



# INSTALLATION INSTRUCTIONS

4388 N. Carson St., Carson City, NV | Customer Support: 805.988.2900 | Fax: 805.988.2948 | www.gbrakes.com

<b>YEAR:</b> 2011-13	<b>MAKE:</b> HONDA	<b>MODEL:</b> CBR250 R
<b>PRODUCT #</b> FK003D766-1	<b>PRODUCT DESCRIPTION:</b>	Front Brake Line Kit
<b>LIFETIME WARRANTY</b>		

## Step 1:

Identify the key components that complete our brake line kit:

You should have one (1) line, two (2) single banjo bolts, and two (2) c-clips. We have also included a total of six (6) washers; four (4) 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:

This line will travel from the master cylinder to the caliper, similar to the stock routing. Identify which fitting is to be installed at the master cylinder. The sequence on the master cylinder is as follows; master cylinder, washer, line 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:

Route the brake line through your GBrakes c-clip; this will replace the OEM routing clip at the lower triple tree. Continue routing down to the fender using your second c-clip, and replacing the OEM line holder, this will allow the brake line to flex in the correct positions (**See pictures B, C.**)

## Step 6:

Before installing the line onto the caliper, make sure that the threads on the caliper are free of any debris. Continue by installing the caliper fitting onto the caliper using the following sequence; caliper, washer, banjo fitting, washer, single banjo bolt (**See pictures A, D.**)

## 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 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 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 - **805-988-2900**

Torque specifications

Stainless steel 15-17 ft. lbs

Aluminum 12-15 ft. lbs



**A. Front master cylinder, notice the routing**



**B. GBrakes C-Clip at triple Tree**



**GBikes C-Clip at fender,  
( Routing Behind Forks )**



**Right Caliper Overall**

GBikes

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