



INSTALLATION INSTRUCTIONS

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

YEAR: 2011-13	MAKE: HONDA	MODEL: CBR250 R
PRODUCT # FK003D766SB	PRODUCT DESCRIPTION:	Front Brake Line Kit
LIFETIME WARRANTY		RACE USE ONLY

Step 1:

Identify the key components that complete our brake line kit:

You should have one (1) line, one (1) single banjo bolt, one (1) male adapter, and two (2) c-clips. We have also included a total of five (5) washers; three (3) will be used, and two (2) will be spares. We strongly suggest having a professional mechanic install these brake lines, all other installs will **VOID** your warranty. *Inspect your brake system 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 adapter onto the caliper. These adapters thread to the caliper using one (1) washer. Torque level is 12 to 13 ft pounds.

Step 5:

Identify the fitting on the GBrakes line that is to be installed at the master cylinder. Install this end using the following sequence; master cylinder, washer, banjo fitting, washer, single banjo bolt (**refer to picture A.**) Torque level of bolt is 15 to 17 ft pounds.

Step 6:

The GBrakes line will travel from the master cylinder down in front of your triple tree, use the GBrakes provided c-clip to replace the OEM routing clip (**refer to picture C.**) Route the line down to the caliper, use the second c-clip to replace the OEM line holder at the fender (**refer to picture D.**)

Step 7:

Install the hex end onto the adapter. Be sure that the fitting is positioned correctly at the caliper (**refer to picture E and F.**) Torque level is 6 ½ ft pounds.

Step 8:

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 9:

Bleed your brake system according to the owner's manual. 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. 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. 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



B. Routing from master cylinder



C. GBrakes C-Clip at Triple tree



D. GBrakes C-Clip at fender



E. Hex fitting at caliper



F Hex fitting and adapter at caliper

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

GBrakes

4388 N. Carson Street

Carson City, NV 89706

805-988-2900