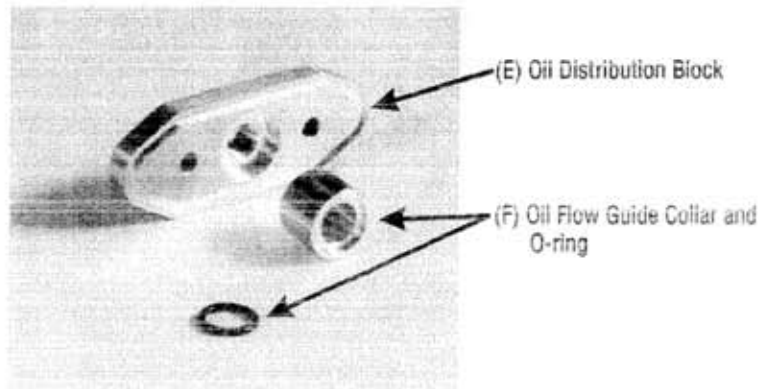
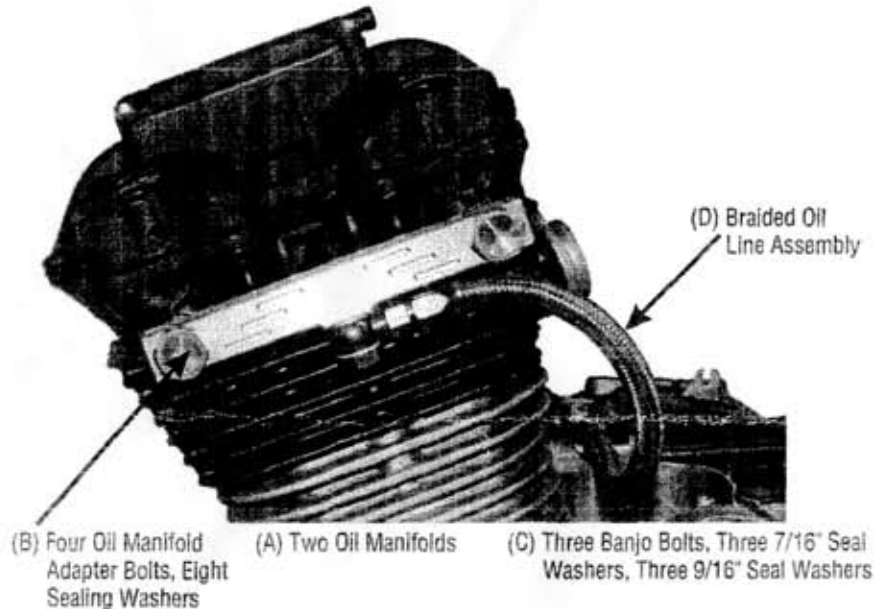


# GS 1100 / 1150 Top End Oiling Kit OK-S10

The Suzuki GS Top-End Oiling Kit reduces the risk of burned camshafts and rocker arms caused by lack of oil feed to the cylinder head in high performance engines. This is a bolt-on kit and includes all components and hardware needed for easy installation. Please verify that your kit is complete using the following illustration.



## INSTALLATION INSTRUCTIONS

1) Remove the gas tank and carburetors. 2) Remove the four stock rocker arm spindle plugs (location B), there are two on each side of cylinder head. 3) Remove the stock oil sending unit from the top of the case behind the cylinder, retain the long sealing o-ring for re-installation. 4) Pre-assemble the oil distribution block (with or without the flow guide spacer, see below) and mount to the case using the stock o-ring and mounting bolts, torque to 8 ft. lbs. 5) Pre-assemble the two oil manifolds (A), with the four aluminum manifold oil passage bolts (B), and the eight large sealing washers. Be certain that the sealing washers are used on both sides of the manifold. 6) Mount the oil manifolds to the cylinder head (one on each side), and torque to 24 ft. lbs. 7) Mount the braided oil line (D) to each manifold and the oil distribution block using the supplied banjo bolts (C) with one sealing washer on each side of oil line fitting, torque to 14 ft. lbs.

**CAUTION:** Do not over tighten the banjo bolts.

Before final assembly, remove the spark plugs and crank the engine for about 20 seconds to prime the oil manifolds and hoses. Check oil level in crankcase, top-off if needed. Re-install spark plugs and gas tank. Start engine and check for any leaks.

**FOR RACING USE**, it is desirable to restrict oil flow to the crank which increases oil volume to the top-end. To achieve this, install the oil flow guide collar into the bottom of the distribution block with the o-ring groove facing as shown. Install the o-ring, then mount to top case.

A .020" to .040" hole may also be drilled into collar to allow minimal oil flow to the crank.

**NOTE:** There is an interference fit between the collar and recess to prevent it from falling out during installation. Make sure that it is fully seated.

