

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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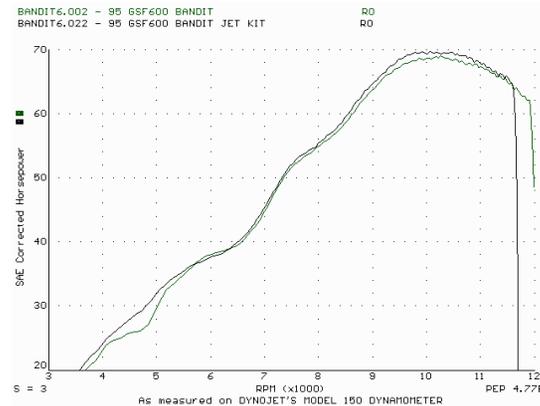
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U.S Models Only

1995-99 Suzuki GSF600 Bandit

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 #N/A



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

WARNING

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

Parts List

4	Main Jet	DJ100
4	Main Jet	DJ104
4	Fuel Needle	DNO206
8	Adjusting Washer	DW0001
4	E-clips	DE0001
1	Slide Drill	DD #37
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

DYNOJET

3120.001

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting order of assembly (Fig. A). Using the DD #37 drill bit provided, enlarge both slide lift holes (Fig. A). **Do not drill the needle hole.**
2. Install the Dynojet main jets provided. If you are running the stock exhaust install the DJ100 main jets. If you are running an aftermarket exhaust or slip-on with a high flowing baffle, use the DJ104 main jets. Be sure that the jet you are changing is the main jet.
3. Install the Dynojet needles on groove #4 . Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip (2 per needle). After installing the slides in the carbs be sure to check slide movement manually.
4. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig. B proceed to adjusting procedure. With the 5/32 drill bit provided carefully drill through the plugs. **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 mixture screws clockwise until lightly seated, then back out 2-1/4 turns.

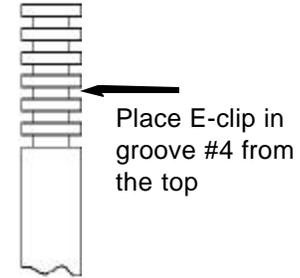


Fig. A

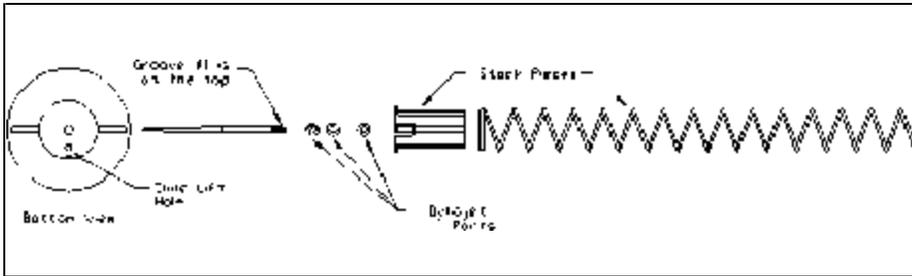


Fig. B

