

INSTALLATION PROCESS:

FK003D869-4 Complete Front and Rear Brake Line Kit

2015+ HONDA CBR 300R ABS



Parts List:

4 lines	2 M6 x 30mm bolts
4 single banjo bolts	1 M6 x 50mm bolt
10 washers (8 will be used, 2 will be spares)	3 M6 nuts
4 conic “olive” inversors	1 M6 washer
2 line clips	3 zip ties

We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty. ***Be sure to read through the instructions first before installing the Galfer lines.***

Step 1:

To ensure there is no paint damage from the brake fluid, completely cover the front and rear end of the bike. Installing brake lines can be a messy process, and brake fluid ***WILL*** spill!

Step 2:

Bleed and dry out the OEM brake system. Take note of how the stock system was routed in case you need to re-install the hoses, you may want to take pictures to use for reference.

NOTE:

- ***Galfer stainless steel banjos and bolts are to be torqued between 15 – 17 ft pounds.***
- ***Galfer female fittings are to be installed to the OEM hard tubing using an “olive” inversor torqued to 5ft pounds. Refer to manufacturer’s torque specification, unless otherwise noted.***

Step 3:

Familiarize yourself with the new Galfer brake lines labeled **A & B**; these will replace the front OEM hoses. Uninstall the front OEM hoses. Identify which end of **Line A** to install to the front master cylinder. Install this 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 (**refer to picture A**). Following the OEM routing, route **Line A** down to the ABS hard tubing found on the right side of the bike (“right” as if you are sitting on the bike). Install the female end of **Line A** to the ABS hard tubing using one (1) “olive” inversor, ***torque to 5ft pounds*** (**refer to picture B**). The line will be fastened to the OEM mounting location on the frame rail using a provided line clip, 30mm bolt, and nut (**refer to picture C**).

Step 4:

Identify the female end of **Line B**. Using one (1) “olive” inversor, install this end to the ABS hard tubing found under the lower triple tree (**refer to picture D**). The block will be fastened to the OEM mounting bracket using a provided 30mm bolt and nut. Route the line down to the caliper using the three (3) provided zip ties as necessary. The OEM line bracket on the right fork leg will be replaced by a provided line clip and will reuse the factory bolt and nut for attachment (**refer to picture E**). Install **Line B** 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 (**refer to picture F**).

Step 5:

Familiarize yourself with the Galfer lines labeled **C & D**; these will replace the rear OEM hoses. Uninstall the rear OEM hoses. Identify the female end of **Line D**. Install this end to the ***inboard*** ABS hard line using an “olive” inversor. Snug this fitting by hand, but do not fully tighten or torque the fitting at this point (**refer to picture G**). Install the banjo end of **Line D** to the rear caliper following the factory routing and using a single banjo bolt and two (2) washers. The sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (**refer to picture H**).

Step 6:

Identify the female end of **Line C**. Install this end to the ***outboard*** ABS hard line using an “olive” inversor. Snug this fitting by hand, but do not fully tighten or torque the fitting at this point (**refer to picture I**). Install the banjo

end of **Line C** to the master cylinder following the factory routing and using a single banjo bolt and two (2) washers. The sequence will be as follows; caliper, washer, banjo fitting, washer, single banjo bolt (**refer to picture J**).

Step 7:

Using the provided 50mm bolt with washer under its head, align the 2 rear line blocks with the factory frame, and ABS line brackets. Push the bolt through the entire assembly and place a provided nut on the back side. Leave the assembly loose and do not fully tighten at this point. Torque both ABS hard line to block connections to 5ft pounds. Once completed, snug the mounting bolt and nut pulling the entire assembly tight against the bracket. Double check that all banjo bolts and connections are properly torqued on both the front and rear of the bike.

Step 8:

Before you begin the next step, please check the clearance of your new lines. When the front and rear ends are 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. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

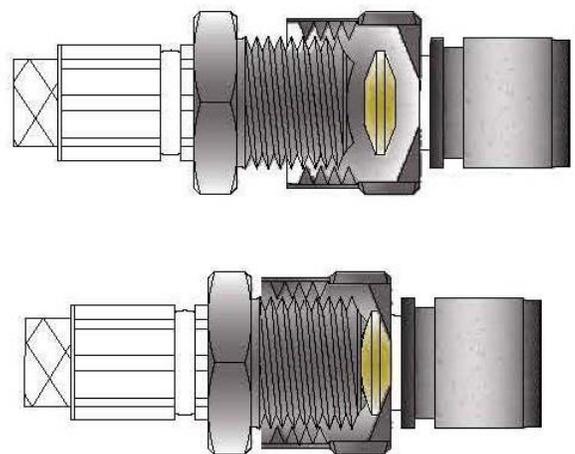
Step 10:

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, for the rear; use a jug or something similar to apply pressure to your brake pedal. 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.

