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

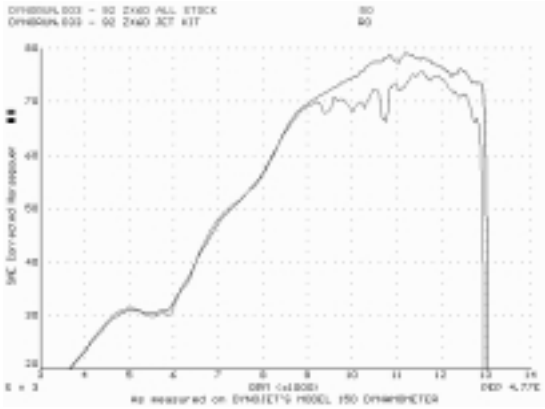
E2147.001

European Models Only

1991-98 Kawasaki ZXR 400

Stage 1

For mildly tuned machines using the stock air-box, with stock or K&N filter. May also be used with a good aftermarket exhaust system
K&N filter #N/A



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

WARNING

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

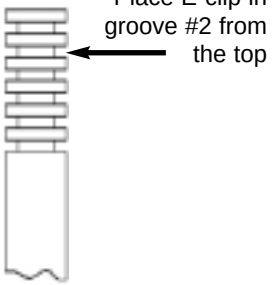
Parts List		
4	Main Jets	DJ092
4	Main Jets	DJ096
4	Fuel Needles	DNO331
8	Adjusting Washers	DW0001
4	E-clips	DE0001
1	Slide Drill	DD #31

STAGE ONE INSTRUCTIONS

DYNOJET
E2147.001

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly (Fig. A). With the slide drill (DD #31) supplied, enlarge the slide lift hole.

2. Install Dynojet needles on groove #2, using all stock spacers. Install the Dynojet washers above the E-clip (2 per needle).



3. Remove stock main jets and replace with Dynojet mains provided. If you are running the stock exhaust use the DJ92 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ96 main jets. Be sure that the jets you are changing are the main jets.

4. Locate the fuel mixture screw (FigB). Carefully turn mixture screws clockwise until lightly seated, then turn back out 2 turns.

Fig. A

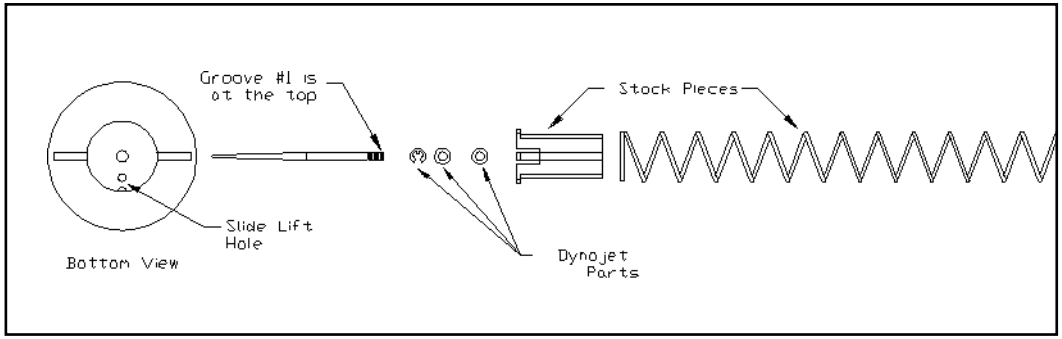
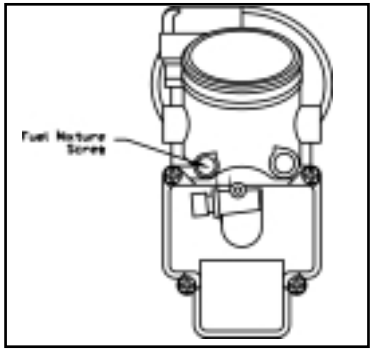



Fig. B