

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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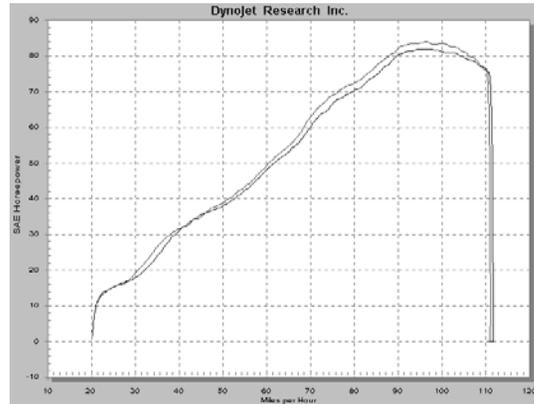
E3158.001

European Models Only

1998-99 Suzuki GSX750 F

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-7592



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	DJ122
4	Fuel Needles	DNO209
4	Slide Springs	DSP026
4	Needle Springs	DSP77
4	Adjusting Washers	DW0001
4	E-clips	DE0001

STAGE ONE INSTRUCTIONS

DYNOJET

E3158.001

1. Remove the vacuum slide from carbs. Remove the stock needles & spacers, noting order of assembly.
2. Install the Dynojet needles on groove #3 using all stock spacers. The small Dynojet washers are for half step increment adjustments and do not need to be installed at this time.

Note: The DSP77 springs do not have to be used, they are supplied in case the stock springs are misplaced. After installing slides in carbs be sure to check slide movement manually before air box installation.

3. Install the Dynojet Slide Springs in place of the stock slide springs.
4. Install the Dynojet main jets provided. When using the stock exhaust install the DJ114 main jets. When using an aftermarket exhaust or slip-on with a high flow baffle use the DJ118 main jets. Be sure that the jets you are changing are the main jets. The main jets are the jets that are screwed in to the brass emulsion tube.
5. Locate the fuel mixture screw (Fig. B). Carefully turn mixture screw clockwise until seated, then back out 2.5 turns.

NOTE:

If you are using the K&N air filter you will need to use the large velocity ring with the taper facing away from the motor. You will need to install a main jet that is 4 points larger: If you are using the DJ114 you will need the DJ118.

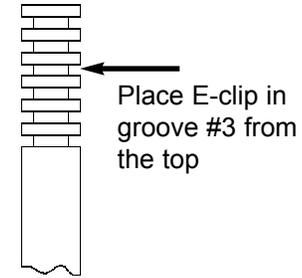


Fig. A

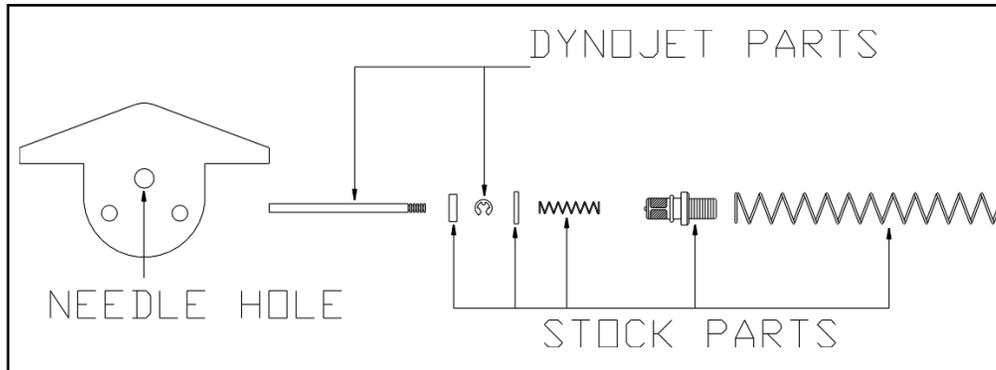


Fig. B

