

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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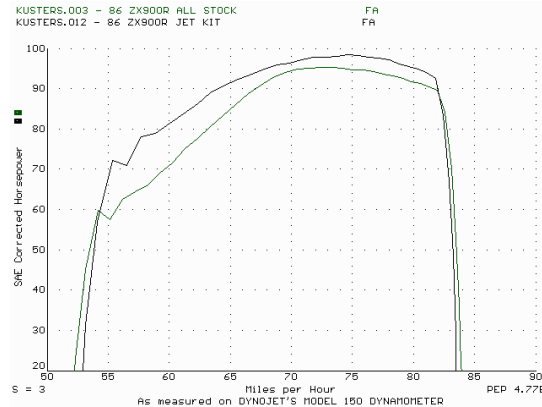
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European Models Only

1988-92 Kawasaki GPZ 900R

Stage 1

For mildly tuned machines using the stock air-box, with stock or K&N filter. May also be used with a good aftermarket exhaust system
 K&N filter #KA-9084



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

WARNING

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

Parts List

| | | |
|---|-------------------|--------|
| 4 | Main Jets | DJ116 |
| 4 | Main Jets | DJ120 |
| 1 | Slide Drill | DD #31 |
| 4 | Fuel Needles | DNO106 |
| 8 | Adjusting Washers | DW0001 |
| 4 | E-Clips | DE0001 |
| 4 | Slide Springs | DSP005 |

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly (Fig. A).
2. Use the slide drill (DD #31) provided to enlarge slide lift hole (Fig. A).
3. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the adjusting washers above the e-clip (2 per needle).
4. Install the Dynojet slide springs in place of the stock slide springs.
5. Remove the main jet and replace with the Dynojet main jets provided. Use the DJ116 main jets with stock exhaust, or use the DJ120 main jets with aftermarket headers or slip-ons with free flowing baffles. Be sure that the jets you are changing are the main jets.
6. Locate the fuel mixture screw (Fig. B). Carefully turn mixture screw clockwise until lightly seated, then turn back out until you find your best idle. Our base setting is 4 turns.

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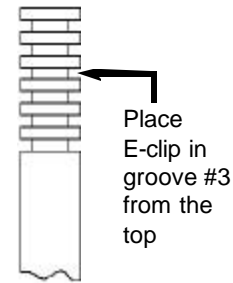


Fig. A

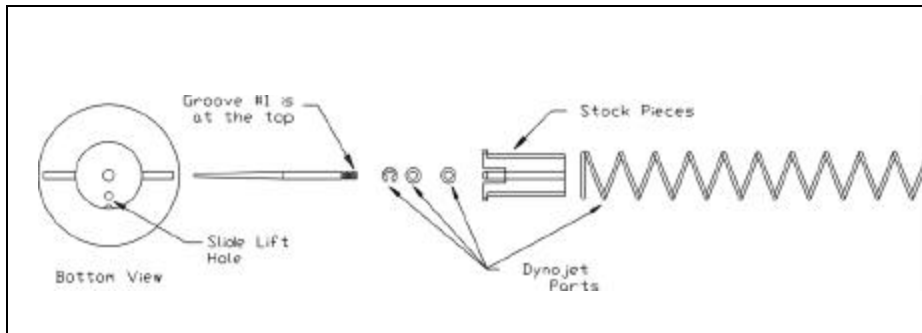


Fig. B

