

Honda Front Disc Brake Conversion

Kit No. XTHDB100

Must have 12" front wheels

Inventory the parts:

This should be the first thing you do! Xtreme Products does everything we can to be sure that you get the correct parts but sometimes things happen. Check to be sure you have all the correct parts.

You should have –

(2) Calipers one left and one right	(4) 8x16 Hex Head Bolt
(2) Caliper mounts	(4) 8mm lock washers
(2) Rotors	(2) 6x12mm Hex Head Bolts
(8) Rotor Spacers – ¾" tubing	(2) 6mm Nyloc nuts
(2) Steel Wheel Spacers	(2) Permatex thread lock
(2) Brake Hose relocation brackets	(4) Copper Brake Washers
(8) 10x65mm Hex Head Bolt	(2) Cotter keys
(8) 8x16mm Counter Sunk Bolts	

Disassembly:

1.You should place the bike on jack stands or lift the front end with a jack. Be sure to block the rear tires to prevent the bike from rolling. You will need to remove the front tires after securing the bike. You are now ready to proceed with the installation

2.Remove the “cotter key” from the castle nut holding the hub and axle together. Remove the castle nut and place to one side you will need it later.

3.The age and condition of the stock brakes will determine the time needed to remove the brake drums. After removing the drums, remove the two small bolts that hold the hub in the drum. Separate the drum and hub. Remove the lug studs from the hub by using a hammer drive the studs from the hub. **(Be sure to support the hub by placing a socket or tube beneath the stud and drive the stud into the socket or you can damage the hub necessitating replacement.)**

Remove the backing plate from the knuckle. After removing the four bolts swing the backing plate to one side of the knuckle out of your way.

Installation:

1.Place the caliper mount on the knuckle making sure it fits flush and line up the mounting holes. If necessary, clean the hub assembly with a wire brush to remove all debris. (The caliper mounting holes will be positioned to the back of the wheel.) The caliper mounting brackets are attached using the 8x16mm counter sunk bolts. Open one of the tubes of Permatex, apply a small amount of compound to the threads and tighten the bolts.

2.Insert a 10x65mm bolt into each hole in the rotor, place one of the ¾ tubing spacers on each bolt, now place the hub on the bolts, apply a small amount of the locking compound to the threads ¼ inch above the hub, now install the ½ inch wheel spacer and snug the bolts.

3.Place the hub on the axle, be sure to hold the axle in the hub to prevent the axle from disengaging. Install the castle nut and snug it up. Now with a wrench tighten the 10mm bolts while holding the rotor.

4.Install the caliper by placing the unit on the rotor, with the bleeder screw at the top, align the mounting holes and use the 8x16mm hex head bolts and lock washers. Tighten the bolts. (It may be necessary to compress the caliper piston to allow the caliper to fit on the rotor.)

5.Now you will attach the brake hose. On some models you will have to reroute the hose. This is where you will use the brake hose relocation brackets, they will be used to move the hose and keep it from binding during turning while keeping the hose secured. Disconnect the stock brake hose at the outboard mounting bracket. The relocation bracket mounts using the factory hardware at the bottom and the 6mm hex head bolts and Nyloc nuts at the top. The hose in its final position should be crossing over the tie rod end and attaching to the caliper. You will have to mount the tires to check for clearance at this point. You may want to remove them to complete the installation. The hose must not bind or rub while turning the wheels or rotating the tires. Figure out where you want to run the hose prior to taking the hose loose from the backing plate. Remove the brake hose from the backing plate and quickly install the new copper crush washers. You want to try and lose as little fluid as possible out of the system. Snug the banjo bolt at this point. You may have to rotate it for alignment later.

6.Now that everything is in place and positioned correctly tighten all bolts, finish tightening the castle nut and install the cotter pin.

7.Using a wrench or socket loosen the bleeder on the caliper and let the fluid gravity flow into the piston. When you have fluid coming out of the bleeder close it off and proceed to the other side.

8.Now repeat the process again for the opposite side.

9.Once you have the opposite side completed you are ready to bleed the brakes. Remove the cover from the master cylinder so you can keep an eye on the fluid level. Slowly compress and release the handle a couple of times. Open one of the bleeders and allow it to gravity flow again. After closing the bleeders pump the handle a couple of times to check for a “pedal” or in this case a “lever”. Do this until you can feel a resistance and it goes solid before touching the handlebar. Squeeze the lever and hold it for a few seconds release the pressure and let it sit for a couple of minutes. Open the bleeders again to check for air. There should be no “bubbles” or air leaking out. Make sure there is no leakage from the banjo bolts, all bleeders and connections are tight and you should have brakes.

10.Now with the wheels installed and the bike on the ground turn the wheels, lock to lock, check again to be sure there is no binding of the hoses and that nothing is rubbing or making contact of with the wheel.

Seating the Pads:

This is the final step to complete the installation. **You must ride the bike stopping numerous times to seat the pads.** What you are trying to achieve is a good contact between the rotor and pad. It should take a couple of stops to get the pads to “seat”. The contact and stopping power of the brakes will improve during the first couple of stops. If the brakes still have a soft feel to them, try to bleed the system out some more. This can be a long process. You should see a definite improvement in the stopping ability of your bike over the next couple of hours riding.

Warranty:

Xtreme Products will warrant any defect in workmanship for a period of one year from date of purchase. An invoice or proof of purchase must be provided. Xtreme Products will not warranty any problem arising from incorrect installation or for any problem or mishap occurring from neglect or lack of service. The end user will pay all freight involved. This product does not in any way enhance the performance of this unit above factory expectations. Safety must be first and foremost in the operators mind and actions.

