

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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3135HA.001

High Altitude Only

1990-92 Suzuki GSXR 750
 w/ 38mm carbs

Stage 1&3

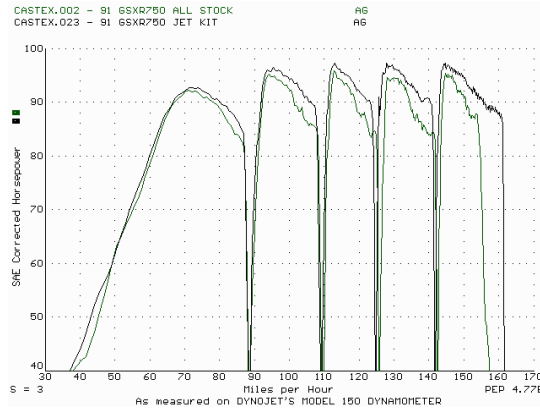
STAGE 1

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



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

WARNING

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

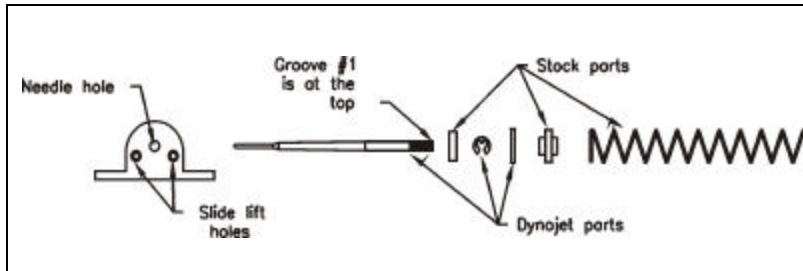
Parts List

4	Main Jets	DJ124
4	Main Jets	DJ128
4	Main Jets	DJ155
4	Main Jets	DJ160
4	Fuel Needles	DNO340
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Emulsion Tubes	DET004
4	Slide Orifices	DCO354
1	Tap	DT 8-32
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. With the tap provided (DT 8-32) tap one slide lift hole on each slide (Fig. A). For street use: Screw the white plastic correctors (DCO354) into the tapped holes. If correctors do not go flush, cut excess of with a razor blade. For racing or hard street driving, you may run all slide lift holes stock for better acceleration.
3. Remove the main jet, tap lightly on the emulsion tube to push into carb venturi. Install the Dynojet emulsion tube into the carbs (Fig. B)
4. Install the Dynojet main jets provided. Use the DJ124 main jets with stock exhaust pipe, or use the DJ128 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jet you are changing is the main jet.
5. Install the Dynojet needles on groove #2, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
6. Locate the fuel mixture plug (Fig. C), if you see a screw head, proceed to adjusting procedure. With the DD #5/32 drill provided, carefully drill thru the plugs. NOTE: the mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break thru. Use screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 2 turns.

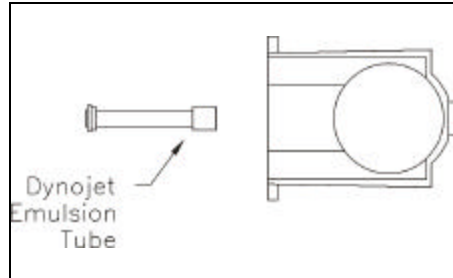
Fig. A



STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. With the tap provided (DT 8-32) tap one slide lift hole on each slide (Fig. A). For street use: Screw the white plastic correctors (DCO354) into the tapped holes. If correctors do not go flush, cut excess of with a razor blade. For racing or hard street driving, you may run all slide lift holes stock for better acceleration.
3. Remove the main jet, tap lightly on the emulsion tube to push into carb venturi. Install the Dynojet emulsion tube into the carbs (Fig. B)
4. Install the Dynojet main jets provided. Use the DJ155 main jets with stock exhaust pipe, or use the DJ160 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jet you are changing is the main jet.
5. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
6. Locate the fuel mixture plug (Fig. C), if you see a screw head, proceed to adjusting procedure. With the DD #5/32 drill provided, carefully drill thru the plugs. NOTE: the mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break thru. Use screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 2 turns.

Fig. B



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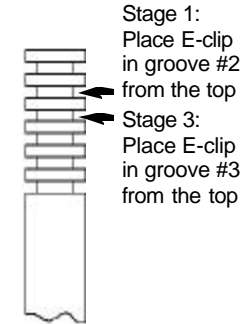


Fig. C

