

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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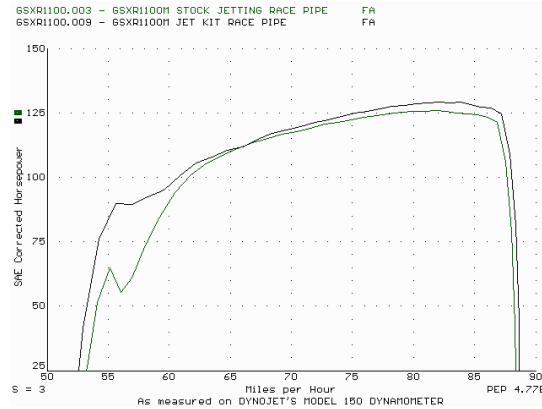
**E3142.001**

European Models Only

1991-93 Suzuki GSX1100G

**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-0003



*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	Fuel Needles	DNO332
4	Adjusting Washers	DW0001
4	E-clips	DE0001
1	Slide Drill	DD #32
4	Emulsion Tubes	DET002

## STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs.
2. Remove the main jet, tap lightly on the emulsion tube to push into carb venturi. Install the Dynojet emulsion tube into the carbs (Fig. B)
3. Using the slide drill (DD#32) provided, drill the stock slide lift hole and drill an auxiliary lift hole in the location shown in Fig.A. You may be understandably nervous about drilling your slides but the gains are very worth wile.
4. Install the Dynojet needles on groove #2 , using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
5. Install the Dynojet main jets provided. Use the DJ110 main jets with stock exhaust pipe, or use the DJ114 main jets with after market header or slip-on with high flowing baffles. Be sure that the jet syou are changing are the main jets.
6. Locate the fuel mixture screw (Fig. C). Carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 2-1/4 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.

**DYNOJET**  
E3142.001

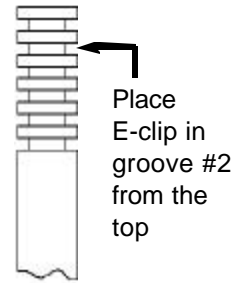


Fig. C

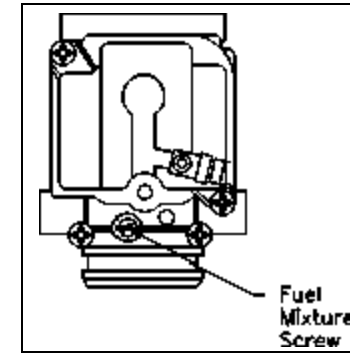


Fig. A

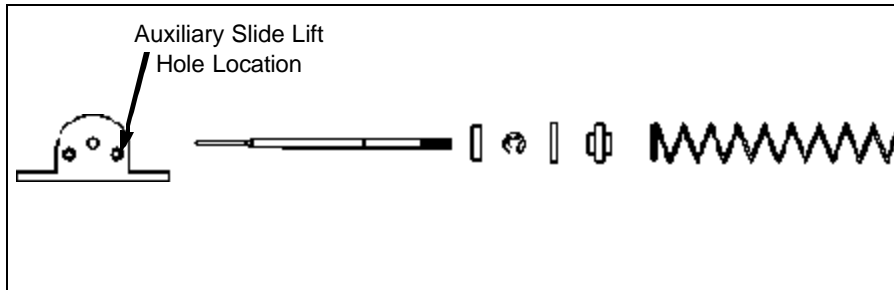


Fig. B

