

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



E2301.003

European Models Only

*1981-82 Kawasaki KZ1000
LTD, CSR*

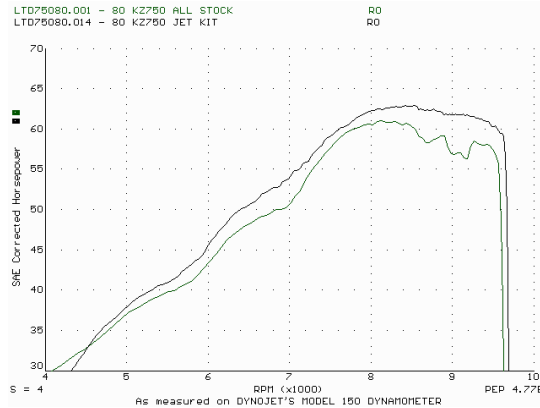
Stage 3

For mildly tuned machines using the stock airbox, with stock or K&N filter. May also be used with a good aftermarket exhaust system.
K&N filter #RC-0984

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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.



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	DJ155
4	Main Jets	DJ160
4	Main Jets	DJ165
1	Slide Drill	DD #7/64
4	Fuel Needles	DNO311
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Air Jet Correctors	DCO302
1	Tool	DT002
1	Glue	DA0001

STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. Locate the slide lift hole using Fig. A, with the slide drill (DD #7/64) supplied, enlarge your slide lift hole. Do not drill the needle hole.
2. Install the Dynojet needles on groove #2, using all stock spacers. Install the Dynojet washers above the E-clip.
3. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust use the DJ160 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ165 main jets. Be sure that the jets you are changing are the main jets.
4. Locate the main air jet passage (Fig. B). With the flat end facing into the carb, install the main air correctors provided (DCO302). Use the tool provided (DT002) to tap lightly in place. With the glue provided lightly touch a dab on the outer edge of the air corrector. Allow the glue to dry.
5. Locate the fuel mixture screws (Fig. C), carefully turn mixture screws clockwise until lightly seated, turn out until you find your best idle. Our base setting is 3-1/2 turns.

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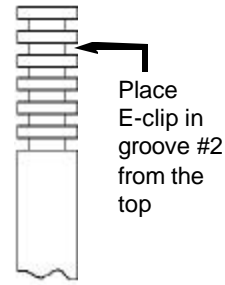


Fig. C

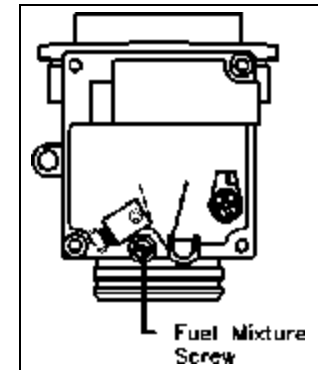


Fig. A

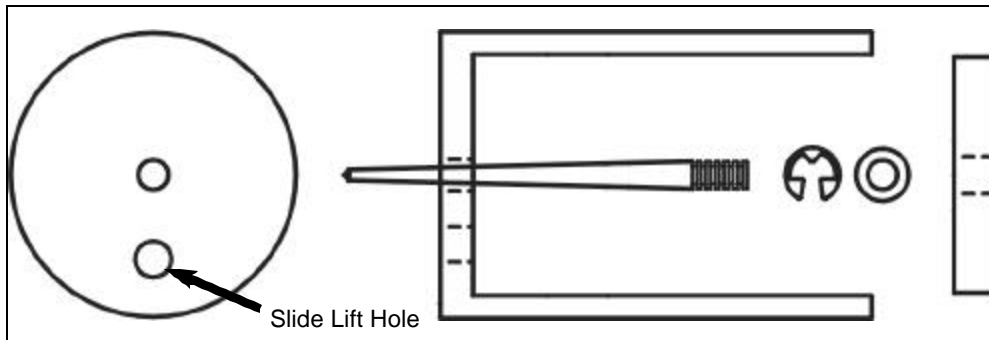


Fig. B

