

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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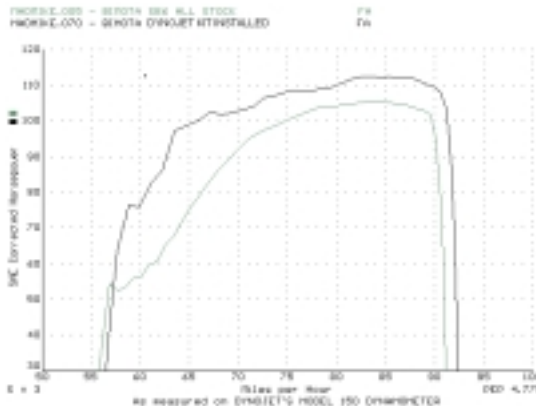
E6202.002

European Models Only

1993-95 Bimota DB2

Stage 2

For mildly tuned machines using the stock airbox with the front section removed. 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 DYNOJET KIT**

Parts List		
2	Main Jets	YJ118
2	Main Jets	YJ122
2	Main Jets	YJ126
6	Main Jet O-Rings	YJ-0
2	Slide Springs	DSP007
2	Fuel Needles	DNT729
2	Adjusting Washers	DW0001
2	E-clips	DE0001
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE TWO INSTRUCTIONS

DYNOJET

E6202.002

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.
2. Install the Dynojet needles on groove #4 (Fig. A). Install the Dynojet washer above the E-clip.
3. Install the Dynojet springs in place of the stock springs, making sure springs are aligned properly. You may use the stock springs for slower throttle response.
4. Remove the stock main jets and replace with the Dynojet main jets provided. The main jet is a press in jet located next to the large head Mikuni jet. There is a small retaining plate that secures the main jet in place. Remove the large head jet, retaining plate and then the main jet. Replace with the Dynojet main jet recommended using the new o-rings supplied. Use the YJ122 main jets with stock exhaust pipe, or use the YJ126 main jets high flowing aftermarket header or slip-on with high flowing baffles. If you are operating at high altitudes Use the YJ118 main jets.
5. Locate the fuel mixture plug (Fig. B), if you see a screw head, proceed to adjusting procedure. With the plug drill (DD #5/32) provided, carefully drill thru the plug(s). NOTE: the mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break thru. Use screw provided to secure and remove the plug. Carefully turn mixture screws clockwise until they seat, turn out 4 turns.
6. IN ORDER FOR THIS KIT TO FUNCTION CORRECTLY, THE FRONT OF AIR BOX MUST BE REMOVED.

Notes:

1. Proper EXUP value adjustment is very important for good midrange performance.
2. If experiencing fueling problems below 4,000 rpm, under full throttle, that the needle can't fix, try changing fuel level. If you feel it is too rich, lower the fuel level. If you feel it is too lean, raise the fuel level.

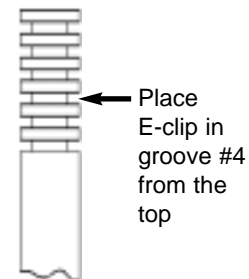


Fig. A

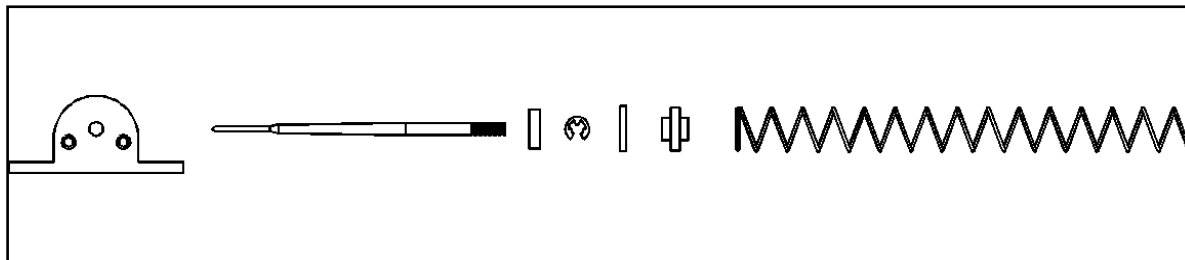


Fig. B

