

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. VANCE & HINES spends 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. There are many features that the VANCE & HINES system offers, here are just a few...

- MAXIMUM PERFORMANCE
- PERFECT FIT
- RACING HERITAGE
- MAXIMUM CORNERING CLEARANCE
- EXCLUSIVE POWER-FLOW BAFFLE
- VHR QUALITY & CRAFTSMANSHIP

INSTALLING YOUR NEW VANCE & HINES EXHAUST SYSTEM

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 center stand 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, these additional modifications 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

WARNING: Not re-jetting the carbs, therefore producing lean sports in the carburation fuel curve, will result in not realizing the full potential of this high performance exhaust system. We recommend using a Dyno-Jet kit, call Vance & Hines with your application

JETTING RECOMMENDATIONS IF NOT USING A DYNO-JET KIT

The following jetting instructions worked well for our climate and elevation. Your jetting may be different! Individual air cleaners will require considerably different jetting.

GS450 -> Remove the stock airbox lid and increase the main jet to a 125. The pilot jet may also need to be raised to a 20.

GS550 Pre '80 ->Remove the stock airbox lid and increase the main jet 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 the pilot jet size to a 37.5. Remove the rubber grommet from your stock system and install onto the VANCE & HINES megaphone center stand stop. Check oil lines for adequate clearance to pipes.

GS550 KATANA -> Change the main jet to a 115. Remove stock airbox lid. The pilot may have to be raised one size.

GS650E ->Remove the stock airbox lid and increase the main jet to a 115. Pilot Jet should be increased to a 45.

GS750 2V -> Increase the main jet to a 115. Pilot Jet should be increased to a 17.5. The needle may need to be raised on notch (lower clip).

GS750EDES '83 ->Increase the main jet to a 122.5. Adjust the fuel screws 3 turns from fully seated.

GS750 4V '80-'82 -> Remove the stock airbox lid and increase the main jet to a 130. The pilot jet should be raised to a 42.5.

GS850 '80-'81 -> Remove the stock airbox lid and increase the main jet to a 120. Adjust fuel screws accordingly.

GS1000 PRE '80 ->Remove the stock airbox lid and increase the main jet to a 117.5 or 120. Adjust fuel screws one to two turns from fully seated.

GS1000 '80-'81 -> Remove the stock airbox lid and increase the main jet to a 125. The pilot jet should be raised to a 42.5.

GS1000 KATANA -> Remove the stock airbox lid and increase the main jet to a 130. The pilot jet should be raised to a 47.5.

GS1100 '80-'83 -> Remove the stock airbox lid and increase the main jet to a 122.5. The pilot jet should be raised to a 47.5.

GS1150 -> Increase the main jet size on 1 and 4 carbs to a 125 and 127.5 on the 2 and 3 carbs.