

INSTALLATION PROCESS:
FK002D424GP Front GP Brake Line Kit
2004-07 HONDA CBR 1000RR

Torque specifications
Stainless steel 15-17 ft. lbs
Aluminum 12-15 ft. lbs



Step 1:

Identify the key components that complete our brake line kit:

You should have a 3-line assembly, three (3) single banjo bolts, and one (1) c-clip. We have also included a total of eight (8) washers; six (6) will be used, and two (2) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty.

Step 2:

To ensure there is no paint damage from the brake fluid, completely cover the front end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 3:

After bleeding and drying out the OEM brake system, uninstall your front stock hoses and remove the line holder at the fender. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Identify the top line, or the master cylinder line. Install this line to the master cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt (**refer to picture A.**) Be sure to note what type of fittings you have received, since torque specs will vary.

Step 5:

Use the Galfer provided c-clip to replace the OEM line holder at the lower triple tree, route the top line through this c-clip (**refer to picture B.**) The lower lines will travel in front of the forks to their appropriate calipers, the left line to the left caliper as if you were sitting on the bike (**refer to picture C.**) Use a single banjo bolt and two (2) washers to install each line to the calipers, following the same sequence as the master cylinder (**refer to pictures D, E and F.**)

Step 6:

Before you begin the next step, please check the clearance of your new lines. When the front end is fully extended or compressed, make sure the lines do not bind with anything. Be sure to triple check that the lines are traveling correctly and are clear from any obstructions.

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 lines are 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.

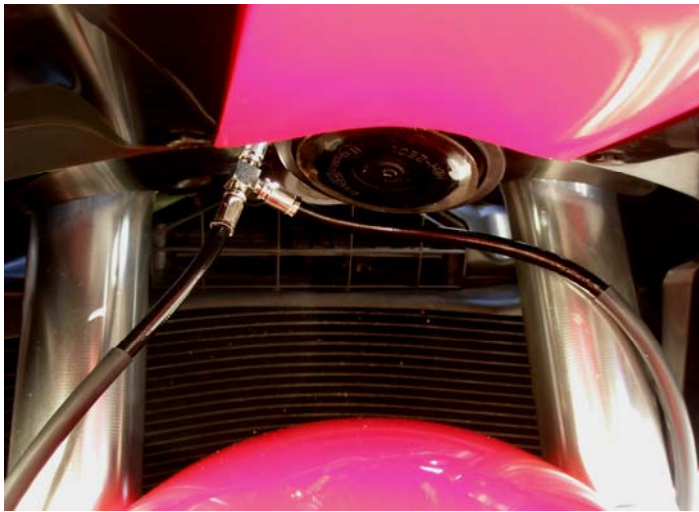
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically *as well as before and after every race*; be sure to check that your bolts are tight 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.



a. Front master cylinder



b. Top line routed through the Galfer c-clip at lower triple tree



c. Routing in front of forks



d. Right caliper



e. Right caliper, notice sequence



f. Left caliper, notice sequence



When it comes to quality motorcycle brake parts, Galfer is the brand you can depend on.