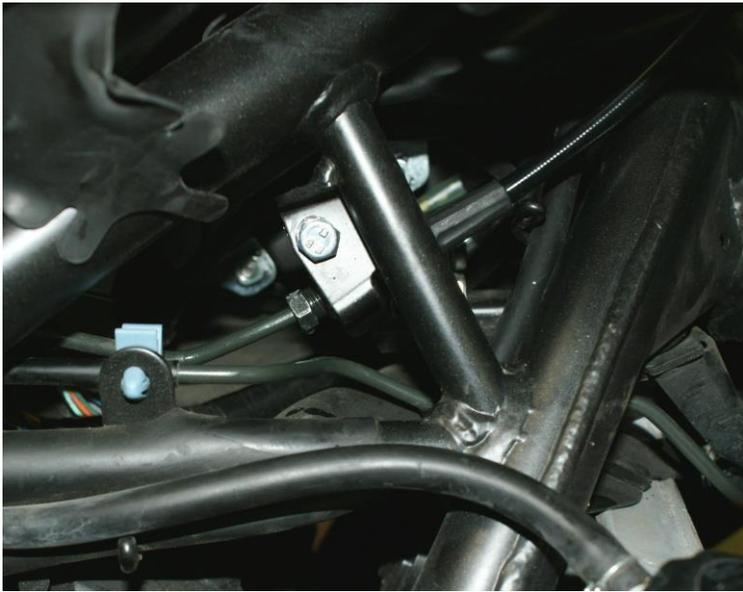
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for 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**.



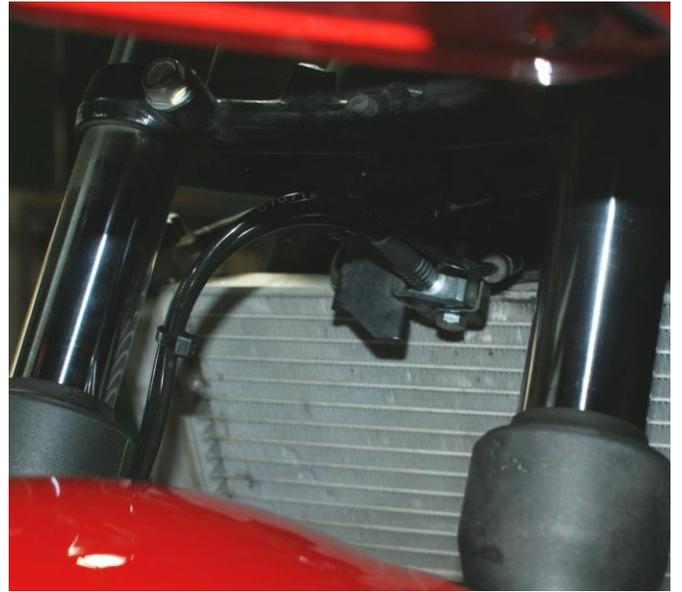
Picture A



Picture B



Picture C



Picture D



Picture E



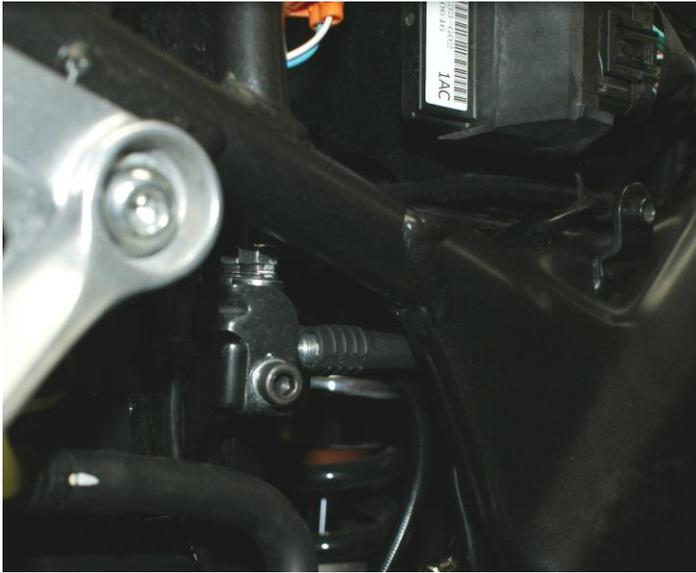
Picture F



Picture G



Picture H

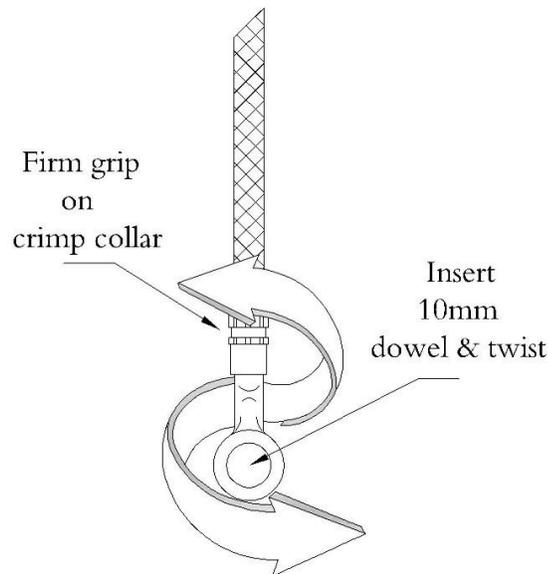


Picture I



Picture J

**Please note that although Galfer fittings come pre-positioned from the factory for easy installation, differences in bike setup, bar position, control angle, etc. may require the banjos to be rotated slightly. All Galfer fittings are what we refer to as turn-to-fit and can be rotated to alleviate twist or tension in the lines. To do so, firmly hold the crimped portion of the line; insert a wood dowel, brass punch, or pen into the banjo, and rotate as shown in the diagram below. Just be sure to only apply rotational force and NEVER pry on the connection. If you have any questions, please contact our tech department before attempting this procedure.*



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