



**Brake Hose Kit for Honda VTX1800
Models - 2005-2007 (R), 2006-2007 (N),
2006 (S), 2007 (T)
Catalog #R09259S
INSTALLATION INSTRUCTIONS**

Please study these instructions carefully before installing your new Brake Hose Kit. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday or e-mail us at Edelbrock@Edelbrock.com.

IMPORTANT NOTE:

Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

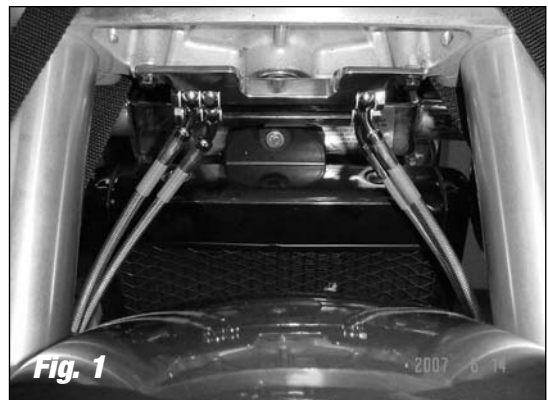
Hose Descriptions

- Line #1 – Front, Distribution block port “A” to right lower caliper
- Line #2 – Front, Distribution block port “B” to right upper caliper
- Line #3 – Front, Distribution block port “C” to left upper caliper
- Line #4 – Front, Distribution block port “D” to left lower caliper
- Line #5 – Front, master cylinder to distribution block port “B”
- Line #6 – Front, small junction block to distribution block port “A”
- Line #7 – Front, down tubes to rear master cylinder
- Line #8 – Rear, rear hard line to rear caliper

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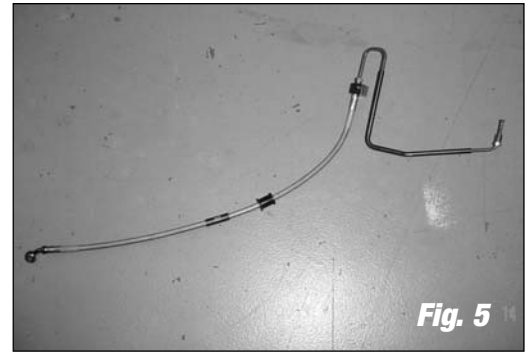
IMPORTANT NOTE: Do not allow the master cylinder to completely drain of brake fluid at any time during this process. Doing so may require removing the master cylinder from the vehicle for bench bleeding. Also, use care when handling brake fluid, as it can quickly damage finished surfaces (paint, plating, etc.).

1. Begin by inspecting and noting the position and routing of the factory brake lines.
2. Remove the factory brake line distribution blocks from under the lower triple-tree, as well as the guide brackets on each side of the fender.
3. Remove the original line from the master cylinder, then the two hard lines from the small junction block on the right side of the frame just forward of the fuel tank (“Left” and “Right” is defined while sitting on the bike.)
4. Replace the small junction block with the one supplied in the kit, noting the orientation of the bolt hole, and reconnect the factory hard lines to the corresponding locations.
5. Disconnect the four factory brake lines from the calipers and remove the brake line assembly.
6. Bolt the new distribution block under the triple-tree. Using the supplied banjo bolts and new crush washers, install the new lines onto the proper ports of the distribution block, with the angle of the banjo fittings directing the lines outward (**Fig. 1**).



7. The double length banjo bolts will be used on the right side of the distribution block where the incoming lines from the master cylinder and from the small junction block will be stacked on top of the lines running to the right side caliper (**Fig. 2**).
8. Connect the remaining two Russell lines to the small junction block and master cylinder as labeled. port “A” to small junction block, port “B” to front brake master cylinder on handlebars.

NOTE: The block and lines are labeled A,B,C, & D. Be sure to match the labeled hose end to the corresponding block port.



9. Using the rubber grommets supplied on the lines, attach the lines using the stock guide brackets located on the right and left side of the fender.
10. Disconnect stock brake line located on the front down tubes of the frame leading to the rear master cylinder. You may need to loosen the top of the radiator bolt to make your disassembly and install easier. **(Fig. 3 is the brake fitting bolted to the frame, located behind the radiator).**
11. Remove the battery, and loosen the lower and top mount of the battery box. This is needed to access the rear brake line junction block. Pull the battery box up to gain more work area below the battery box. **(Fig. 4 is the battery box with battery removed)**
12. Remove the hard line going to the rear caliper, located under the seat. Disconnect the banjo bolt, clamps and bolts located on the stock soft line and hard line and remove the complete factory rear brake line. You will need to assemble the new stainless steel braided brake line to the stock hard line before reinstalling the complete rear line on the bike **(Fig. 5)** due to space limitations.
13. Be sure to check hose for any interferences on rear of bike (right side shock, swing arm, etc.) **(Fig. 6)**.
14. Connect all brake lines using factory and supplied banjo bolts and Russell crush washers. Bleed the brake system. Close bleeders, apply pressure and check for leaks around fittings.

Shop Time Approx. - 2.0 Hours Depending on skill level



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