



INSTALLATION INSTRUCTIONS

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YEAR: 2003-2004	MAKE: HONDA	MODEL: CBR 600RR
PRODUCT # FK003D348SB	PRODUCT DESCRIPTION:	Front Superbike Brake Line Kit
LIFETIME WARRANTY		

STEP 1:

Identify the key components that complete our brake line kit:

You should have two (2) lines, one (1) double banjo bolt, two (2) male adapters, and one (1) zip tie. We have also included a total of seven (7) washers; five (5) will be used, and two (2) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs will VOID your warranty. Be sure to inspect your brake lines before and after every race.

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:

Install the GBrakes male adapters onto each caliper using one (1) washer. Torque down to 12 – 13 ft pounds.

Step 5:

Familiarize yourself with the new GBrakes brake lines; notice there is a “right” and a “left” line, this is as if you are sitting on the bike. Install the banjo fittings to the master cylinder using the double banjo bolt and three (3) washers, the sequence will be as follows; master cylinder, washer, right line banjo fitting, washer, left line banjo fitting, washer, double banjo bolt. Torque down to 12 – 17 ft pounds (see picture A.)

Step 6:

Route the lines down to the lower triple tree. Use the GBrakes provided zip tie and tie the lines together. Continue

to route the lines behind the forks and down to their appropriate calipers (see picture B.)

Step 7:

Install each line to the already-installed male adapters at the calipers, be sure to position the fitting 35° away from



the bike and torque down to 6 ½ ft pounds (see pictures C& D.) Identify the key components that complete our brake line kit:

You should have two (2) lines, one (1) double banjo bolt, two (2) single banjo bolts, and one (1) c-clip. 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 GBrakes brake lines; notice there is a “right” and “left” line, this is as if you are sitting on the bike. Identify which fittings to install to the master cylinder. Install these fittings at the front master

cylinder using a double banjo bolt and three (3) washers, the sequence will be as follows; master cylinder, washer, right line banjo fitting, washer, left line banjo fitting, washer, double banjo bolt (see picture A.)

Step 5:

Route the lines down towards the lower triple tree. Use the GBrakes provided c-clip and OEM bolt to retain the two (2) lines to the stock mounting point at the lower triple tree (see picture B.) Continue to route the lines behind the forks and down to the appropriate calipers. Remove the OEM line holders at the fender. Install each line to the appropriate caliper using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (see pictures C & D.) Route the lines down towards the lower triple tree. Use the GBrakes provided c-clip and OEM bolt to retain the two (2) lines to the stock mounting point at the lower triple tree (see picture B.) Continue to route the lines behind the forks and down to the appropriate calipers. Remove the OEM line holders at the fender. Install each line to the appropriate caliper using a single banjo bolt and two (2) washers, the sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (see pictures C & D.)

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 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; 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



A. Front Master Cylinder



B. Galfer C-Clip at Triple Tree



C. Right Caliper



D. Left Caliper