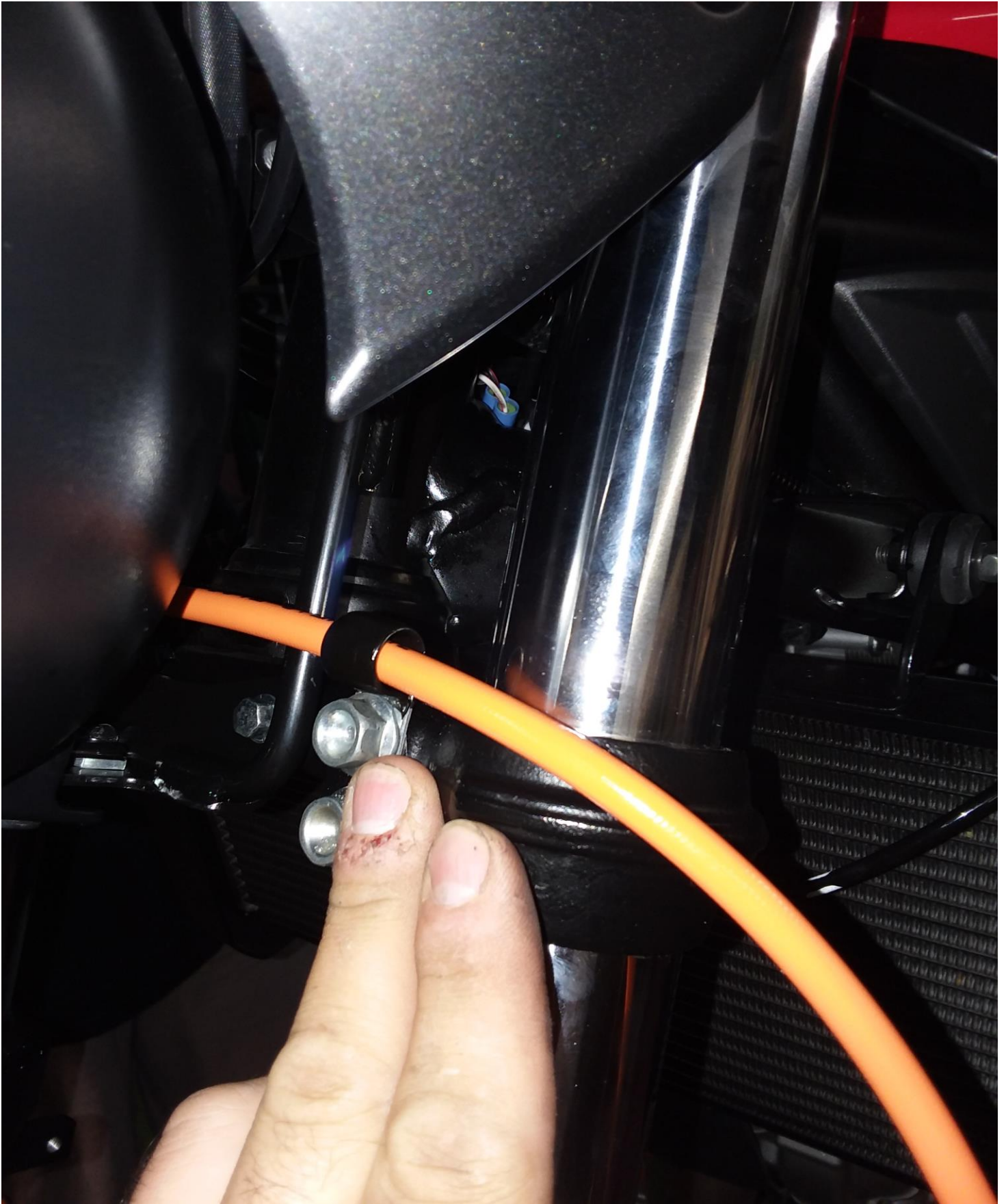
BRAKING SYSTEMS



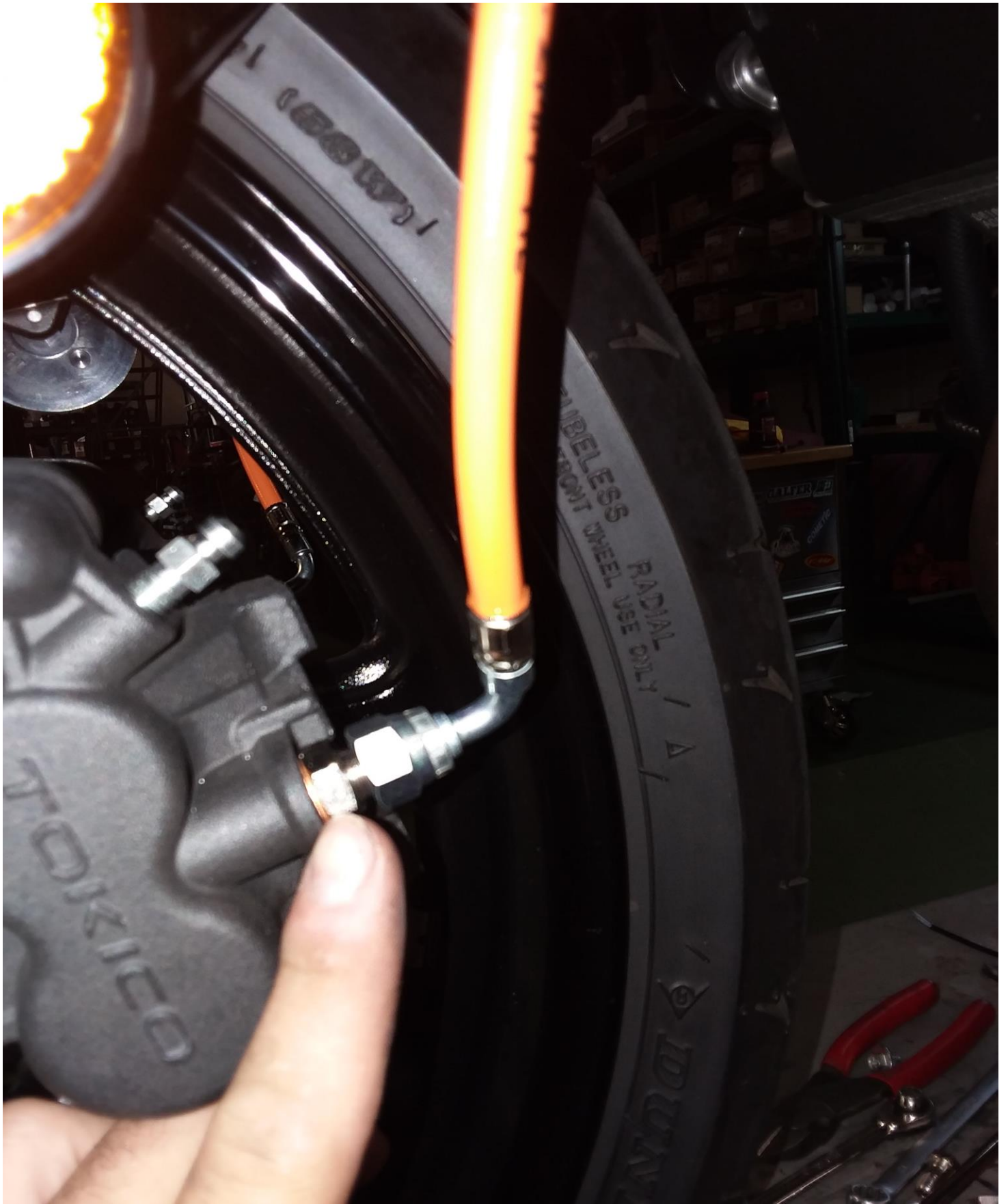
**FIGURE 1**



**FIGURE 2**



**FIGURE 3**



**FIGURE 4**



**FIGURE 5**



**FIGURE 5**