

INSTALLATION PROCESS:
FK003D717-3 Front Brake Line Kit
2009-2013 HONDA CBR600RR ABS

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 three (3) brake lines, two (2) single banjo bolts, one (1) double banjo bolt, two (2) conic “olive” invertors, two (2) zip ties, one (1) M6 bolt, one (1) M6 nut and three (3) c-clips. We have also included a total of nine (9) washers; seven (7) 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. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Familiarize yourself with the new Galfer brake lines; notice there are three (3) lines labeled **Line A**, **Line B** and **Line C** all three of these lines will be used for the front brake application.

NOTES:

- We refer to “right” and “left” as if you are sitting on the motorcycle
- Torque all stainless steel bolts to 15-17 ft pounds
- Torque all aluminum bolts to 12-15 ft pounds
- Torque all female fittings to 5-7 ft pounds
- All female fittings require a conic olive invertor (**See Picture D**)
- The **Zip Tie** is to hold the ABS wire to the brake lines past the caliper point (**See Picture F**)

Step 5:

Install **Line A** to the front 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 (**See Picture A.**) Route **Line A** down towards the OEM hard tubing, using one of the two small Galfer provided C-Clips and the OEM bolt, mount the line to the lower triple tree (**See Picture B**), continue to route the line down and left to the **Top** OEM hard tubing, install the 90° union fitting with an olive invertor to the hard tubing, the sequence will be as follows; OEM hard tubing, olive invertor, 90° union fitting. Install the 90° union fitting of **Line C** to the **Bottom** OEM hard tubing with an olive invertor, the sequence will be the same as before (**See Pictures C & D.**) Install the Galfer provided M6 bolt through the bottom of the stock mounting bracket and up through the two 90° union fittings to the Galfer provided M6 nut.

Step 6:

Route **Line C** down, behind the forks and to the **Right Caliper**, install the banjo fitting from **Line C** and the banjo fitting from **Line B** to the **Right Caliper** using a double banjo bolt and three (3) washers, the sequence will be as follows; **Right Caliper**, washer, **Line C**, washer, **Line B**, washer, double banjo bolt (**See Picture E**); using the large Galfer provided C-Clip and the OEM bolt, install **Line C** and **Line B** to the stock mounting point on the right side of the fender (**See Picture F.**) Route **Line B** across the fender; using the second small Galfer provided C-Clip and OEM bolt, install **Line B** to the stock mounting point on the left side of the fender (**See Picture G.**) Continue to route the line down and to the **Left Caliper**, install this end of **Line B** to the **Left Caliper** using a single banjo bolt and two (2) washers, the sequence will be as follows; **Left Caliper**, washer, **Line B**, washer, single banjo bolt (**See Pictures H & I.**)

Step 7:

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 8:

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

Step 9:

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(s) 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; 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!**



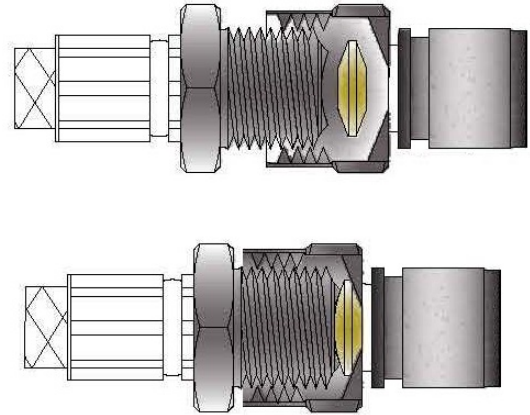
A. Master Cylinder



B. Galfer C-Clip at Lower Triple Tree



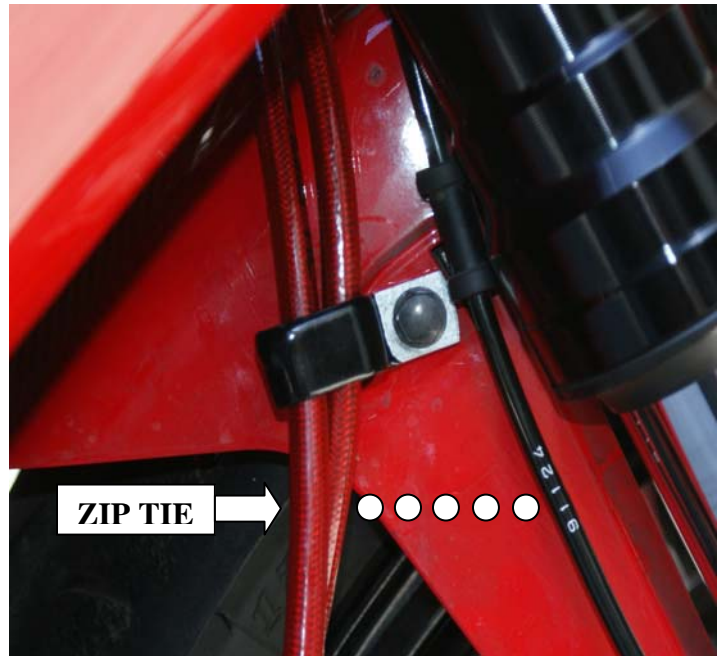
C. Line A and Line C 90° Union at OEM tubing



D. Olive Inversor



E. Lines C & B at Right Caliper



F. Lines C & B at Galfer C-Clip on Right side of fender



G. Line B at Galfer C-Clip on Left side of fender



H. Line B at Left Caliper



I. Overall Line Routing



J. Bike Overall