



VENHILL POWERHOSE PLUS brake lines are manufactured from smooth bore Teflon® tubing with a stainless steel over braid which in turn is covered by a plastic coating in a variety of colours. The hose itself has a minimum burst pressure of 13000 PSI (950 BAR), which removes the spongy, feel of brakes associated with factory fitted rubber hoses. The socket nuts fitted at the ends are also in stainless steel so the complete line is corrosion free.

The unique construction of Powerhose Plus brake lines makes it a truly stress free and self-aligning system.

TUV APPROVED. All Powerhose Plus lines conform to VSS 106 test standards and are tested, inspected and certificated by **TUV** as standard.

FACTORY TESTED hoses are your guarantee of safety and peace of mind. Each hose is a manufactured part, which is, then gas pressure tested to 1500 PSI (102 BAR) at the Venhill factory in the UK. This unique testing procedure means that the hose you have purchased (or are considering purchasing) has been made to - and achieved the highest possible standard.

ROAD BIKE KITS - complete hose kits for the more popular road bikes. The individual kits comprise of all the hoses, banjos and fittings for a particular make and model of machine. All the components are brought together under just one part number.

OFF ROAD BIKE KITS – complete hose kit with rigid sections as required. Designs follow the routing and sizes of the original line.

TO FIT POWERHOSE PLUS – you will need an 11mm spanner together with a 14mm spanner for any banjo bolts.

Double check thread compatibility for master cylinder and callipers.

Loosely assemble hose to end fittings and attach to the machine. Remember to renew all copper washers where used.

Ensure that hoses are correctly routed. Avoid tightly strapping to framework.

Check operation of fork and suspension arm to ensure that hose does not become trapped or stressed.

Tighten all connections (do not over tighten).

Bleed system in accordance with manufacturer's instructions.

Check all joins for leakage under pressure (operate brake lever and pressurise system) and Inspect regularly.

If you are in any doubt about replacing or installing lines please consult you're nearest qualified motorcycle mechanic

Recommended torque settings

Min 14 ft/lbs Max 24 ft/lbs.

Min 2 Kilogram-Meter Max 3.3 Kilogram-Meter

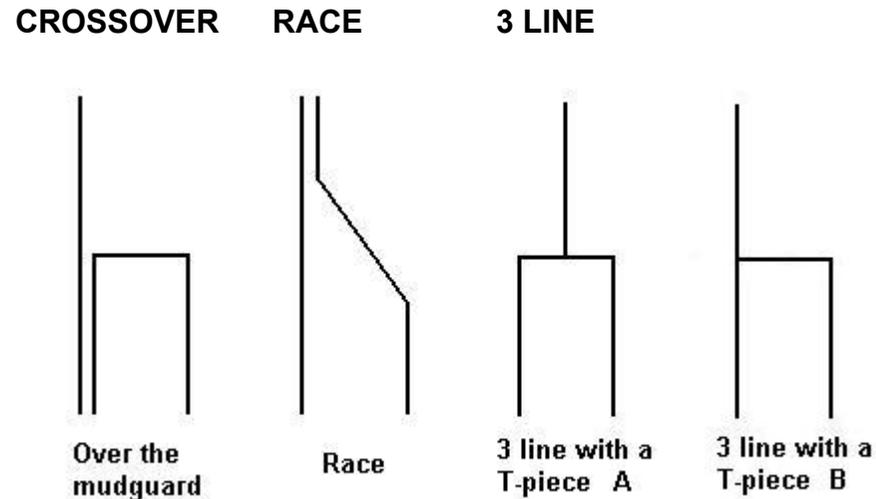
Min 19 Meter-Newtons Max 32 Meter-Newtons,

ROAD BIKE: LAYOUT OPTIONS FOR FRONT BRAKE LINE KITS –See next page



LAYOUT OPTIONS FOR FRONT BRAKE LINE KITS

Most front brake line layouts on modern motorcycles will be one of the following. The terms RACE and CROSSOVER are used in the part number descriptions. (If nothing is shown it will be the standard layout)



Most Japanese (Suzuki, Kawasaki etc) motorcycles with twin front callipers will feature an 'Over the Mudguard' layout as standard. European motorcycles (Ducati, Triumph) with twin front callipers can use a '3 line with a T-piece' set up.

'Race' layouts are required by the ACU. The join between the two brake lines must be above the bottom yoke.

Double banjo bolts are provided where needed.

When ordering specify which colour is required. Please contact us if your model is not listed, we'll make to your requirements.