

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

2191 Mendenhall Dr. Suite 105
 North Las Vegas, NV 89031
 TEL: 702-399-1423
 FAX: 702-399-1431
 8am-5pm Pacific Time
 Monday through Friday

Website Address
<http://www.dynojet.com>

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U.S Models Only

1988-89 Suzuki GSXR750 &
 1990-92 California Models

Stage 1&3

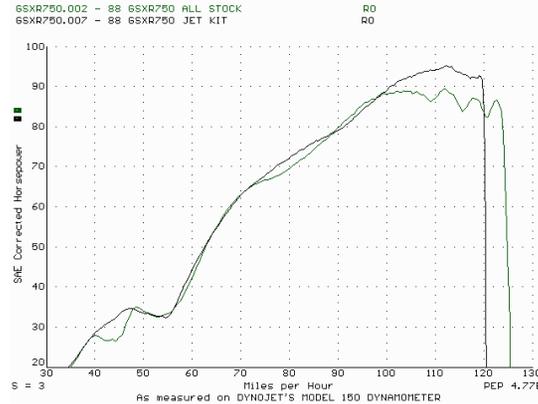
STAGE 1

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 Jet	DJ120
4	Main Jet	DJ124
4	Main Jet	DJ140
4	Main Jet	DJ144
4	Fuel Needle	DNO356
4	Adjusting Washer	DW0001
8	Slide Orifices	DCO351
1	Tap	DT1024
4	E-clips	DE0001
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slides from the 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 correctors (DCO351) into the tapped holes. If correctors don't go flush, cut excess off with a razor blade. For racing or hard street riding, remove one corrector out of each slide for better acceleration.
3. 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 slides in the carbs be sure to check slide movement manually.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ120 main jets. If you are running an aftermarket exhaust or slip-on with high flowing baffle use the DJ124 main jets. If you are using a K&N stock replacement filter use the DJ140 main jets. Be sure that the jet you are changing is the main jet.
5. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig.B then proceed to the adjusting procedure. With the 5/32 drill bit provided carefully drill through the plug. **NOTE:** The mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break through. Use screw provided to secure and remove this plug. Carefully turn the mixture screw clockwise until lightly seated, then back out 2.5 turns.

STAGE THREE INSTRUCTIONS

1. Remove the vacuum slides from the 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 correctors (DCO351) into the tapped holes. If correctors don't go flush, cut excess off with a razor blade. For racing or hard street riding, remove one corrector out of each slide for better acceleration.
3. 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 slides in the carbs be sure to check slide movement manually.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ140 main jets. If you are running an aftermarket exhaust or slip-on with high flowing baffle use the DJ144 main jets. Be sure that the jet you are changing is the main jet.
5. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig.B then proceed to the adjusting procedure. With the 5/32 drill bit provided carefully drill through the plug. **NOTE:** The mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break through. Use screw provided to secure and remove this plug. Carefully turn the mixture screw clockwise until lightly seated, then back out 2.5 turns.

****If experiencing fueling problems below 4000 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
 Always remove the float bowl vent tubes

Fig. A

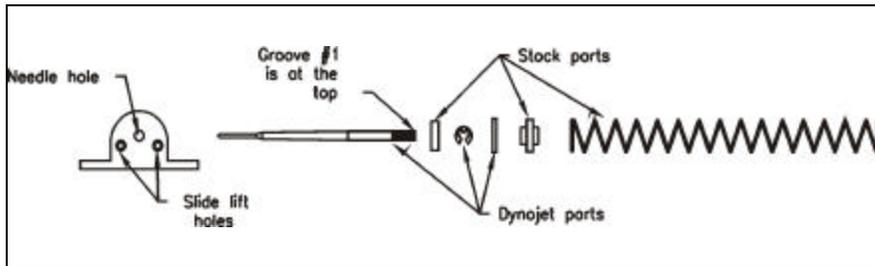


Fig. B

