

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



E2190.001

European Models Only

1998-99 Kawasaki ZZR1100

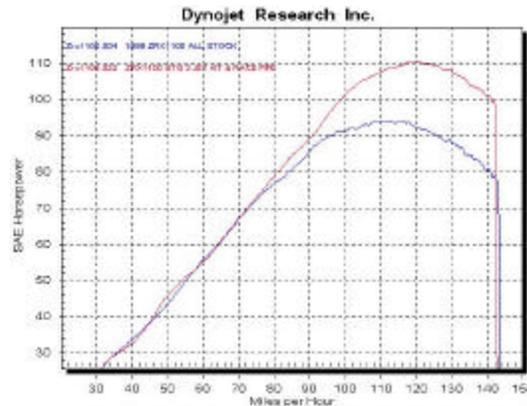
Stage 1

For mildly tuned machines using the stock airbox, with stock or K&N filter. May also be used with a good aftermarket exhaust system.
K&N filter #KA-0010

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Monday through Friday

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<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.



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	DJ150
4	Main Jets	DJ155
4	Main Jets	DJ160
1	Slide Drill	DD #54
4	Slide Springs	DSP006
4	Fuel Needles	DNO233
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 the order of assembly.
2. Using the slide drill (DD #54) provided, drill an auxiliary lift hole in the position of the x in (Fig. A). Make sure the auxiliary lift hole is not covered by the needle retainer.
3. Install the Dynojet needles on groove #4 from the top, using all stock spacers. Install the Dynojet washers above the E-clip (2 per needle).
4. Install the Dynojet slide springs (DSP006), making sure the spring is aligned properly.
5. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust use the DJ155 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ160 main jets. The DJ150 main jets are provided for high altitude running. Be sure that the jets you are changing are the main jets.
6. Locate the fuel mixture screw (Fig.B). Carefully turn mixture screws clockwise until lightly seated, then turn back out 2-3/4 turns.

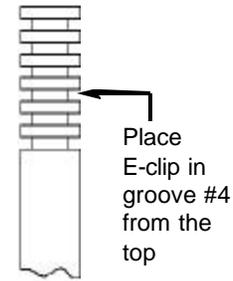


Fig. A

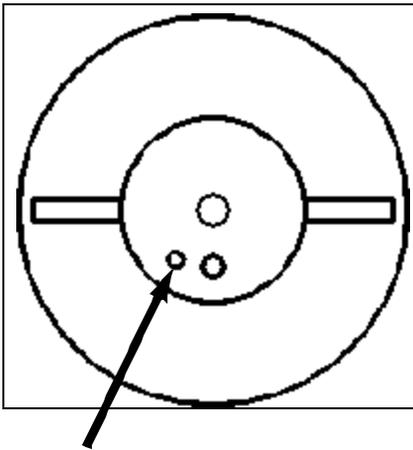


Fig. B

