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

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.

WARNING

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

3122.008
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

Parts List

<table>
<thead>
<tr>
<th>Parts</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Jet</td>
<td>DJ120</td>
</tr>
<tr>
<td>Main Jet</td>
<td>DJ124</td>
</tr>
<tr>
<td>Main Jet</td>
<td>DJ140</td>
</tr>
<tr>
<td>Main Jet</td>
<td>DJ144</td>
</tr>
<tr>
<td>Fuel Needle</td>
<td>DNO356</td>
</tr>
<tr>
<td>Adjusting Washer</td>
<td>DW0001</td>
</tr>
<tr>
<td>Slide Orifices</td>
<td>DCO351</td>
</tr>
<tr>
<td>Tap</td>
<td>DT1024</td>
</tr>
<tr>
<td>E-clips</td>
<td>DE0001</td>
</tr>
<tr>
<td>Plug Drill</td>
<td>DD #5/32</td>
</tr>
<tr>
<td>Screw</td>
<td>DS0001</td>
</tr>
</tbody>
</table>

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

**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**

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.