

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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E3103.003

European Models Only

1980-82 Suzuki GS1000, 1100L 2-Valve

Stage 1&3

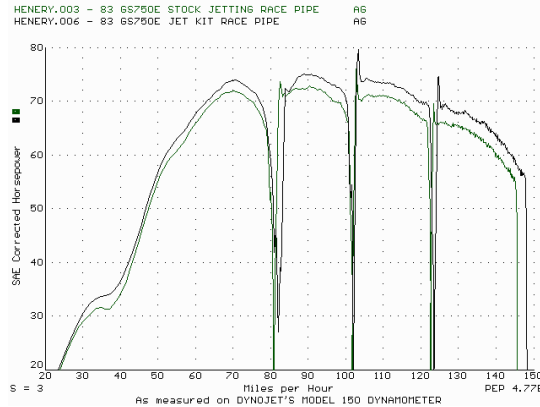
STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter #SU-1250

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RC-0984

Both stages may be used with a good aftermarket exhaust



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

WARNING

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

Parts List

4	Main Jets	DJ114
4	Main Jets	DJ118
4	Main Jets	DJ165
4	Main Jets	DJ170
4	Main Air Jet Correctors	DCO301
1	Slide Drill	DD #7/64
4	Fuel Needles	DNO405
4	Adjusting Washers	DW0001
4	E-Clips	DE0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.
2. Locate the slide lift hole (Fig. A). Using the slide drill (DD #7/64) provided, enlarge the slide lift hole in each slide. Do not drill the needle hole.
3. Remove the main jet and replace with the Dynojet main jets provided. Use the DJ114 main jets with stock exhaust pipe, or use the DJ118 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jet you are changing is the main jet.
4. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
5. Locate the fuel mixture screw (Fig. B), carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 2-1/2 turns.

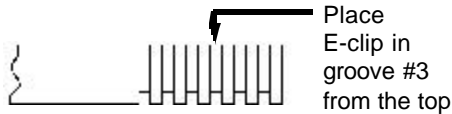
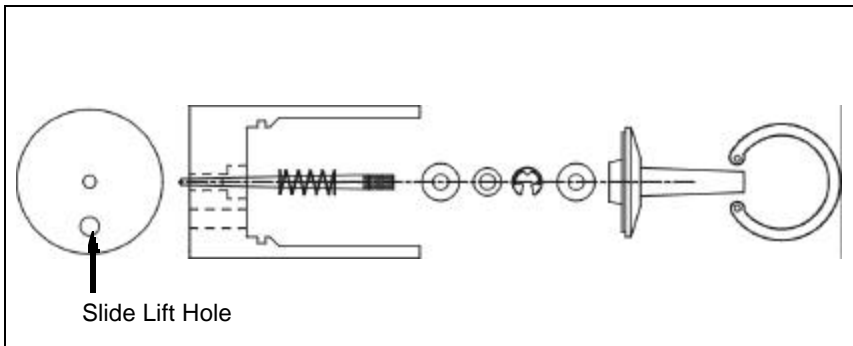


Fig. A



STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.
2. Locate the slide lift hole (Fig. A). Using the slide drill (DD #7/64) provided, enlarge the slide lift hole in each slide. Do not drill the needle hole.
3. Remove the main jet and replace with the Dynojet main jets provided. Use the DJ165 main jets with stock exhaust pipe, or use the DJ170 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jet you are changing is the main jet.
4. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
5. Locate the fuel mixture screw (Fig. B), carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 2-1/2 turns.
6. Locate the main air jet (Fig. C). Install the main air jet correctors (DCO301) provided, flat end facing into the carb. Use a small punch to secure in place. Use super glue to hold permanently.

Fig. B

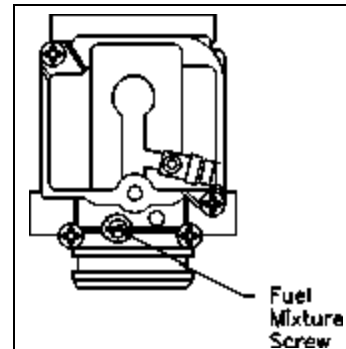


Fig. C - Stage 3 Only

