

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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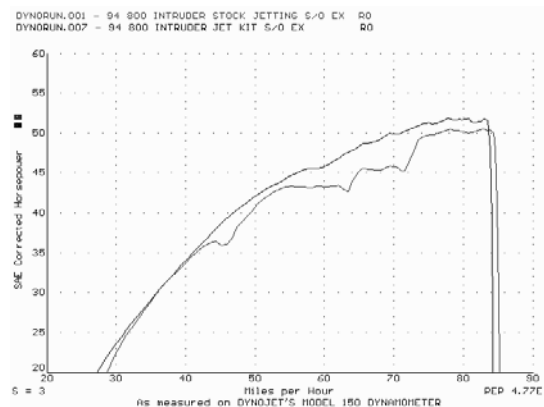


3147.002
 U.S Models Only

1992-2009 Suzuki VS800 / S50 &
 90-93 VX800

Stage 1

For mildly tuned machines using the stock airbox, with stock filter. May also be used with a good aftermarket exhaust system



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

WARNING

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

Parts List		
2	Fuel Needles	DNO361S
2	E-clips	DE0001
2	Adjusting Washers	DW0001
1	Slide Drill	DD 32
1	Plug Drill	DD 5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

Dynojet

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NOTE: It is not necessary to remove the carburetors to install this kit.

1. Remove the vacuum slides from the carbs one at a time. **NOTE:** The slides are different from the front to the rear cylinder. Remove stock needles and spacers, noting order of assembly (Fig. A). Using the DD #32 drill bit provided to enlarge the slide lift hole. **Do not drill the needle hole.**
2. Use the stock main jets.
3. Install Dynojet needles on groove #3. 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. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig. B proceed to adjusting procedure. With the 5/32 drill bit provided carefully drill through the plugs. **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 mixture screws clockwise until lightly seated, then back out 2.5 turns or where the best idle is achieved. **NOTE:** The mixture screw is on the left side for the front cylinder and the right side for the rear cylinder.

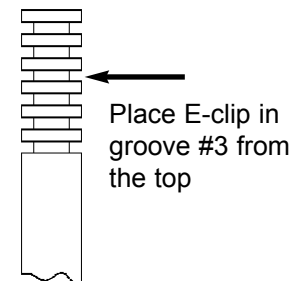


Fig. A

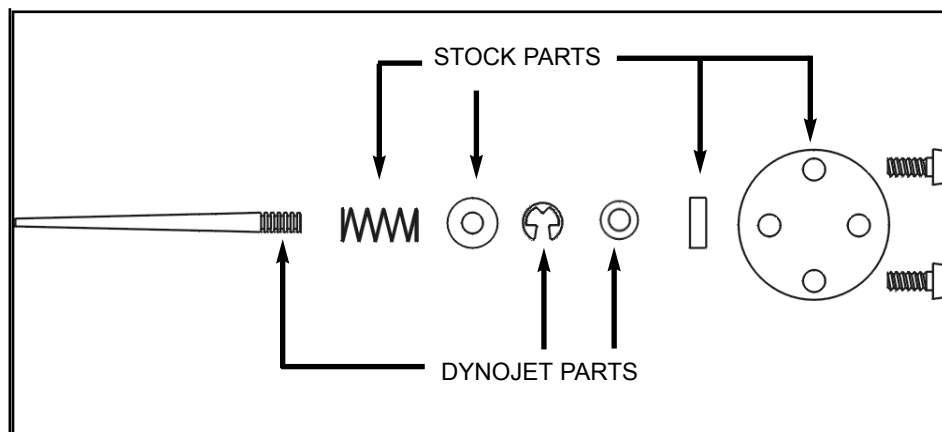


Fig. B

