

INSTALLATION PROCESS:
FK003D641SB Superbike Front Brake Line Kit
2008-12 Honda CBR 1000RR
RACE USE ONLY



Step 1:

Identify the key components that complete our brake line kit:

You should have a 3-line kit, one (1) single banjo bolt, two (2) male adapters and one (1) c-clip. 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 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 and remove the line holder from the fender. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Install each male adapter to the calipers using one (1) washer (**refer to picture C.**) Torque level is 12 – 13 ft pounds.

Step 4:

Familiarize yourself with the new Galfer brake lines; notice there is a top line, as well as a right and left line (as if you are sitting on the bike.) Identify the top line, this is to be installed at the master cylinder using a single banjo bolt and two (2) standard washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, banjo bolt (**refer to picture A.**) Torque level is 15 – 17 ft pounds.

Step 5:

Route the lines down to the lower triple tree. Using the Galfer provided c-clip and OEM bolt, replace the stock clip at the triple tree and route the left line towards the left fork (**refer to picture B.**) Continue to route the right and left lines *in front of the forks* and down to their appropriate calipers. Install the direct thread fittings to the male adapters already installed on your calipers (**refer to picture C.**) Position the fittings so they are pointing away from the bike a bit (**refer to picture D**) and torque down to 6 ½ ft pounds.

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.

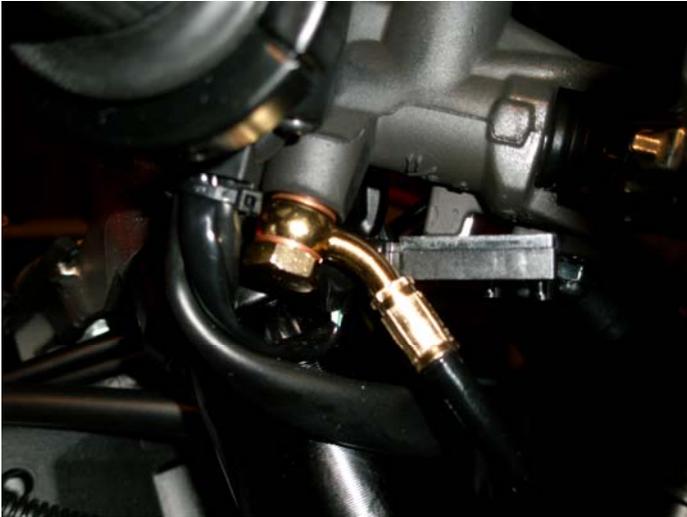
Step 7:

Bleed your brake system according to the owner's manual. Add Galfer 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 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 - **(800) 685-6633**.



a. Front master cylinder



b. Galfer c-clip at lower triple tree



c. Right caliper



d. Left caliper, notice fitting is pointed away from the bike a bit

GALFER USA
310 IRVING DRIVE
OXNARD, CA 93030
PH (805) 988-2900 . FAX (800) 685-6633
WWW.GALFERUSA.COM

