

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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E2185.001

European Models Only

1998-99 Kawasaki ZX-9R

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 #KA-0021



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	DJ132
4	Main Jets	DJ136
4	Main Jets	DJ140
4	Fuel Needles	DNO308
8	Adjusting Washers	DW0001
4	E-clips	DE0001
4	Main Air Correctors	DCO200
1	Tool	DT001
1	Plug Drill	DD #32
1	Glue	DA0001

STAGE ONE INSTRUCTIONS

DYNOJET
E2185.001

1. Remove vacuum slides from carbs. Remove stock needles and spacers, noting order of assembly (Fig.A).
2. Using the drill bit provided (DD #32) enlarge your stock slide lift hole (Fig.A).
3. Install Dynojet needles on groove #5 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the E-clip (2 per needle). After installing the slides in carbs be sure to check slide movement manually.
4. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust install the DJ132 main jets. If you are running an aftermarket exhaust or slip-on with a high flow baffle use the DJ136 main jets. If you are running an aftermarket exhaust and high flow air filter use the DJ140 main jets. Be sure that the jets you are changing are the main jets.
5. Remove the velocity stack plate and locate the main air passage (Fig. B). With the flat end facing into the carb, install the main air plugs provided (DCO200). Use the tool provided (DT001) to tap lightly in place. Use the glue provided and lightly touch a dab on the outer edge of the corrector. Allow to dry.
6. Locate the fuel mixture screw (Fig. C). Carefully turn the mixture screws clockwise until lightly seated, then back out 2 1/4 turns or until best idle is achieved.

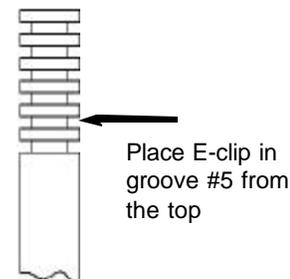


Fig. A

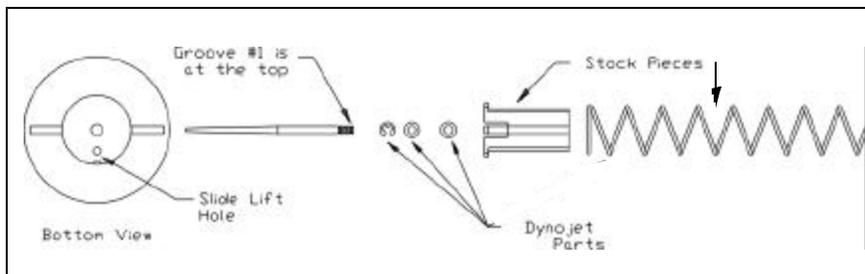


Fig. B

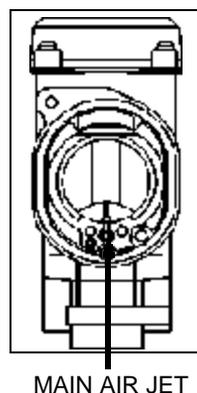


Fig. C

