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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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

3131.003
U.S Models Only
1990-97 Suzuki GSX600 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.

4 Main Jet DJ106
4 Main Jet DJ110
4 Main Jet DJ116
4 Main Jet DJ120
4 Main Jet DJ130
4 Main Jet DJ134
4 Fuel Needles DNO360
4 E-Clips DE0001
4 Adjusting Washers DW0001
1 Plug Drill DD #5/32
1 Screw DS0001

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. Install the Dynojet needles on groove #3 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.
3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ106 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ110 main jets.
4. 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. Install the Dynojet needles on groove #3 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.
3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ130 main jets. If you are running an aftermarket exhaust or slip-on with high flowing baffles use the DJ134 main jets. Be sure that the jet you are changing is the main jet.
4. 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 DJ106 main jets you will need to install the DJ116 main jets. If you are using the DJ110 you will need to install the DJ120 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.