



HONDA VTX1800R & HONDA VTX1800N BIG SHOTS EXHAUST SYSTEM

Part #18411

CONGRATULATIONS! You have purchased the finest exhaust system available for your motorcycle. Your VANCE & HINES exhaust system is designed for today's rider, a rider who needs maximum performance, great styling and a perfect fitting system. Please follow the installation instructions below and if you have any questions, feel free to call our technical help line (562) 926-5291. Attention Installer: (if other than owner): Please forward this instruction sheet to the purchaser of this product. These instructions contain valuable information necessary to the end user.

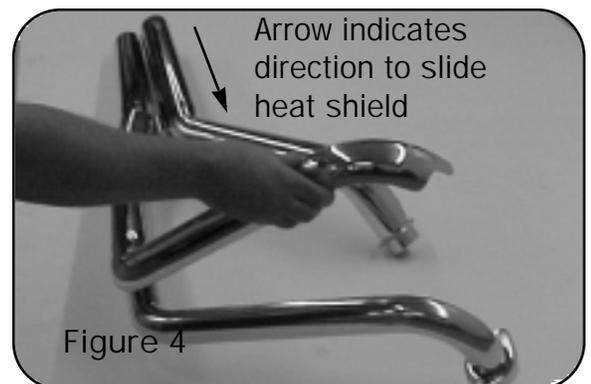
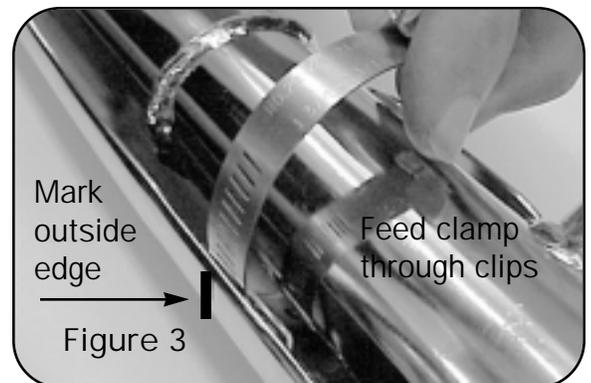
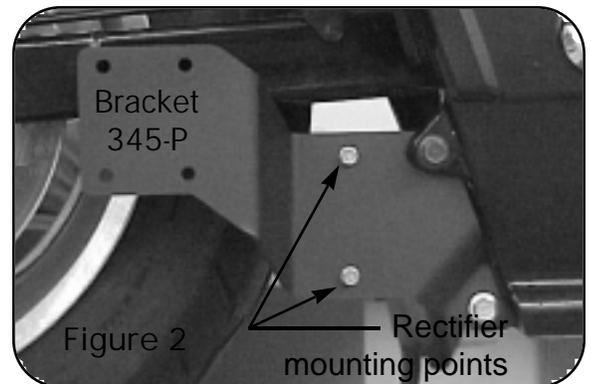
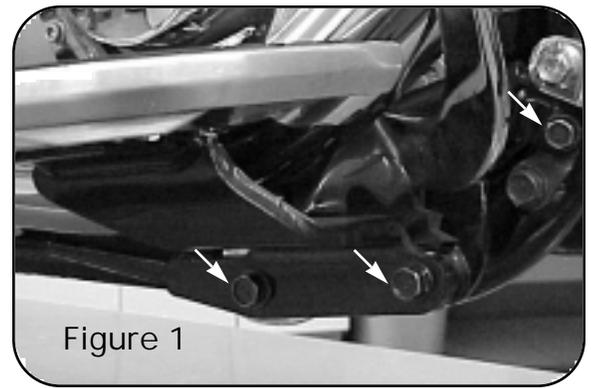


