

Thank you for purchasing this Dynojet 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 Dynojet before installation. For technical assistance contact your Dynojet distributor or call Dynojet U.S.A. (800)-992-4993

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The manufacturer and seller make no warranties express or implied which extend beyond the description of the goods contained herein. Any description of this product is for the purpose of identifying it and shall not be deemed to create an express warranty.



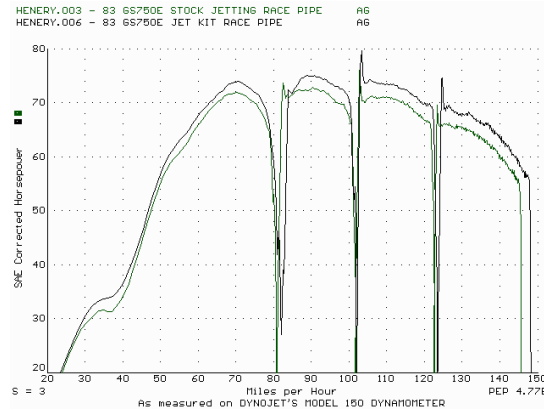
E3102.003

European Models Only

1980-85 Suzuki GS750E, ES
 All Models

Stage 1

For mildly tuned machines using the stock airbox, with stock or K&N filter. May also be used with a good aftermarket exhaust system
 K&N filter #SU-1250



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

WARNING

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

Parts List

4	Main Jets	DJ116
4	Main Jets	DJ120
1	Slide Drill	DD #40
4	Fuel Needles	DNO302
4	Adjusting Washers	DW0001
4	E-clips	DE0001

STAGE ONE INSTRUCTIONS

DYNOJET

E3102.003

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. With the slide drill provided (DD# 40) enlarge your slide lift hole. Do not drill the needle hole.
2. Install the Dynojet needles on groove #4, using all stock spacers. Install the Dynojet washer above the E-clip.
3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust use the DJ116 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ120 main jets. Be sure that the jets you are changing are the main jets.
4. Locate the fuel mixture screw (Fig. B), carefully turn mixture screws clockwise until lightly seated, then turn back out until you find your best idle. Our base setting is 3 turns.

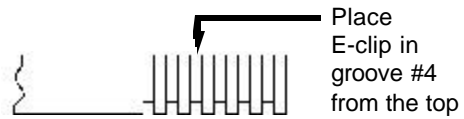


Fig. A

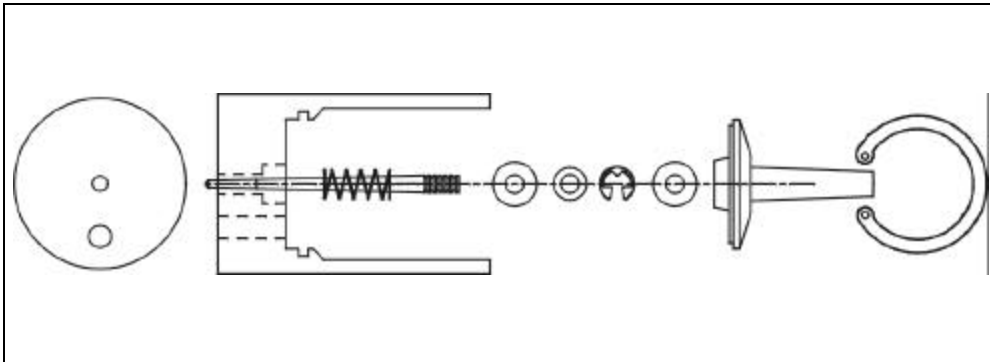


Fig. B

