

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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3130.003

U.S. Models Only

1989-97 Suzuki GSX 750 Katana

Stage 1&3

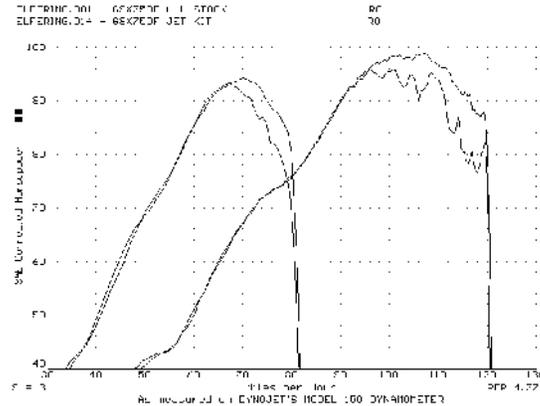
**STAGE 1**

For mildly tuned machines using the stock airbox, with stock or K&N filter #SU-7592

**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	DJ116
4	Main Jet	DJ120
4	Main Jet	DJ126
4	Main Jet	DJ130
4	Main Jet	DJ140
4	Main Jet	DJ144
4	Fuel Needles	DNO356
4	E-Clips	DE0001
4	Adjusting Washers	DW0001
8	Slide Orifices	DCO351
1	Tap	DT1024
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 white plastic correctors (DCO351) into the tapped holes. If correctors do not go flush, cut excess off with a razor blade.  
**NOTE:** For racing or hard street riding you may remove one corrector from each slide for better acceleration
3. Install the Dynojet main jets provided. If you are running the stock exhaust install the DJ116 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ120 main jets. Be sure that the jet you are changing is the main jet.
4. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washers above the e-clip.
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.

- NOTE:**
- If you are running a K&N stock replacement air filter you will need to use a main jet that is 10 points larger. If you are using the DJ116 main jets you will need to install the DJ126 main jets. If you are using the DJ120 you will need to install the DJ130 main jet.
  - 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 that it is too rich, lower the fuel level. If you feel that it is too lean, raise the fuel level.
  - Always remove the float bowl vent tubes.

Fig. A

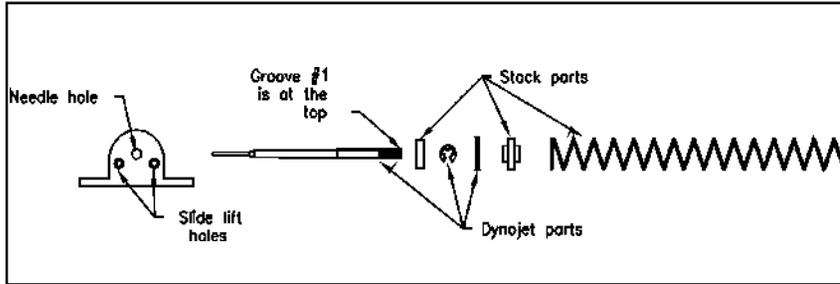
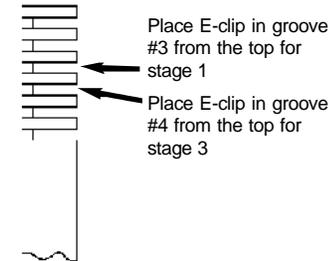
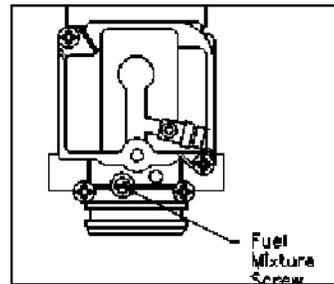


Fig. B



## STAGE THREE INSTRUCTIONS

**DYNOJET**

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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 white plastic correctors (DCO351) into the tapped holes. If correctors do not go flush, cut excess off with a razor blade.  
**NOTE:** For racing or hard street riding you may remove one corrector from each slide for better acceleration
3. Install 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-ons with high flowing baffles use the DJ144 main jets. Be sure that the jet you are changing is the main jet.
4. Install the Dynojet needles on groove #4, using all stock spacers (Fig. A). Install the Dynojet washers above the e-clip.
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.