

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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European Models Only

1989-90 Suzuki GSXR1100 K,L

Stage 1&3

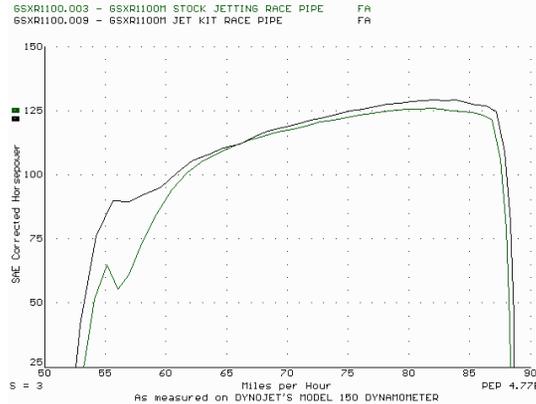
STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter #SU-7588

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RU-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	DJ114
4	Main Jets	DJ118
4	Main Jets	DJ136
4	Main Jets	DJ144
4	Fuel Needles	DNO332
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Emulsion Tubes	DET002
8	Slide Orifices	DCO353
1	Slide Orifice Drill	DD #50
1	Tap	DT1024

STAGE ONE INSTRUCTIONS

1. Remove vacuum slides from carbs. Remove the stock needles and spacers, noting order of assembly (Fig.A).
2. With the tap provided (DT1024) tap both slide lift holes on each slide (Fig. A). Screw the white plastic correctors (DCO353) into the tapped holes. If correctors do not go flush, cut excess off with a razor blade.
NOTE: For racing or hard street riding, you may use the #50 drill to enlarge the orifices
3. Remove the stock main jets and tap lightly on the emulsion tubes to push them into the carb venturi and remove. Install the Dynojet emulsion tubes (DET002) in place of the stock emulsion tubes (Fig. B).
4. Install the Dynojet main jets provided. If you are running the stock exhaust install the DJ114 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ118 main jets. Be sure that the jets you are changing are the main jets.
5. Install the Dynojet needles on groove #4 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.
6. Locate the fuel mixture plug (Fig. C). Carefully turn the mixture screws clockwise until lightly seated, then back out 2-1/2 turns.

STAGE THREE INSTRUCTIONS

DYNOJET

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1. Remove vacuum slides from carbs. Remove the stock needles and spacers, noting order of assembly (Fig.A).
2. With the tap provided (DT1024) tap both slide lift holes on each slide (Fig. A). Screw the white plastic correctors (DCO353) into the tapped holes. If correctors do not go flush, cut excess off with a razor blade.
NOTE: For racing or hard street riding, remove one corrector from each slide for better acceleration.
3. Remove the stock main jets and tap lightly on the emulsion tubes to push them into the carb venturi and remove. Install the Dynojet emulsion tubes (DET002) in place of the stock emulsion tubes (Fig. B).
4. Install the Dynojet main jets provided. If you are running the stock exhaust install the DJ136 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ144 main jets. Be sure that the jets you are changing are the main jets.
5. Install the Dynojet needles on groove #4 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.
6. Locate the fuel mixture plug (Fig. C). Carefully turn the mixture screw clockwise until lightly seated, then back out 2-1/2 turns.

**If experiencing fueling problems below 4000 rpm under full throttle that the needle can't fix, try adjusting 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

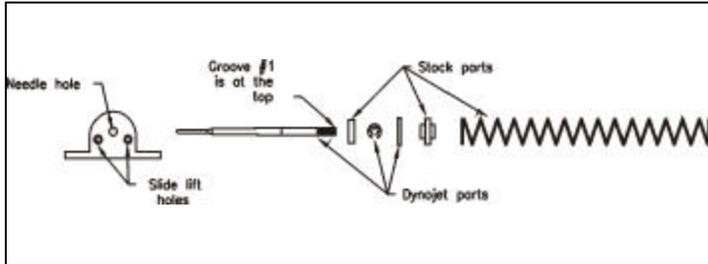


Fig. B

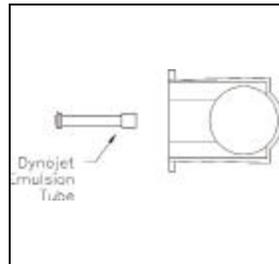


Fig. C

