

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>

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**3133.001**

U.S Models Only

**1980-86 Suzuki GS1100-1150 16-valve**

**Stage 1&3**

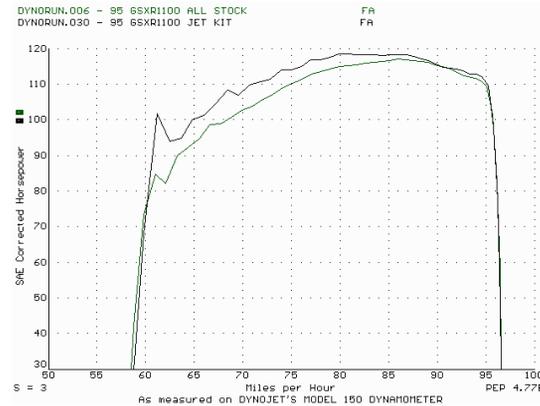
**STAGE 1**

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.*

# WARNING

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

## Parts List

4	Main Jet	DJ110
4	Main Jet	DJ114
4	Main Jet	DJ132
4	Main Jet	DJ138
4	Fuel Needle	DNT406
4	Adjusting Washer	DW0001
4	E-clips	DE0001
4	Pilot Air Jets	DH160
1	Slide Drill	DD #32
1	Plug Drill	DD #5/32
1	Screw	DS0001

## 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 (DH160) 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.

Fig. A

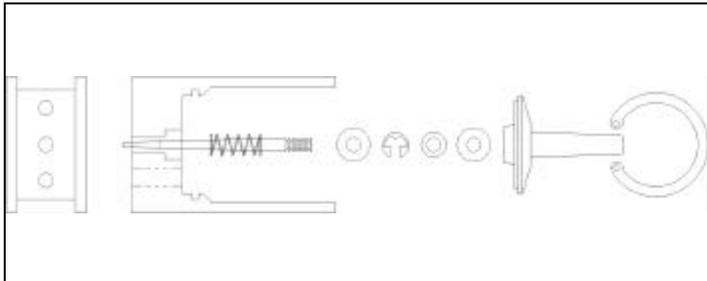


Fig. B

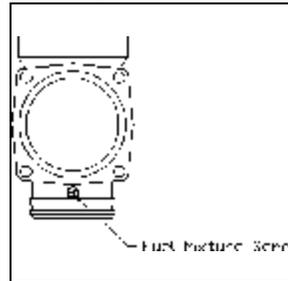
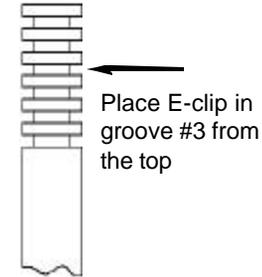
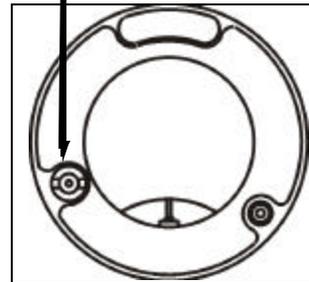


Fig. C



## STAGE THREE INSTRUCTIONS



3133.001

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.