



INSTALLATION PROCESS:

SP28-250/300/320 SB Superbike Kit

RACE USE ONLY!

Step 1:

Identify the key components that complete our Superbike kit:

You should have one line (front kit), one single banjo bolt, two lower adapters, and three washers. 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. The 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 Spears 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 line to the calipers. These lines will travel from the master cylinder to the calipers; a single banjo bolt is included to run a single line down. (See **picture A2**) The positioning sequence on the master cylinder is as follows:

Master cylinder, washer, 12-degree banjo, washer, and single banjo hex.. Single banjo bolt torque level is 12 FT Pounds. (See **picture A3 for positioning**)

Make sure that the 90-degree fittings on the caliper are positioned parallel to the fork (see **picture A4**). 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**).

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.

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 two hours to ensure no leaks or other possible issues. If the lines are not leaking and all looks okay, 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 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 209-923-4684.

Pictures:



← A1 (male end that goes at caliper)



← A2 (Single banjo bolt)

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← A3 (master cylinder)



← A4 (right caliper)

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