



Revision: 1.0 - 03/15/2010

INCLUDED IN THE KIT:

(1) D Tool	(1) Baron Fuel Needle
(1) Slide Spring	(4) Baron Jets
(2) E Clips	

TOOLS REQUIRED:

Factory Service Manual	8, 10, and 12mm Sockets w/ Extension
Toenail Clippers	Flat Screwdriver
Needle Nose Pliers	Phillips Screwdriver

INSTRUCTIONS:

Thank you for purchasing the Baron VTX1300 Jet Kit. Installation is reasonably simple providing you follow the instructions below implicitly. As always, please read the instructions in full prior to installing the product. If you feel you dont understand it, please call our tech support line, or have the product installed by a competent technician.

1. Remove fuel tank per service manual instructions.
2. Remove the air filter and backing plate.
3. Carefully remove the vacuum slide cover from the top of the carburetor. Be careful here as the spring inside the assembly can pop out.
4. Remove the spring and slide assembly from the carburetor. Gently pull the rubber diaphragm and the entire assembly (slide assembly or slide") with the needle & spacers will slide right out. Do not force it.
5. Your stock needle will be sticking out of the bottom of the slide. To remove it, you must use an 8mm socket (or Phillips screwdriver). Inside the slide you will see a yellow plastic holder. Turn this holder" 1/4 turn counter-clockwise while pushing down on it to compress the spring and relieve pressure. The holder will pop slightly and you will know its out. Be careful not to break this holder during this step. It only needs to turn 1/4 turn!
6. The holder, along with the needle, stock needle spring and spacers will then slide out.
7. Disassemble the needle assembly.
8. Looking inside the yellow holder, you will see the needle spring. There is a plastic nub on the inside of the holder that locks this spring in place. Gently unscrew the spring as you pull it off this nub, trying not to distort and overstretch the spring.
9. Use toenail clippers to clip this nub in 1/2. This will allow for greater needle adjustments without obstruction.

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10. Install the Baron needle in place of the stock needle on groove #4 from the top. Use all stock spacers. Re-assemble the slide and the yellow holder.
11. Insert the slide back into the carburetor, making sure to check that it doesn't bind. There is a small ring in the edge of the diaphragm to help you align the slide the way it belongs. Re-install the slide cap. Be sure it's aligned properly.
12. You may need to loosen the clamp that holds the carburetor to the manifold and pull the carb slightly off the intake manifold for the next step.
13. Drain & remove the float bowl from the carburetor. In the center of the underside of the carb is the main jet. Remove the stock jet and replace it with the Baron 210 main jet (if you have stock pipes, we recommend the 195 main jet).
14. While working inside the float bowl, find the mixture screw (d-shaped brass screw on the edge of the underside).
15. Using the Baron D-tool, carefully turn the mixture screw clockwise until it seats. It doesn't need to be tight, just slightly snug.
16. Once seated, turn the mixture screw back out 2.5 turns.
17. Re-install the float bowl.
18. Re-assemble the air box.
19. Re-install the fuel tank.
20. Verify that your choke is OFF before fueling up the bike and testing.

TROUBLESHOOTING TIPS:

Before operating the motorcycle again, verify the handlebars turn freely from lock to lock and that the throttle cables are not bound up.

If the idle is not set between 700-900rpm tuning will be more difficult.

If the bike idles roughly until it's warm, adjust the mixture screw out 1/4 turn at a time until it idles smoothly.

If the bike stumbles above 1/4 throttle then regains itself, try backing out the mixture screw 1/2 turn at a time until the stumble diminishes.

If the bike will not start if it's hot, this is usually a rich condition. Turn your mixture screw in 1/2 turn.

Due to different altitudes, air kits and pipe configurations, Baron has included a small assortment of jets for

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fine-tuning your motorcycle.

The instructions here are only a guide. It is impossible for us to predict every situation. Some fine-tuning and/or adjustments may be necessary to get the optimal performance from your motorcycle.

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