

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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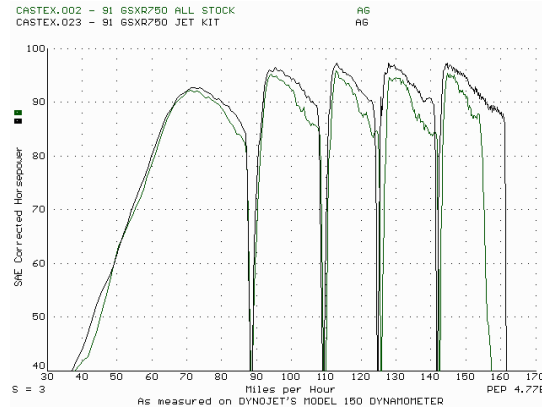
**E3335.002**

European Models Only

*1990-91 Suzuki GSXR750L,M*

**Stage 3**

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 #RU-2922



*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	DJ144
4	Main Jets	DJ150
4	Fuel Needles	DNO341
4	Adjusting Washers	DW0001
4	E-clips	DE0001
4	Emulsion Tubes	DET004
1	Slide Drill	DD #29
4	Slide Springs	DSP007
1	Main Air Jet Drill	DD #3/64

## STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.
2. For proper slide speed, drill 1 slide lift hole with the slide drill (DD #29) provided, leave the other hole stock and use the stock slide springs. For racing or hard street use, plug 1 slide lift hole with a two part adhesive, leave the other hole stock and use the Dynojet springs.
3. Remove the main jet, tap lightly on the emulsion tube to push into carb venturi. Remove the stock emulsion tube and install on the Dynojet emulsion tube provided. Install the Dynojet emulsion tube into the carbs (Fig. B)
4. Remove the stock main jets and replace with the Dynojet main jets provided. Use the DJ144 main jets with stock exhaust pipe, or use the DJ150 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jet you are changing is the main jet.
5. Install the Dynojet needles on groove #2, using all stock spacers(Fig. A). Install the Dynojet washer above the E-clip.
6. Locate the main air corrector (Fig.C). Using the main air jet drill (DD #3/64) provided, drill the main air corrector. Greasing the flutes will keep all of the shavings from getting into the carb.
7. Locate the fuel mixture screw (Fig. D), carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 2-1/2 turns.

**DYNOJET**  
E3335.002

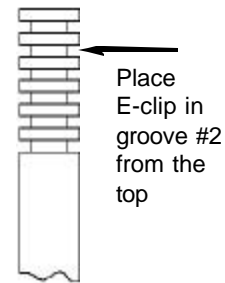


Fig. B

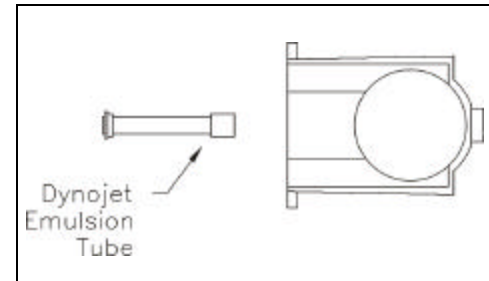


Fig. A

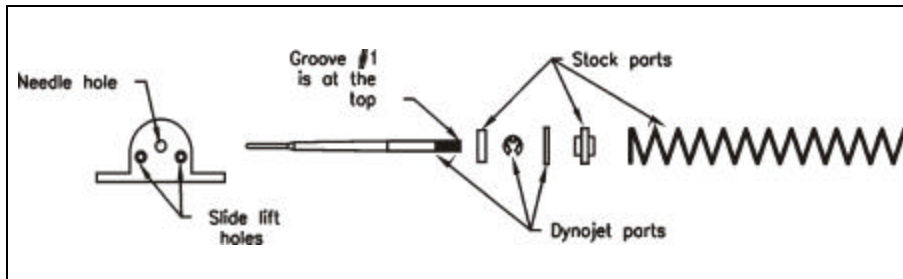


Fig. C

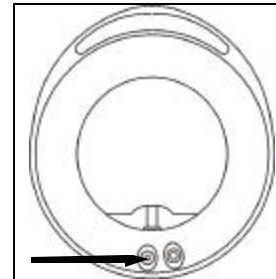


Fig. D