STOCK EXHAUST SYSTEM REMOVAL

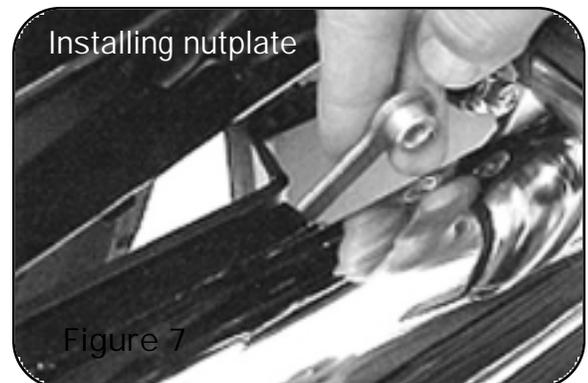
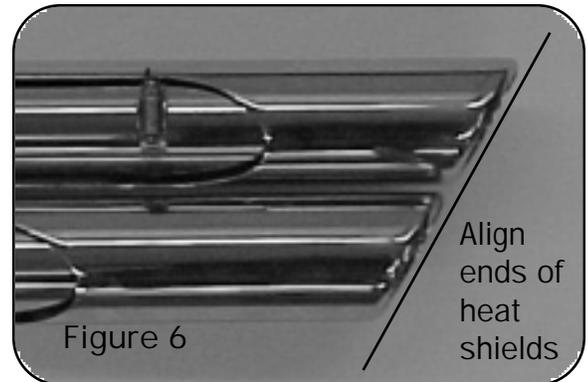
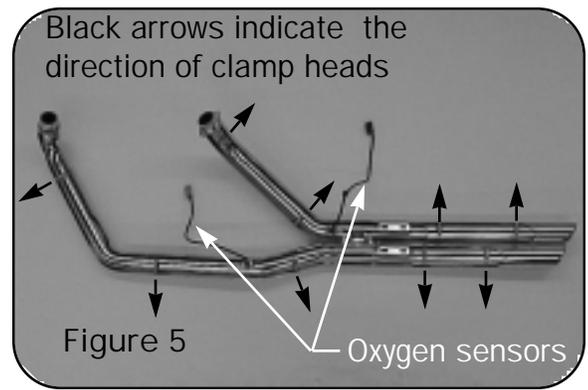
1. Remove right side frame cover.
2. If motorcycle is oxygen sensor equipped, locate and unplug connectors from wiring harness. Remove wire tie (take note of harness routing for reassembly). Un-route wires and drape over right side of pipe.
3. Remove entire right side floorboard assembly, (three bolts) (*Figure 1*).
4. Remove exhaust port flange nuts.
5. Remove flange bolts securing rear muffler mount to exhaust system mounting bar.
6. Remove complete exhaust system. Start by removing front head pipe from exhaust port (assistance may be required).
7. Remove rectifier from mounting bar.
8. Remove stock (cast iron) exhaust system mounting bar.

VANCE & HINES EXHAUST SYSTEM INSTALLATION

1. If motorcycle is oxygen sensor equipped, unscrew the sensors from the stock exhaust system and install them into the Vance & Hines exhaust system, being sure to install the front cylinder sensor into the lower pipe and the rear cylinder sensor into the top pipe. Note: Use caution when handling. Do not touch sensor tip area.
2. If motorcycle is not oxygen sensor equipped, install both M12 x 11 plugs and washers (supplied) into the oxygen sensor bosses.
3. Check condition of stock exhaust gaskets. Replace if damaged or worn.
4. Install and tighten supplied mounting bracket (stamped 345-P) in the original mounting bar location, using one M10 x 35 flange bolt and nut on top (supplied) and one M10 x 20 flange bolt on bottom (supplied) (*Figure 2*). Note: The bracket mounts behind the top frame mount and in front of the bottom frame mount (*Figure 2*).
5. Install and tighten rectifier using M6x30 flange bolt, nut and washer combinations (supplied) (*Figure 2*).
6. Place heat shields on a non-abrasive surface such as a blanket or carpet. Using a felt tip marker mark outside surface of front and rear heat shields with location of the mounting clips welded to the inside (*Figure 3*).
7. Install each heat shield over its respective head pipe (*Figure 4*).
8. Install each hose clamp by feeding tail end of clamp into heat shield clip. Take note of clamp screw head direction. (*Figures 3 & 5*) Screw head should be accessible when system is installed on motorcycle for adjustment purposes. Use #20 hose clamps for head pipe areas and #28 hose clamps for muffler areas. Note: Prior to tightening hose clamps, align end caps so that slash ends are even. (*Figure 6*)
9. Tighten all hose clamps securing heat shields.
10. Using stock flange nuts, carefully install system into exhaust ports starting with the rear port first (Assistance may be required). Note: Do not tighten yet.
11. Slide dog bone shaped nut plate (supplied) inside each bracket welded to backside of mufflers (*Figure 7*)



12. Attach mufflers to mounting bracket 345-P using 5/16" flange bolts (supplied) engaging dog bone nut plate.
Note: Do not tighten yet.
13. Tighten exhaust port flange nuts securing head pipes to cylinder heads.
14. Tighten 5/16" flange bolts securing mufflers to mounting bracket.
15. Reinstall and tighten right-hand foot peg assembly and right side frame cover.
16. Remove oil and finger prints from chrome using a soft cloth and chrome polish before starting engine.
17. Important: All hardware must be properly tightened before starting motorcycle.



