

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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**E3130.002**

European Models Only

1989-97 Suzuki GSX 750 F

**Stage 1&3**

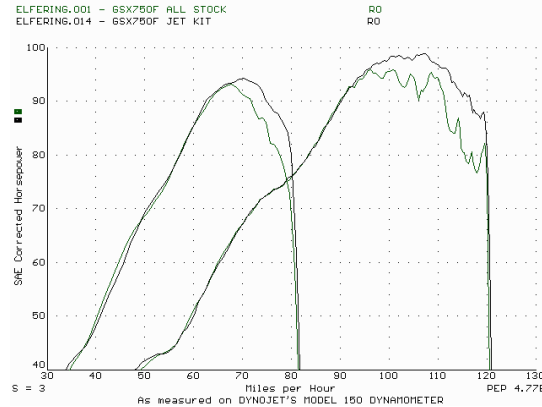
**STAGE 1**

For mildly tuned machines using the stock airbox, with stock or K&N filter #SU-7592

**STAGE 3**

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RC-2922

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	DJ116
4	Main Jets	DJ120
4	Main Jets	DJ140
4	Main Jets	DJ144
4	Fuel Needles	DNO356
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
8	Slide Orifices	DCO351
1	Tap	DT1024

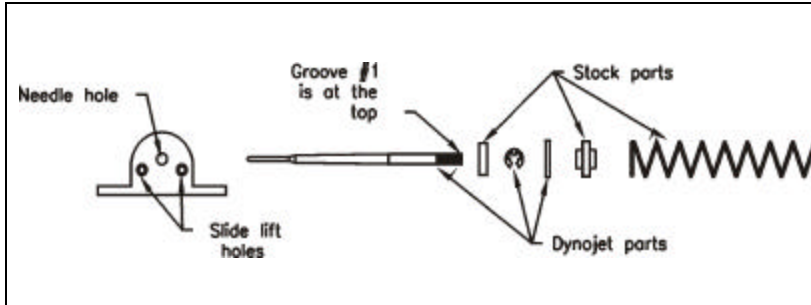
## STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. With the tap provided (DT1024) tap both slide lift holes on each slide (Fig. A). Screw the white plastic correctors (DCO351) into the tapped holes. If correctors do not go flush, cut excess of with a razor blade. For racing or hard street driving, You may remove one corrector out of each slide for better acceleration.
3. Install Dynojet needles on groove #3 , using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
4. Install the Dynojet main jets provided. Use the DJ116 main jets with stock exhaust pipe, or use the DJ120 main jets with aftermarket header or slip-on with high flowing baffles. If you are using a K&N stock replacement filter use the DJ140 main jets. Be sure that the jets you are changing are the main jets.
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.

### Notes:

1. If experiencing fueling problems below 4,000 rpm under full throttle that the needle can't fix, try changing the fuel level. If you feel it is too rich, lower the fuel level. If you feel it is too lean, raise the fuel level.
2. Always remove float bowl vent tubes.

Fig. A



## STAGE THREE INSTRUCTIONS

**DYNOJET**

**E3130.002**

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. With the tap provided (DT1024) tap both slide lift holes on each slide (Fig. A). Screw the white plastic correctors (DCO351) into the tapped holes. If correctors do not go flush, cut excess of with a razor blade. For racing or hard street driving, you may remove one corrector out of each slide for better acceleration.
3. Install Dynojet needles on groove #4 , using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
4. Install the Dynojet main jets provided. Use the DJ140 main jets with stock exhaust pipe, or use the DJ144 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
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. B

