

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 or this product is for the purpose of identifying it and shall not be deemed to create an express warranty.



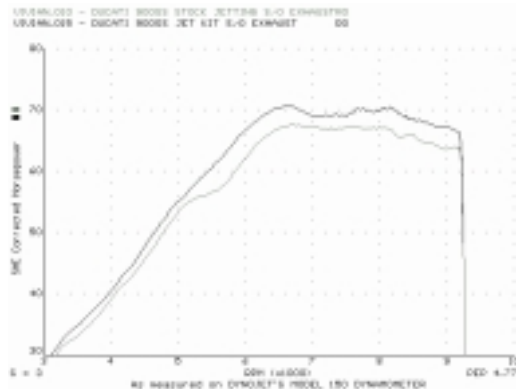
E7105.001

European Models Only

1998 Ducati M-900 S

Stage 1

For mildly tuned machines using the stock airbox, with the stock or K&N filter. May also be used with a good aftermarket exhaust system K&N filter #DU-0900.



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	YJ144
2	Main Jets	YJ150
4	Main Jet O-rings	YJ-0
2	Slide Springs	DSP007
2	Fuel Needles	DNT730
2	Adjusting Washers	DW0001
2	E-Clips	DE0001

STAGE ONE INSTRUCTIONS

DYNOJET

E7105.001

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 #3, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
3. Install the Dynojet slide springs (DSP007) in place of the stock springs, making sure the 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 large head jet, retaining plate and then the main jet. Swap the o-ring from the stock main jet to the Dynojet main jet and re-install all pieces. Use the YJ144 main jets with stock exhaust pipe, or use the YJ150 main jets with aftermarket header or slip-on with high flowing baffles.
5. Locate the Fuel Mixture Screw (Fig. B), carefully turn mixture screws clockwise until lightly seated, then turn back out 3-1/2 turns.

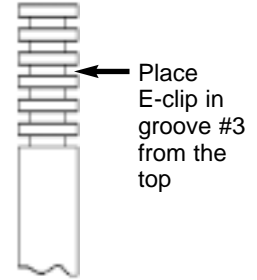


Fig. A

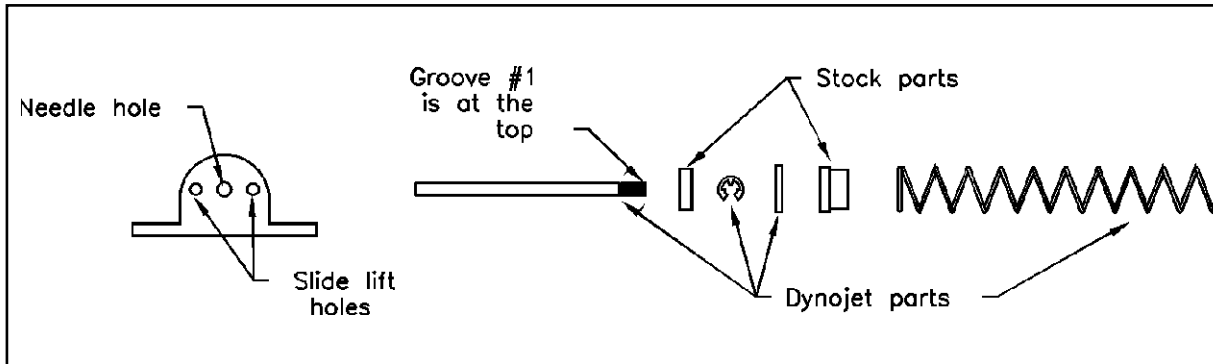


Fig. B