Option

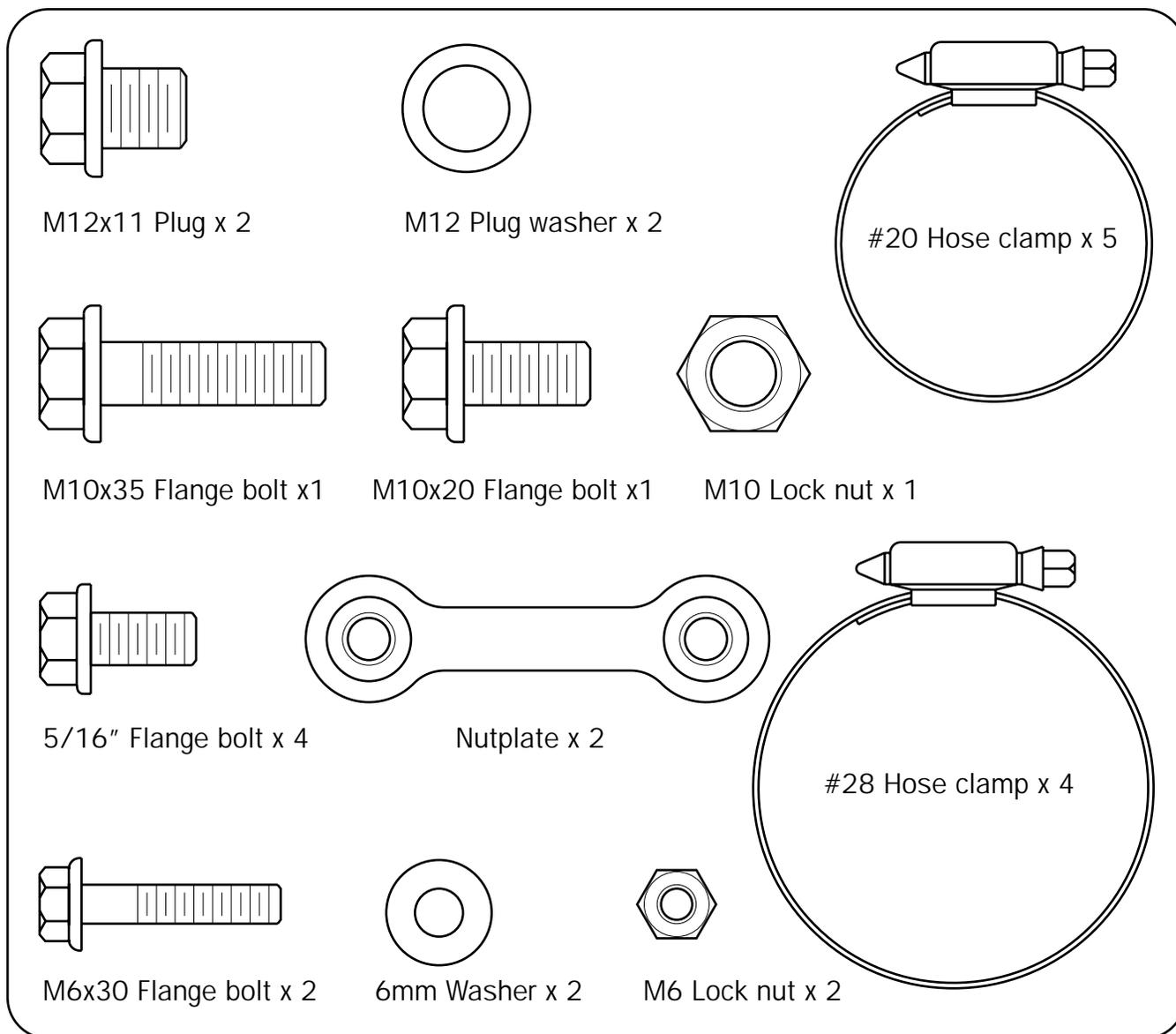
Take the guess work out of fuel injection with the new Fuelpak Fuel Management System, P/N 64001. Contact your local dealer or call (562) 921-7461 to order. Visit vanceandhines.com for more information. Fuelpak is intended for racing or off-highway use only, and is not legal for sale or use in California on pollution-controlled vehicles.

FUEL-INJECTION INSTRUCTIONS

For fuel injected models, we recommend the use of Vance & Hines Fuelpak part number 64001.

PLEASE NOTE: Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, (center stand, oil filter, oil pan etc.) ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation instructions.

PACKING LIST (All parts actual size)



HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST PIPES

1. Follow owner's manual instructions regarding use of the choke (starter enricher). If left on longer than recommended, discoloration may be accelerated.
2. Avoid long periods of idling.
3. Intake leaks can cause engine to run lean and overheat, thus turning the pipes blue.
4. Make sure there are no exhaust leaks at the junction of the exhaust pipe and cylinder head.
5. When installing a new set of chrome pipes, make sure your hands are clean and free of oil. After installation, thoroughly clean pipes with a cleaning solvent that will leave no residue (glass cleaner, alcohol, ammonia, etc.) before starting the motorcycle.

WARNING!

VANCE & HINES DOES NOT WARRANTY ANY CHROME PRODUCTS AGAINST DISCOLORATION.

For information about other Vance and Hines products visit our web site at www.vanceandhines.com