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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Monday through Friday

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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 JET KIT

3133.001
U.S Models Only
1980-86 Suzuki GS1100-1150 16-valve
Stage 1&3

STAGE 1
For mildly tuned machines using the stock airbox, with stock or K&N filter #N/A

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.

**Parts List**

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<td>DD #5/32</td>
</tr>
<tr>
<td>1</td>
<td>Screw</td>
<td>DS0001</td>
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</tbody>
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STAGE ONE INSTRUCTIONS

1. Remove vacuum slides from carbs. Remove stock needle and spacers, noting order of assembly (Fig. A). Using the drill bit provided (DD #32) enlarge the slide lift holes (Fig. A). **Do not** drill the needle hole.

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 carb be sure to check slide movement manually.

3. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust install the DJ110s. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ114s. 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: The pilot air jets (DH100) are optional. Using the pilot air jet will lean out the bottom end. Use the jet if you are experiencing excessive loss of mileage or bike starts without choke when cold. Using this jet will warrant a richer mixture screw setting. Fig. C shows the jet location.

STAGE THREE INSTRUCTIONS

1. Remove the vacuum slides from carbs. Remove stock needle and spacers, noting order of assembly (Fig. A). Using the drill bit provided (DD #32) enlarge the slide lift holes (Fig. A). **Do not** drill the needle hole.

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 Dynojet main jets provided. If you are running the stock exhaust install the DJ132s. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ138s. 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.