

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

2191 Mendenhall Dr. Suite 105
 North Las Vegas, NV 89031
 TEL: 702-399-1423
 FAX: 702-399-1431
 8am-5pm Pacific Time
 Monday through Friday

Website Address
<http://www.dynojet.com>

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.



E3136.005

European Models Only

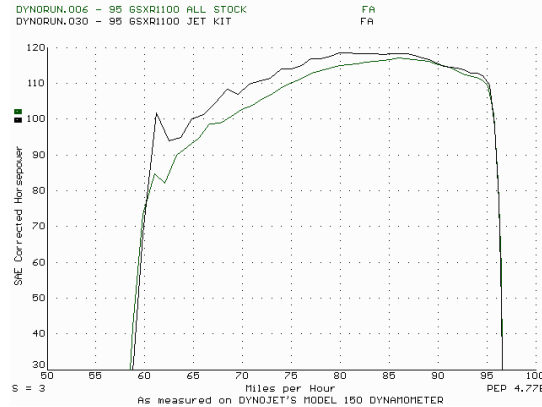
1989-92 Suzuki GSXR1100

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-7588

WARNING

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



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

Parts List

4	Main Jets	DJ122
4	Main Jets	DJ126
4	Fuel Needles	DNO308
4	E-Clips	DE0001
4	Adjusting Washers	DW0001
1	Slide Drill	DD#39

STAGE ONE INSTRUCTIONS

1. Remove vacuum slides from carbs. Remove stock needle and spacers, noting order of assembly (Fig.A). With drill provided (DD#39) drill an auxiliary slide lift hole in the location shown in Fig. A.
2. Install Dynojet needles on groove #3 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip. After installing the slide in the carb be sure to check slide movement manually.
3. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust install the DJ122 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ126 main jets. Be sure that the jets you are changing are the main jets.
4. Locate the fuel mixture screw (Fig. B). Carefully turn the mixture screw clockwise until lightly seated, then back out 2 1/2 turns or until the best idle is achieved.

****If experiencing fueling problems below 4000 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
Always remove the float bowl vent tubes

Fig. A

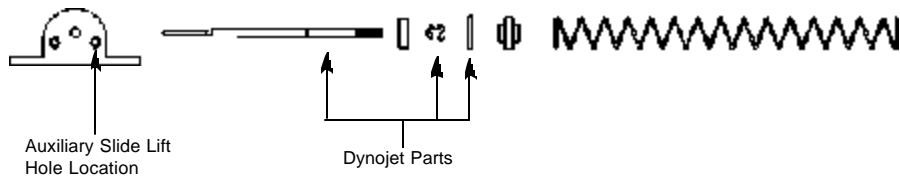


Fig. B

