

Thank you for purchasing this Cobra jet kit. This kit has been developed for a motorcycle which is set to the parameters listed at the right in the "Stage" description. If your motorcycle does not meet any of these parameters please check with Cobra before installation. For technical assistance contact Dynojet (800)-992-4993

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COBRA
Anything's Possible

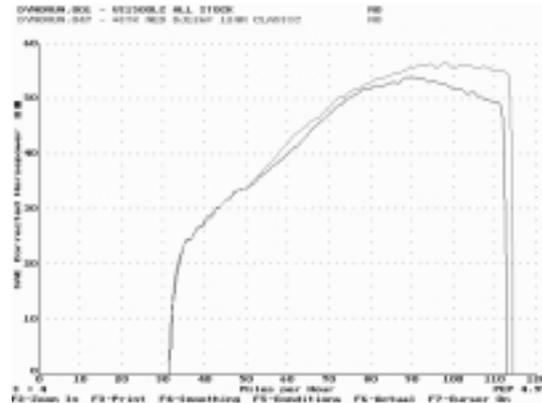
92-3166

U.S. Models Only

1998-2004 Suzuki VL1500 Intruder

Stage 1

For mildly tuned machines using the stock airbox, with stock filter and Cobra Boulevard exhaust system



This graph shows a typical gain with a Cobra jet kit.

WARNING

**NO SMOKING!
NO OPEN FLAME!
WHILE INSTALLING
YOUR DYNOJET KIT**

Parts List

2	Main Jet	DJ122
2	Main Jet	DJ126
1	Fuel Needle	DNO760
1	Fuel Needle	DNO688
2	E-Clips	DE0001
2	Adjusting Washers	DW0001
2	Needle Springs	DSP77
1	Plug Drill	DD #5/32
1	Screw	DS0001

*For racing use only. Not for sale in the State of California.

STAGE ONE INSTRUCTIONS

1. Remove vacuum slides from carbs. Remove stock needles and spacers, noting order of assembly (Fig.A).

2. Install the Cobra needle DNO760 in the front cylinder on groove #4, this needle has 8 grooves (Fig. D). Install the Cobra needle DNO688 in the rear cylinder on groove #3, this needle has 6 grooves (Fig. E). Use all stock spacers (Fig. A). The small Cobra washers are for half step increments and do not have to be installed at this time. **NOTE:** The DSP77 springs do not have to be used, they are supplied in case the stock springs are misplaced. After installing the slides in the carbs be sure to check slide movement manually.

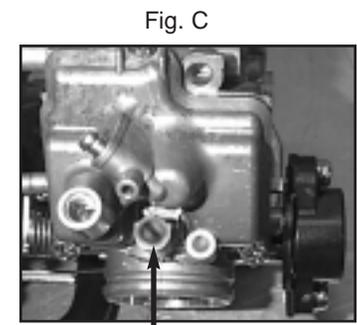
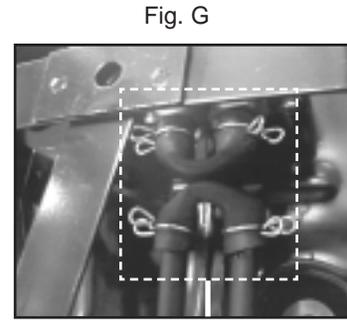
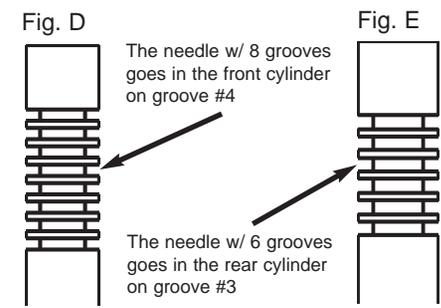
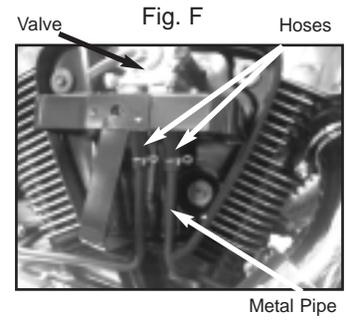
3. Remove the stock main jets and replace with the Cobra main jets provided. When using slip-on exhaust, classic exhaust or drag pipes **WITHOUT** baffles use the DJ126 main jets. When using drag pipes **WITH** baffles use the DJ122 main jets. Be sure that the jet you are changing is the main jet.

4. Locate the fuel mixture plug (Fig. C). If you see a screw head at Fig. C proceed to adjusting procedure. With the 5/32 drill bit provided carefully drill through the plugs. **NOTE:** The mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break through. Use screw provided to secure and remove this plug. Carefully turn mixture screws clockwise until lightly seated, then back out 2.5 turns for the front cylinder and 3 turns for the rear cylinder.

5. Remove the intake snorkel (Fig. B). The snorkel is held in place by 4 plastic rivets. Use the DD 5/32 drill bit provided to drill off the rivet heads. **Do not** drill all the way through the air box lid, drill just far enough to remove snorkel.

6. Locate the chrome cover that is located on the right side of the engine, remove the screw that is in the center of the cover, remove the cover. Located the two hoses shown in Fig.F, remove one end of one of the hoses from the valve and one end from the other hose from the metal pipe. Take the end of the hose that was removed from the valve and connect it to the end of the metal pipe where the other hose was removed from and repeat with the other hose. It should look like Fig. G when it is connected properly.

COBRA 92-3166.002



This is what the hoses should look like when properly connected

MIXTURE SCREW

Fig. A

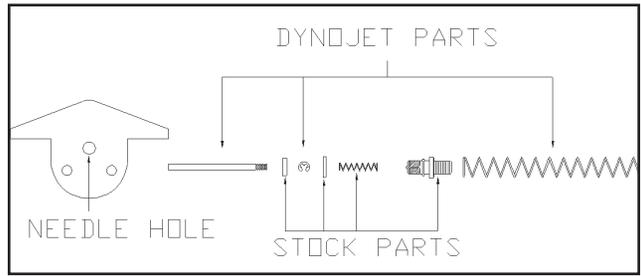
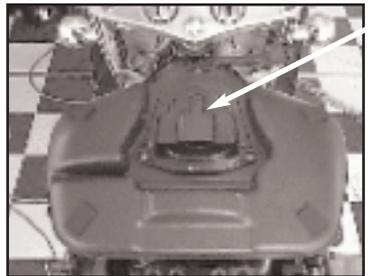
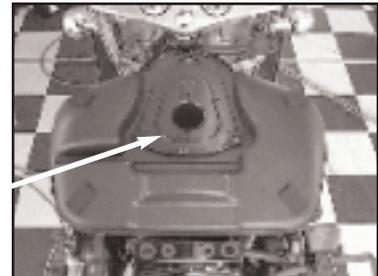


Fig. B



Remove this snorkel from the airbox



Your airbox should look like this after you have removed the snorkel