

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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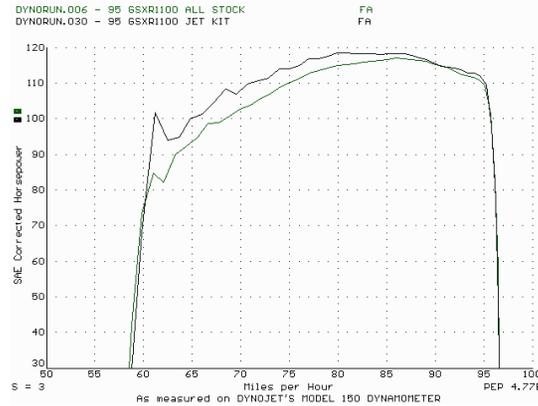
3145.001

U.S Models Only

1993-94 Suzuki GSXR1100W

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-7593



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

WARNING

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

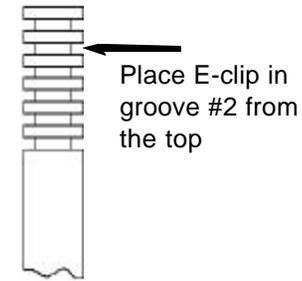
Parts List		
4	Main Jet	DJ110
4	Main Jet	DJ114
4	Main Jet	DJ118
4	Fuel Needle	DNO362
4	Adjusting Washer	DW0001
4	E-clips	DE0001
4	Emulsion Tube	DET002
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

DYNOJET

3145.001

1. Remove vacuum slides from carbs. Remove stock needles and spacers, noting order of assembly (Fig. A).
2. Remove the stock main jets. Tap lightly on the emulsion tube to push it into the carb venturi and remove. Install the Dynojet emulsion tubes (DET002) into the carbs (Fig. B)
3. Install the Dynojet main jets provided. If you are running the stock exhaust install the DJ114 main jets. If you are running an aftermarket exhaust or slip-on with a high flowing baffle, use the DJ118 main jets. Be sure that the jet you are changing is the main jet.
4. Install the Dynojet needles on groove #2. 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.
5. Locate the fuel mixture plug (Fig. C). If you see a screw head at Fig. C 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 2.5 turns.



NOTES:

1. We recommend using an aftermarket exhaust system with this kit. If you have to run with the stock exhaust you will need to drill 4 3/4" holes in the airbox lid.
2. If experiencing fueling problems below 4000 rpm under full throttle that the needle can't fix, try adjusting the float level. If you feel it is too rich, lower the fuel level. If you feel it is too lean raise the fuel level.
3. It is not uncommon to move the needle 2 grooves either way to adjust for different pipe combinations.

Fig. A

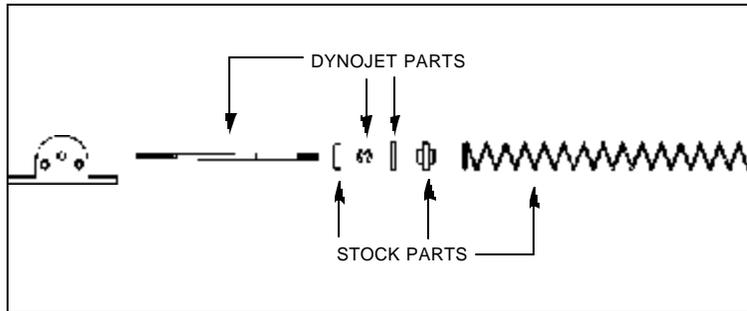


Fig. B

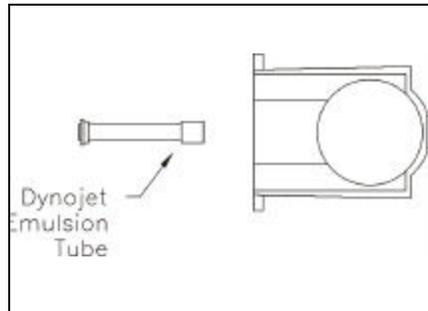


Fig. C

