



INSTALLATION

JET KIT

8563

FITS: KAWASAKI VN 1500, SINGLE CARB MODELS

PART#	INCLUDED
608563	1 Jet Kit Includes the Following Ten Items:
401679	1 5/32" Drill Bit
401676	1 # 50 Drill Bit
401723	1 132 Main Jet
401724	1 135 Main Jet
401725	1 138 Main Jet
401726	1 140 Main Jet
401728	1 Needle
200103	1 E-Clip
200027	2 .020 Needle Shim
200205	1 Slotted Pan Screw
308563	1 Installation Instruction

THANK YOU FOR CHOOSING KURYAKYN!

TOOLS SUGGESTED

A Drill, #2 Phillips Screwdriver, Small Flat Tip Screwdriver, Needle Nose Pliers, and a VN 1500 Factory Service Manual

DISCLAIMER - Please Read Before Proceeding:

Any modifications to a motorcycle's exhaust or intake tract require carburetor re-jetting to achieve maximum performance and maintain drivability. If you are uncomfortable with the process of tuning your carburetor, we recommend that you bring your motorcycle to a qualified motorcycle mechanic to have this kit installed. The jets included in this kit were selected based on test results with various combinations of components that we felt would represent the majority of the customers purchasing this kit. However, no two motorcycles are exactly alike. Depending on the individual case, additional jets may need to be purchased from an outside source. Kuryakyn warrants the parts included in this kit to be free of defects in materials and workmanship, but makes no claim whatsoever in regard to costs associated with installation or tuning.

NOTE

Please read each step of the instructions before proceeding with the installation.

CARBURETOR RE-JETTING PROCEDURE

NOTE Different combinations of aftermarket exhaust and air cleaners will have a significant impact on carburetor jetting. The supplied jetting components have been tested and found to be a good combination to produce drivability and performance with stock or free flowing, muffled/baffled exhaust pipes. We highly recommend NOT using drag pipes (open style). Using drag pipes in conjunction with our air cleaner will require additional jetting above and beyond the components included in this kit.

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CUSTOMER SERVICE
877.370.3604 (toll free)

INSTALLATION QUESTIONS
techsupport@kuryakyn.com
or call 715.247.2983

WARRANTY

Kuryakyn™ warrants that any Kuryakyn product sold hereunder, if properly installed, maintained and operated under normal conditions, shall be free from any defects in materials and workmanship for a period of one (1) year from the date the Kuryakyn products are sold to the customer.

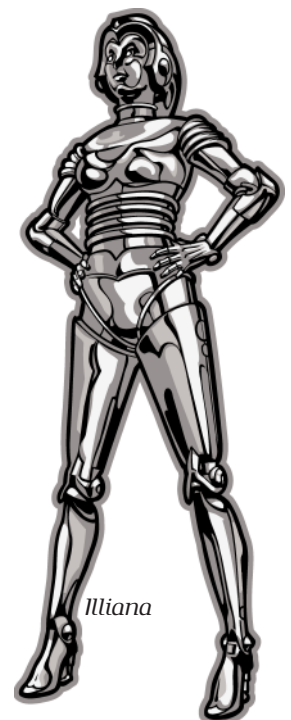
CONSEQUENTIAL DAMAGES:
Kuryakyn shall not be liable for any consequential or incidental damages.

ABOUT OUR CATALOG

You'll find all our innovations for HD, GL and Metric Cruisers in our annual catalogs. Order online today—select the "CATALOGS" icon. Each Kuryakyn™ product comes with a Proof-of-Purchase good for a complimentary catalog. Details in packaging..

Be sure to ask your local dealer about other Kuryakyn products, the motorcycle parts and accessories designed for riders by riders.

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STEP 1 Consult your factory service manual for details of this procedure. We have supplied jets to cover many common configurations. Remove the four Phillips head screws securing the plastic carb top to the carb body. Carefully remove the plastic carb top making sure not to damage the rubber diaphragm.

STEP 2 Carefully remove the diaphragm and slide from the carb.

STEP 3 Remove the spring, plastic retainer and needle from the slide.

STEP 4 See FIG.1. Very carefully drill out the slide lift hole with the included .070 drill bit. Be sure to remove all filings from drilling. Place the small E-Clip in the third groove from the top of the needle, See FIG.2. Stack two .020 shims on top of the E-Clip. The shims will keep the needle from bouncing in the slide.

STEP 5 Carefully replace the needle/slide assembly into the carb body. Place the stock plastic retainer over the end of the needle and shims. The retainer should gently seat over the shims. Place the spring over the retainer. Carefully seat the lip of the diaphragm in the corresponding groove in the carb body. **DO NOT FOLD, PINCH, TEAR OR PUNCTURE THE DIAPHRAGM!!** Replace the top cover.

STEP 6 Read this entire step before proceeding! See FIG.3. Turn the carb upside down. Using the supplied 5/32" drill bit, slowly drill out the plug covering the idle mixture screw. The mixture screw is made of brass. If you drill to far you will destroy the slot in the adjustment screw making adjustment impossible. Once the hole is drilled, start the supplied slotted pan screw into the drilled hole just far enough for the threads to "bite". Grasp the head of the screw with a plier and pull outward in a slight rocking motion until the plug comes free.

STEP 7 Using a small flat head screwdriver, slow and gently turn the adjustment screw inward (clock wise) until it lightly bottoms out. Once lightly bottomed out, back the adjustment screw outward (counter clockwise) three full turns.

STEP 8 Remove the four Phillips head screws that secure the float bowl to the carb body. Remove the float bowl being extremely careful no to disturb the position of the float.

STEP 9 Replace the stock low speed jet with the supplied #48 jet. Replace the stock main jet with the supplied #135 jet.

CARBURETOR TUNING TIPS

- Run the bike until it reaches operating temperature. Adjust the idle mixture screw until the bike reaches it's highest idle speed. Reset the idle speed with the idle adjustment knob.
- If further tuning is required, let your spark plugs be your guide. A white or uncolored plug indicates a lean condition while a black or sooty plug indicates a rich condition.
- Be sure you're working with the correct jet. The low speed (pilot jet) affects throttle positions of about 1/8 open to approximately 1/3 open. The main jet affects throttle positions of about 3/4 open to wide open. Needle position affects most throttle settings in between. In other words, don't change the main jet if you are experiencing a lean condition just off idle.
- Generally speaking, popping of backfiring through the carb indicates a lean condition. Blubbering, smoking or popping out the exhaust indicates a rich condition.
- If you are experiencing backfiring through the exhaust, check the following before you assume the carburetor is improperly jetted.

- A)** Leaking exhaust pipe gaskets
- B)** Leaking fresh air system block off plate gaskets (if applicable)
- C)** If the fresh air system was not removed, be sure the plug has not come out of the 3/4" inlet hose.

FIG.1

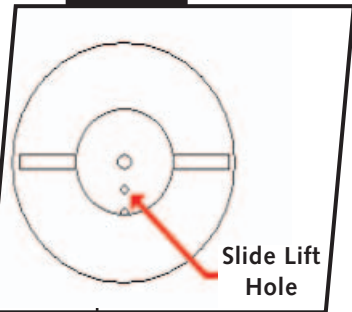


FIG.2

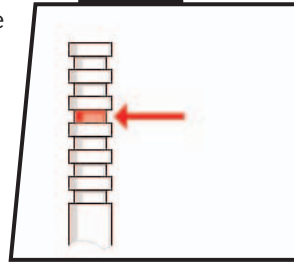


FIG.3

