

INSTALLATION PROCESS:
FK003D776-5 Complete Front and Rear Brake Line Kit
2011-13 HONDA CBR 250R ABS



Step 1:

Identify the key components that complete our brake line kit:

You should have five (5) lines, five (5) single banjo bolts, two (2) M6 bolts, one (1) zip tie, and five (5) conic “olive” inversors. We have also included a total of twelve (12) washers; ten (10) 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. ***Be sure to read through the instructions first before installing the Galfer lines.***

Step 2:

To ensure there is no paint damage from the 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!

Step 3:

Bleed and dry out the OEM brake system. Take note of how the stock system was routed in case you need to re-install the hoses, you may want to take pictures to use for reference.

NOTE:

- ***Galfer stainless steel banjos and bolts are to be torqued down between 15 – 17 ft pounds.***
- ***Galfer female fittings are to be installed to the OEM hard tubing using an “olive” inversor. Refer to manufacturer’s torque specification, unless otherwise noted (refer to picture D, for example.)***

Step 4:

Familiarize yourself with the new Galfer brake lines labeled **A, B & C**; these will replace the front OEM hoses. Uninstall the front OEM hoses. Identify which end of **Line A** to install to the front master cylinder. Install this end 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 pictures A & B.**) Following the OEM routing, route **Line A** down to the ABS hard tubing found on the right side of the bike (“right” as if you are sitting on the bike) (**refer to pictures B & C.**) Install the female end of **Line A** to the ABS hard tubing using one (1) “olive” inversor, ***torque down to 5ft pounds.*** The zip tie included in this kit is to be used to keep the female fitting of **Line A** close to the OEM mounting point (**refer to picture C.**)

Step 5:

Identify the female end of **Line B**. Using one (1) “olive” inversor, install this end to the ***upper*** ABS hard tubing found under the lower triple tree (**refer to picture E.**) Route the line down to the caliper. Install **Line B** to the caliper’s ***lower mounting point*** using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (**refer to pictures F & G.**) ***Please note we have re-used the OEM line holder at the right fork, be sure to refer to pictures H & I for routing details.*** **Line C** will be installed similar to Line B; identify the female end of **Line C** and install this line to the ***lower*** ABS hard tubing at the triple tree (**refer to picture E.**) Route **Line C** down to the caliper and install the line to the caliper’s ***upper mounting point*** (**refer to picture F & G.**) Use the Galfer provided M6 bolt to keep **Lines B & C** mounted to the OEM bracket found under the lower triple tree (**refer to pictures J.**)

Step 6:

Familiarize yourself with the Galfer lines labeled **D & E**; these will replace the rear OEM hoses. Uninstall the rear OEM hoses. Identify the banjo end of **Line D**. Install this end to the rear master cylinder using a single banjo bolt and two (2) washers, be sure to follow the same sequence as previously used (**refer to picture K.**) Following the OEM routing, route **Line D** to the ABS hard tubing found just above the rear master cylinder. Using an “olive” inversor, install the female end of **Line D** to the ABS hard tubing ***closest to you*** (**refer to picture L.**)

Step 7:

Identify the female end of **Line E**. Install this end to the ABS hard tubing found *behind* the already installed Line D (refer to picture L.) Use the Galfer provided M6 bolt to keep **Lines D & E** mounted to the OEM bracket found just above the rear master cylinder (refer to picture L.) Route **Line E** down the swing arm and towards the rear caliper (refer to picture M.) Install **Line E** to the rear caliper using a single banjo bolt and two (2) washers, following the same sequence as before (refer to picture N.)

Step 8:

Before you begin the next step, please check the clearance of your new lines. When the front and rear ends are 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 9:

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

Step 10:

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, for the rear; use a jug or something similar to apply pressure to your brake pedal. 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.

