

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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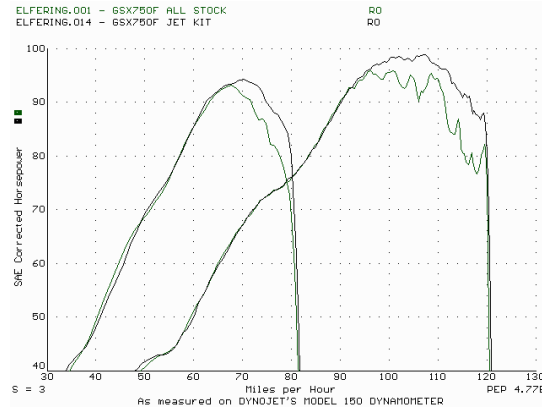
**E3121.002**

European Models Only

*1988-89 Suzuki GSX600 Katana*

**Stage 1**

For mildly tuned machines using the stock air-box, with stock or K&N filter. May also be used with a good aftermarket exhaust system  
 K&N filter #SU-7593



*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	DJ110
4	Main Jets	DJ114
4	Main Jets	DJ118
4	Fuel Needles	DNO466
4	Adjusting Washers	DW0001
4	E-clips	DE0001
4	Slide Springs	DSP007
1	Main Air Drill	DD #54

## STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. Install the Dynojet needles on groove #3, using all stock spacers. Install the Dynojet washers above the E-clip.
3. Install the Dynojet slide springs in place of the stock slide springs.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust use the DJ114 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ118 main jets. Be sure that the jets you are changing are the main jets.
5. Locate the main air corrector (Fig. B). With the main air drill (DD #54) provided, drill the main air corrector. Greasing the flutes will keep all of the shavings from getting into the carb.
6. Locate the Fuel Mixture Screw (Fig. C), carefully turn mixture screws clockwise until they seat, turn out until you find your best idle. Our base setting is 3 turns.

**DYNOJET**

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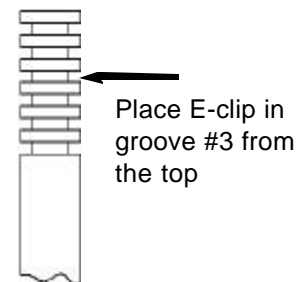


Fig. A

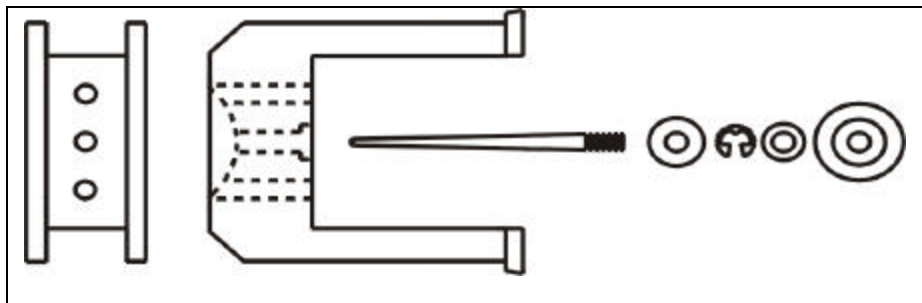
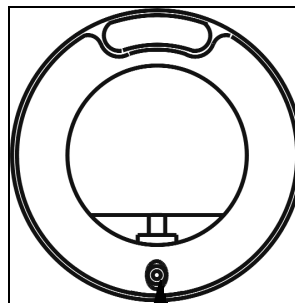


Fig. B



Main Air  
Corrector

Fig. C

