

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



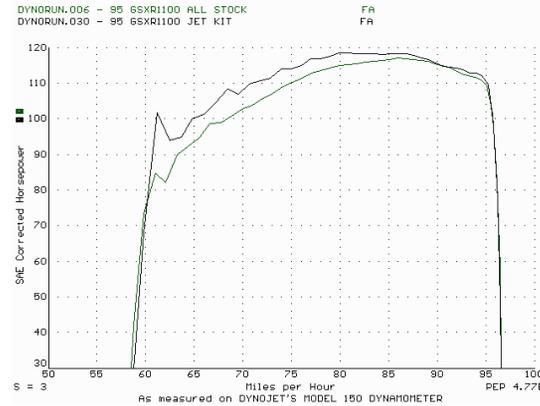
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European Models Only

1995-97 Suzuki GSXR1100W

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-7593



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

WARNING

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

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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.

Parts List

4	Main Jets	DJ122
4	Main Jets	DJ126
4	Fuel Needles	DNO308
4	Adjusting Washers	DW0001
4	E-clips	DE0001
1	Slide Drill	DD #32

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers noting order of assembly.
2. Locate the slide lift holes using Fig A, with slide drill (DD #32) supplied, enlarge your slide lift holes.
3. Install the Dynojet needles with the E-clip on groove #3. Do **not** use the stock nylon spacer that is installed on the stock needle. Install the stock steel spacer below the E-clip and the Dynojet washer above the E-clip.
4. Remove the stock main jets and replace with the Dynojet main jets provided. Use the DJ122 main jets with stock exhaust pipe, or use the DJ126 main jets with after market header or slip-on with high flowing baffles.
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 2-1/4 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.

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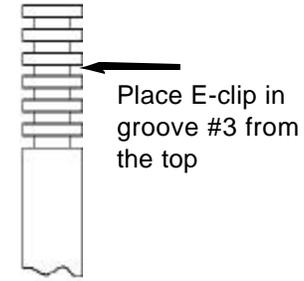


Fig. A

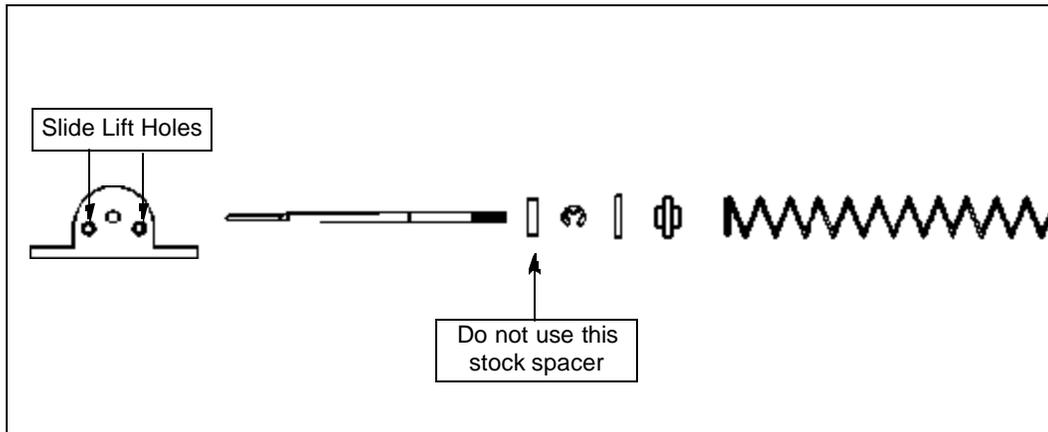


Fig. B