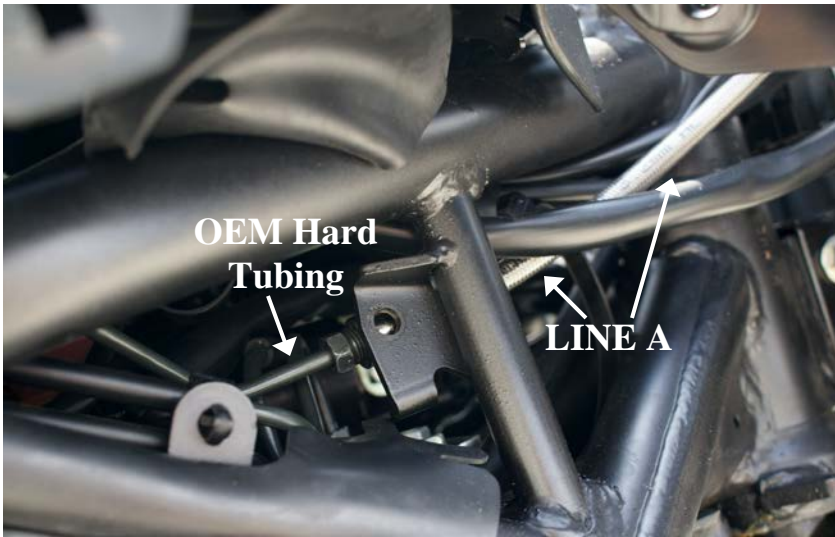
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for 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!



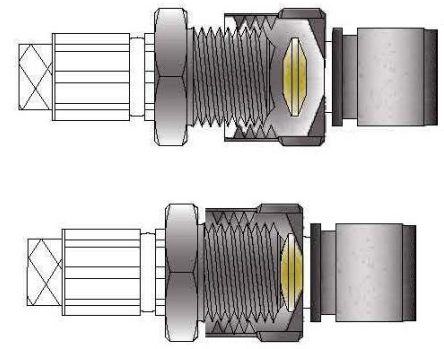
a. Line A installed to front master cylinder



