

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



E3336.002

European Models Only

1991-1992 Suzuki GSXR1100M

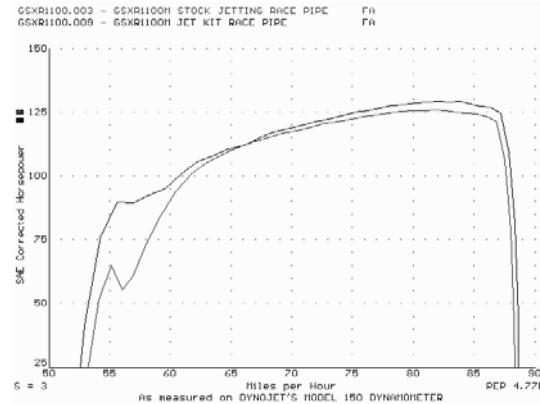
Stage 3

For mildly tuned machines with the airbox removed and using individual filters.
May also be used with a good aftermarket exhaust system. K&N filter #RU-2922

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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.



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	DJ155
4	Main Jets	DJ160
4	Fuel Needles	DNO341A
4	E-clips	DE0001
4	Adjusting Washers	DW0001
4	Emulsion Tubes	DET004
1	Slide Drill	DD 39

STAGE THREE INSTRUCTIONS

Dynojet

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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#39) provided, 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 Dynojet needles on groove# 4, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
5. Remove the stock main jets and install the Dynojet main jets provided. Use DJ155 main jets with stock exhaust pipe, or use the DJ160 main jets with after market header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
6. Locate the Fuel Mixture Screw (Fig. C), carefully turn mixture screw clockwise until lightly seated, then back out until you find your best idle. Our base setting is 2-1/2 turns.

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.

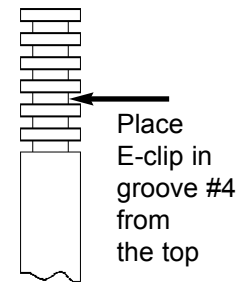


Fig. C

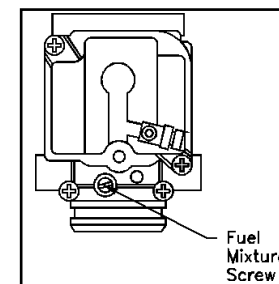


Fig. A

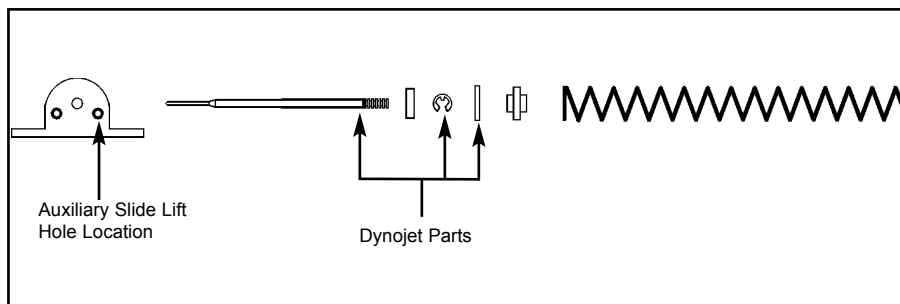


Fig. B

