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

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E4318.001

European Models Only

ALL Yamaha SRX600

Stage 2&3

STAGE 2

For mildly tuned machines using the stock airbox, with stock or K&N filter #YA-1400

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RC-1820

Both stages may also be used with a good aftermarket exhaust.



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

WARNING

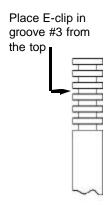
NO SMOKING! NO OPEN FLAME! WHILE INSTALLING YOUR DYNOJET KIT

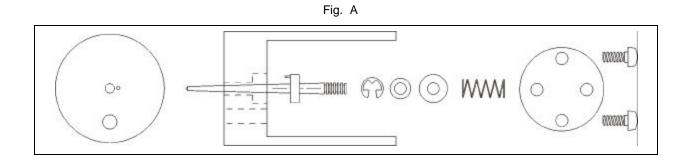
Parts List		
1	Main Jet	DJ136
1	C.V. Main Jet Drill	DD3/64
1	C.V. Main Jet Drill	DD# 55
1	Slide Drill	DD# 32
1	Fuel Needle	DNO331
1	Adjusting Washer	DW0001
1	E-Clip	DE0001
1	Insert	DI4318
1	Slide Spring	DSP014

STAGE TWO & THREE INSTRUCTIONS

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- 1. When using the Stock Air Box with the lid removed (Stage 2), use the Stock Main Jet in the Slide Carb.
- 2. First, Drill the C.V. Carb Main Jet with the jet drill (DD3/64) provided. If after testing, the Motorcycle needs more fuel, drill again with the jet drill (DD#55) provided. The jet drill (DD3/64) is the most likely size for Stage 2, and the (DD#55) with the K&N Filters.
- 3. Drill out Slide Lift hole with the slide drill (DD#32) provided.
- 4. The Slide Carb uses the Stock Needle in its original position and the C.V. Carb uses the Dynojet Needle. Install the Dynojet Needle in Groove #3 (Fig. A).
- 5. Replace the Stock C.V. Carb Spring with the Dynojet Spring (DSP014).
- 6. Locate the fuel mixture screws. Carefully turn screws in until lightly seated, then back out 3 turns.





^{**}If experiencing fueling problems below 4000 rpm under full throttle that the needle can't fix, try changing the fuel level. If you feel it is too rich, lower the fuel level. If you feel it is too lean, raise the fuel level.