

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>

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.



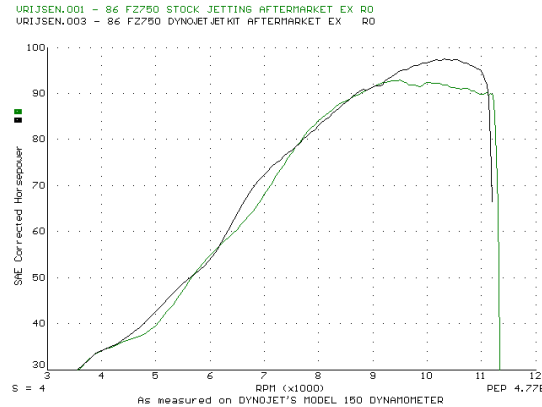
**E4113.001**

European Models Only

1981-86 Yamaha XV 700, 750, 920

**Stage 1**

For mildly tuned machines using the stock airbox, with stock or K&N filter. May also be used with a good aftermarket exhaust. K&N Filter #YA-1550



*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	Main Jets	DJ120
2	Main Jets	DJ124
2	Fuel Needles	DNO411
2	Adjusting Washers	DW0002
2	E-Clips	DE0001
1	Plug Drill	DD #5/32
1	Slide Drill	DD #30
1	Screw	DS0001

## STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. Use the slide drill (DD #37) provided to enlarge slide lift holes (Fig. A). Do not drill the needle hole.
2. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washers above the e-clip.
3. Remove the main jet and replace with the Dynojet main jets provided. Use the DJ120 main jets with stock exhaust, or use the DJ124 main jets with aftermarket exhaust. Be sure that the jets you are changing are the main jets.
4. Locate the fuel mixture screw (Fig. B). Carefully turn mixture screw clockwise until seated, then back out 2-1/2 turns.

**Note:**

Flooding at low speeds or idle can be caused by too high of a float level or too rich of a setting on the fuel mixture screws. We recommend that you remove the floats and blow lightly thru the fuel line to the carbs to remove any settled dirt.

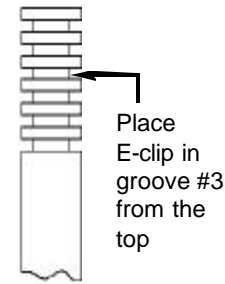


Fig. A

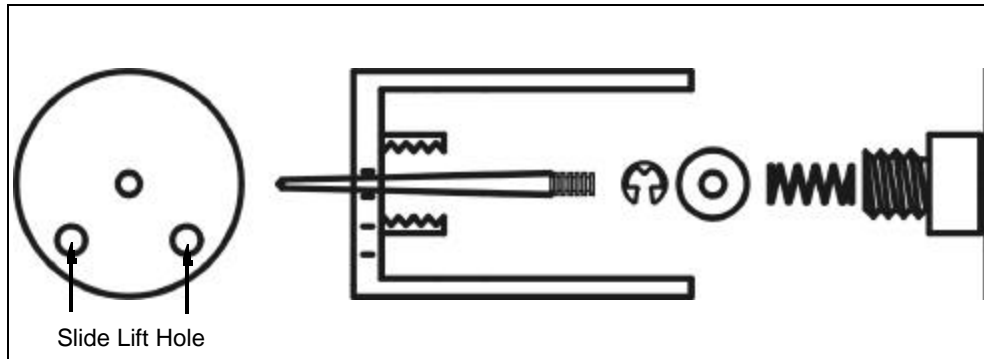


Fig. B

