

This is the V&H literature included with their exhaust systems. Use as a guideline only. Tune your carbs properly using accepted techniques (read the spark plugs!).

**VANCE
HINES**

SUZUKI EXHAUST SYSTEMS

CONGRATULATIONS! YOU HAVE PURCHASED THE FINEST EXHAUST SYSTEM AVAILABLE FOR YOUR MOTORCYCLE. YOUR VANCE & HINES EXHAUST SYSTEM WAS DESIGNED FOR TODAY'S RIDER, A RIDER WHO NEEDS MAXIMUM PERFORMANCE, GREAT STYLING, AND A PERFECT FITTING SYSTEM. VANCE & HINES HAS SPENT MONTHS TESTING AND DESIGNING TO COME UP WITH THE PERFECT COMBINATION OF HEADER TUBING SIZE AND COLLECTOR SHAPE, TO GIVE YOUR BIKE THE BEST POSSIBLE PERFORMANCE. THE VANCE & HINES SYSTEM WILL GIVE YOUR BIKE MORE POWER ON THE LOW AND MID RANGE, AS WELL AS THE TOP END. THE BIFURCATION OF THE COLLECTOR ALLOWS THIS TO BE POSSIBLE. JUST WHAT THIS IS CAN BE EXPLAINED BY SAYING THAT THE EXHAUST GASES ARE DIVIDED BY THE PLATE WELDED IN THE COLLECTOR. THIS IS THE SAME IDEA THAT IS CURRENTLY BEING USED BY THE VANCE & HINES PRO STOCK BIKE. THERE ARE MANY FEATURES THAT THE VANCE & HINES SYSTEM OFFERS, HERE ARE JUST A FEW....

:MAXIMUM PERFORMANCE
:PERFECT FIT
:TWIN FLOW COLLECTOR

:MAXIMUM CORNERING CLEARANCE
:EXCLUSIVE POWER-FLOW BAFFLE
:VHR QUALITY & CRAFTSMANSHIP

INSTALLATION INSTRUCTIONS....

FIRST, MAKE SURE THAT YOUR EXHAUST GASKETS ARE IN GOOD SHAPE, IF NOT, GET NEW ONES. THIS WILL PREVENT ANY LEAKS THAT MIGHT OCCUR. AFTER REMOVING YOUR STOCK SYSTEM, BEGIN BY INSTALLING THE HEADER PORTION OF YOUR VHR SYSTEM. ON GS550-650-750 2V & KATANA, USE THE BOLTS SUPPLIED. ALL OTHER MODELS WILL USE THE STOCK HEADER BOLTS. TIGHTEN BOLTS FINGER SNUG ONLY. YOU MAY NOW INSTALL THE MEGAPHONE SECTION. THIS PART WILL USUALLY MOUNT TO THE STOCK MOUNTING LOCATION OR FOOTPEG BOLT. FOR SOME MODELS, A CENTER STAND STOP HAS BEEN SUPPLIED. INSTALL IN THE SAME LOCATION AS THE MEGAPHONE. INSTALL THIS BRACKET SO THAT THE CENTERSTAND IS IN THE HIGHEST POSSIBLE POSITION. ON THE KATANA SERIES, MOUNT THE CENTERSTAND BRACKET ON THE LEFT FOOTPEG MOUNT, ALL OTHERS ARE ON THE RIGHT SIDE. NOTE: ON THE GS1100 L SERIES, ADDITIONAL MODS ARE REQUIRED; AFTER INSTALLING THE FRONT SECTION, (SAME AS ABOVE MODELS), FIT THE MEGAPHONE TO THE COLLECTOR. SIGHT A HOLE THROUGH THE MEG BRACKET. THIS IS WHERE A HOLE MUST BE DRILLED TO BOLT THE MEG TO THE FRAME. A SPACER MAY BE REQUIRED ALONG WITH A NEW BOLT. GO BACK AND TIGHTEN ALL BOLTS. THAT'S IT!

SEE BACK FOR JETTING RECOMMENDATIONS

SUZUKI EXHAUST SYSTEM JETTING RECOMMENDATIONS

AFTER YOUR VHR SYSTEM HAS BEEN INSTALLED, THERE ARE A FEW TUNING CHANGES THAT MAY BE REQUIRED. THESE SPECS WORKED WELL ON OUR MACHINES JETTED FOR OUR CLIMATE AND ELEVATION. YOUR JETTING MAY BE DIFFERENT! INDIVIDUAL AIR CLEANERS WILL REQUIRE CONSIDERABLY DIFFERENT JETTING.

LT-125, ALT-125, & LT-185 - LOWER NEEDLE CLIP ONE POSITION.

GS450 - REMOVE THE STOCK AIRBOX LID AND INCREASE THE MAIN JET TO A 125. PILOT JET MAY ALSO NEED TO BE RAISED TO A 20.

GS550 PRE-80 - REMOVE THE STOCK AIRBOX LID AND INCREASE THE MAIN JET SIZE TO A 95.

GS550 80-81 - REMOVE THE STOCK AIRBOX LID AND INCREASE THE MAIN JET TO A 102.5. PILOT JET SHOULD BE INCREASED TO A 42.5.

GS550 83-85 - INCREASE PILOT JET SIZE TO A 37.5. REMOVE THE RUBBER GROMMET FROM YOUR STOCK SYSTEM AND INSTALL ONTO THE VHR MEG CENTER STAND STOP. CHECK OIL COOLER LINES FOR ADEQUATE CLEARANCE TO PIPES.

GS550 KATANA - CHANGE MAIN JET TO A 115. REMOVE STOCK AIRBOX LID. PILOT JET MAY HAVE TO BE RAISED ONE SIZE.

GS650E - REMOVE THE STOCK AIRBOX LID AND INCREASE MAIN JET TO A 115. STEP UP PILOT JET TO A 45.

GS750 2V - INCREASE MAIN JET SIZE TO A 115. STEP UP PILOT JET TO 17.5. THE NEEDLE MAY NEED TO BE RAISED ONE NOTCH (LOWER CLIP).

GS750ED/ES-83 - INCREASE MAIN JET TO A 122.5. FUEL SCREWS SHOULD BE TURNED OUT 3 TURNS FROM FULLY SEATED.

GS750 4V-80-82 - REMOVE THE STOCK AIRBOX LID AND INCREASE MAIN JET TO A 130. PILOT JET SHOULD BE STEPPED UP TO A 42.5.

GS850-80-81 - INCREASE MAIN JET TO A 120. REMOVE THE STOCK AIRBOX LID AND ADJUST FUEL SCREWS ACCORDINGLY.

GS1000-PRE 80 - REMOVE THE STOCK AIRBOX LID AND STEP UP MAIN JET TO A 117.5 OR 120. ADJUST FUEL SCREWS AS REQUIRED.

GS1000 80-81 - REMOVE THE STOCK AIRBOX LID AND INCREASE THE MAIN JET TO A 125. STEP UP PILOT JET TO A 42.5.

KATANA - REMOVE THE STOCK AIRBOX LID AND INCREASE MAIN JET TO A 130, AND PILOT JET TO A 47.5. *09492-45015-45014*

GS1100 80-83 - REMOVE THE STOCK AIRBOX LID AND INCREASE THE MAIN TO A 122.5, AND PILOT TO A 47.5.

GS1150 - INCREASE MAIN JET SIZE ON 1 AND 4 CARBS TO A 125, AND 1 ON 2 AND 3 CARBS. *127*