



# INSTALLATION INSTRUCTIONS

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

<b>YEAR:</b> 2013	<b>MAKE:</b> HONDA	<b>MODEL:</b> HONDA CRF250L
<b>PRODUCT #</b>	FK003D778R	<b>PRODUCT DESCRIPTION:</b> Rear 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, and two (2) single banjo bolts. 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 rear 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 rear stock hose. Take note of how the stock system was routed in case you need to re-install the hose.

## Step 4:

Identify which end of your new GBrakes brake line to install at the rear master cylinder. **Following the OEM routing;** Loop the line towards the front of the bike and then back towards the rear. Install the correct line 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 (**see picture A.**)

## Step 5:

Route the line along the swing arm, through the stock line holders and towards the rear caliper. Install this end to the 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 B, C & D.**)

## Step 6:

Before you begin the next step, please check the clearance of your new line. When the rear end is fully extended or compressed, make sure the line is not binding with anything. Be sure to triple check that the line is traveling correctly and is clear from any obstructions. Before proceeding to the next step, please check for clearance of the lines. Compress the suspension to make sure that the lines are not binding with anything when the front and rear end are fully extended or fully compressed. Double check the lines, making sure they are traveling correctly and are clear from any obstructions.

## Step 7:

Bleed brake system according to owner's manual, and build appropriate pressure. Finish with DOT-4 brake fluid.



### Step 8:

Once the bleeding has been done, please check brake fluid level on master cylinder. Close brake fluid reservoir, and zip-tie the brake lever to the throttle for at least 2 hours to ensure no leaks or other possible issues. For the rear, set a jug or something similar on the brake pedal to apply pressure. If the lines are not leaking and all looks OK (bolts are tight, washers in between), you may now ride with the new system. Make sure the rider is aware that the overall braking feel has dramatically changed. We suggest taking it easy to get used to the new brake lever feel and pressure. We recommend checking your brake system periodically; keep in mind brake lines must be checked **very** carefully! If there are any signs of damage or stress to the lines, the complete brake system must be replaced. Remember, our brake lines have a LIFETIME WARRANTY! If you have any problems or questions, don't hesitate to call us at **(805) 988-2900**.

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

GBikes

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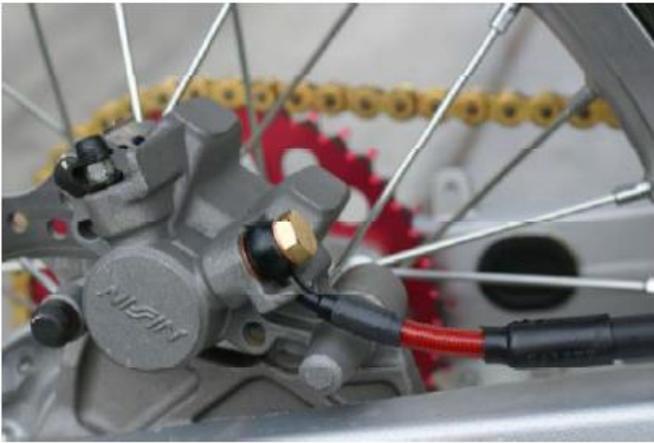
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**A. Rear Master Cylinder and Line Loop**



**B. Routing through stock line holder on swing arm**



**C. Rear Caliper**



**D. Overall Line Routing**