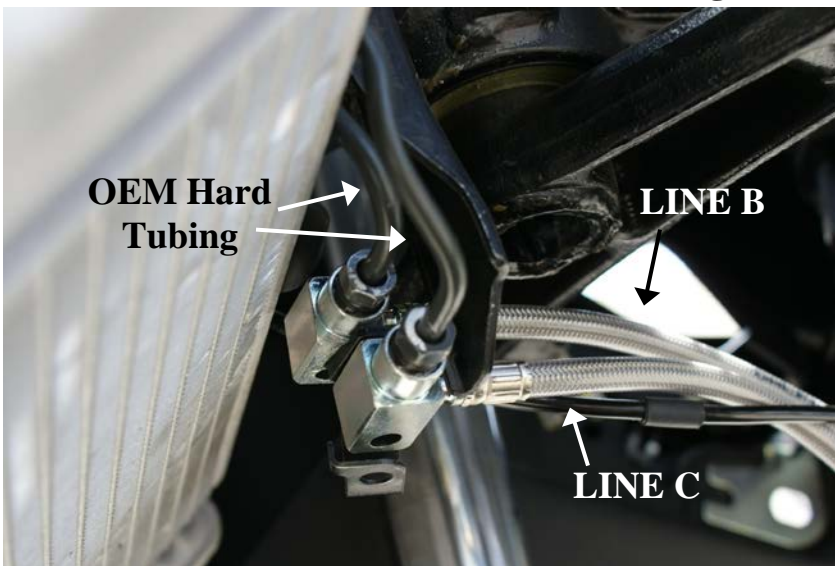
b. Front master cylinder routing



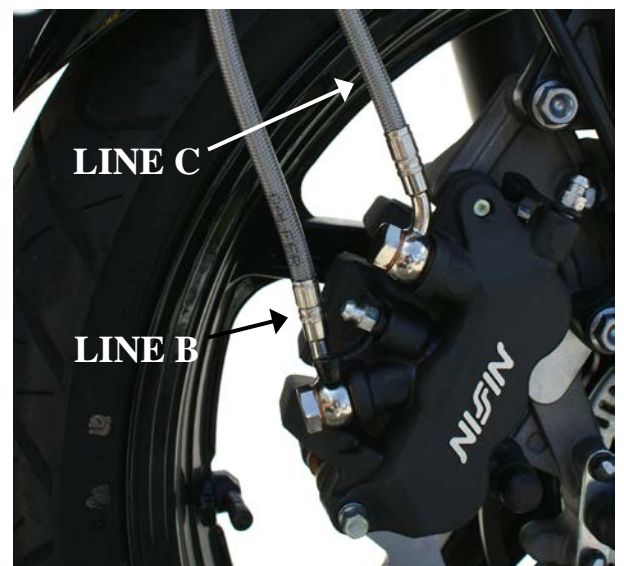
c. Line A installed to ABS hard tubing



d. use "olive" inverter with Galfer female fittings, as shown



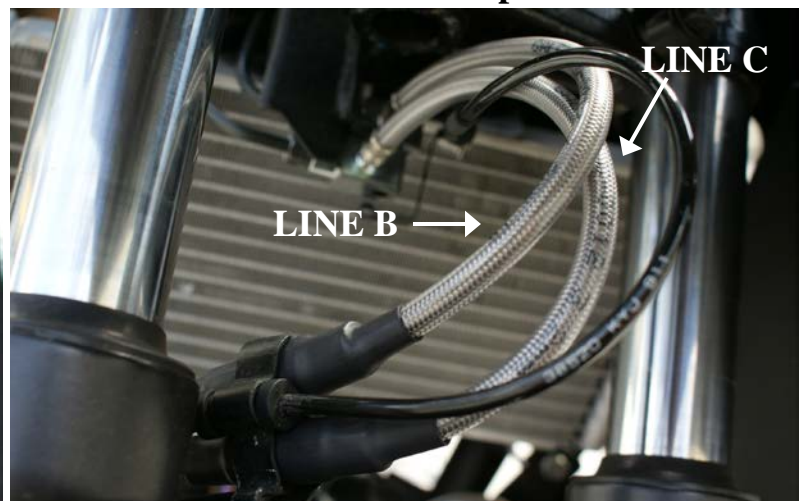
e. Lines B & C installed to ABS hard tubing at the lower triple tree



f. Lines B & C installed to front caliper



g. Front caliper



h. Lines B & C routing



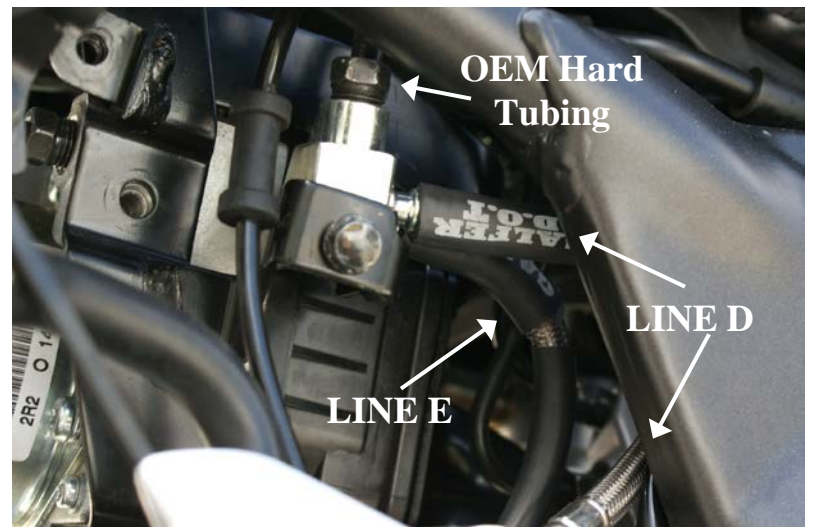
i. Lines B & C routed through OEM bracket at front fork



j. Galfer M16 bolt installed to OEM bracket at the lower triple tree



k. Line D installed to rear master cylinder



l. Lines D & E installed to ABS hard tubing above the rear master cylinder



m. Line E routing



n. Line E installed at rear caliper