

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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**E2134.002**

European Models Only

1981-83 Kawasaki KZ1000

**Stage 1&3**

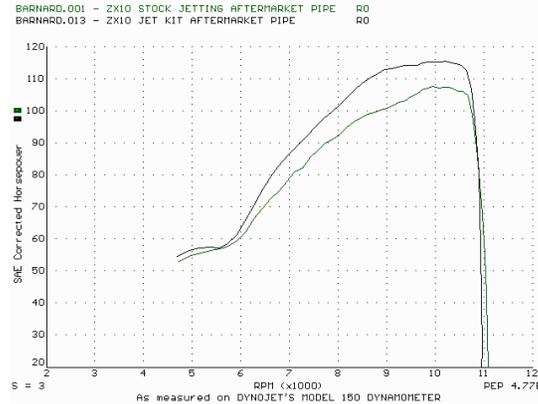
**STAGE 1**

For mildly tuned machines using the stock airbox, with stock or K&N filter #KA-1600

**STAGE 3**

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RC-0984

**Both 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	DJ122
4	Main Jets	DJ126
4	Main Jets	DJ134
4	Main Jets	DJ138
1	Slide Drill	DD #37
1	Slide Drill	DD #58
4	Fuel Needles	DNT406
8	Adjusting Washers	DW0001
4	E-Clips	DE0001

**STAGE ONE INSTRUCTIONS**

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly (Fig. A).
2. Using the slide drill provided (DD #37), 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. Remove the main jets and replace with the Dynojet main jets provided. Use the DJ122 main jets with stock exhaust pipe, or use the DJ126 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
5. Locate the main air jet (Fig. B), with the air jet drill provided (DD #58) drill the main air jet. Grease the drill bit before drilling to keep the shavings on the bit.
6. Locate the Fuel Mixture Screws (Fig. C). Carefully turn mixture screw clockwise until lightly seated, then back out until you find your best idle. Our base setting is 2 turns.

**STAGE THREE INSTRUCTIONS**

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. Using the slide drill provided (DD #37), 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. Remove the main jets and replace with the Dynojet main jets provided. Use the DJ134 main jets with stock exhaust pipe, or use the DJ138 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
5. Locate the main air jet (Fig. B), with the air jet drill provided (DD #58) drill the main air jet. Grease the drill bit before drilling to keep the shavings on the bit.
6. Locate the Fuel Mixture Screws (Fig. C). Carefully turn mixture screw clockwise until lightly seated, then back out until you find your best idle. Our base setting is 2 turns.

Place E-clip in groove #2 from the top



Fig. A

Fig. B

Fig. B

