

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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E2126.002

European Models Only

1987-88 Kawasaki GPX750R

Stage 1, 2 & 3

STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter K&N filter #KA-7587

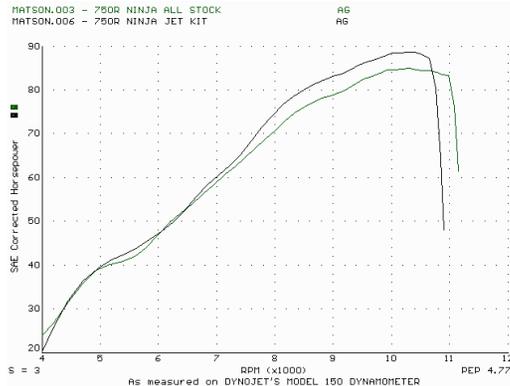
STAGE 2

For mildly tuned machines using a modified stock airbox with a stock or K&N filter. K&N filters #KA-7587

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N Filter# RC-2914.

all stages may 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

4	Main Jets	DJ102
4	Main Jets	DJ118
4	Main Jets	DJ132
4	Main Jets	DJ136
1	Slide Drill	DD #30
4	Fuel Needles	DNO208
8	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Slide Springs	DSP005
1	Insert	DIF19

STAGE ONE

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. Using the drill provided (DD #30), drill your slide lift hole (Fig. A). The picture may not show your slide exactly. Drill your existing slide lift hole only, do **not** drill any new holes and do **not** drill the needle hole.
3. Install Dynojet needles on groove #2, using all stock spacers (Fig. A). Install the Dynojet washers above the E-clip (2 per needle).
4. Install the Dynojet slide springs in place of the stock slide springs.
5. Remove the main jets and replace with the Dynojet main jets provided. Use the DJ102 main jets. Be sure that the jets you are changing are the main jets.
6. Locate the Fuel Mixture Screw (Fig. B). carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 3 turns.

STAGE TWO

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. Using the drill provided (DD #30), drill your slide lift hole (Fig. A). The picture may not show your slide exactly. Drill your existing slide lift hole only, do **not** drill any new holes and do **not** drill the needle hole.
3. Install Dynojet needles on groove #2, using all stock spacers (Fig. A). Install the Dynojet washers above the E-clip (2 per needle).
4. Install the Dynojet slide springs in place of the stock slide springs.
5. Remove the main jets and replace with the Dynojet main jets provided. Use the DJ118 main jets. Be sure that the jets you are changing are the main jets.
6. Locate the Fuel Mixture Screw (Fig. B). carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 3 turns.

STAGE THREE

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. Using the drill provided (DD #30), drill your slide lift hole (Fig. A). The picture may not show your slide exactly. Drill your existing slide lift hole only, do **not** drill any new holes and do **not** drill the needle hole.
3. Install Dynojet needles on groove #2, using all stock spacers (Fig. A). Install the Dynojet washers above the E-clip (2 per needle).
4. Install the Dynojet slide springs in place of the stock slide springs.
5. Remove the main jets and replace with the Dynojet main jets provided. Use the DJ132 main jets. Be sure that the jets you are changing are the main jets.
6. Locate the Fuel Mixture Screw (Fig. B). carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 3 turns.

Fig. A

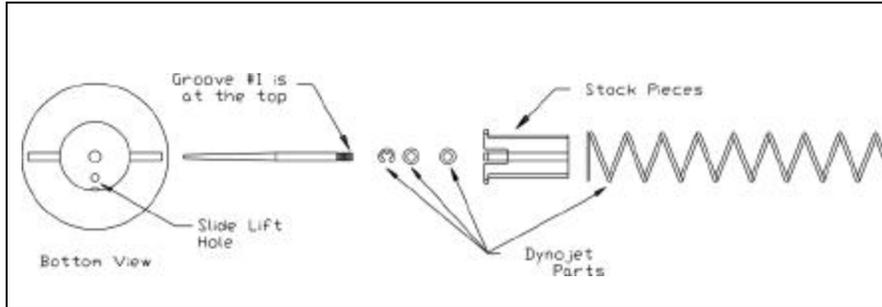


Fig. B

