

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



**E2241.001**

European Models Only

*1989 Kawasaki ZXR750*

**Stage 2**

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 #YA-1184M

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*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	DJ140
4	Main Jets	DJ144
4	Main Jets	DJ150
4	Fuel Needles	DNO228
8	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Slide Springs	DSP005
1	Slide Drill	DD #29
4	Main Air Correctors	DCO201
4	Neddle Jet Shroud	DNJT02
1	Glue	DA0001
4	Self Tapping Screws	8x1/2 SD
1	Insert	DI2241A

## STAGE TWO INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. Locate the slide lift hole using Fig. A, with the slide drill (DD #29) supplied, enlarge your slide lift hole. Do not drill the hole at an angle and do not drill the needle hole.
2. Locate the Dynojet part# DNJT02 supplied. With cutaway facing up and to the engine (Fig. B), press over stock needle jet and hold. Before pressing down add a touch of glue to the outer base of the stock needle jet, then press down. Check to make sure there is no excess glue visible.
3. Install the Dynojet needles on groove #3, using all stock spacers. Install the Dynojet washers above the E-clip (2 per needle).
4. Install the Dynojet slide springs in place of the stock springs.
5. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust use the DJ144 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ150 main jets. If you remove the air-box intake horn, a 4 point larger main jet must be used. Be sure that the jets you are changing are the main jets.
6. Locate the main air jet passage (Fig. C). With the flat end facing into the carb, install the main air correctors provided (DCO201). With the glue provided lightly touch a dab on the outer edge of the air corrector. Allow glue to dry.
7. Locate the fuel mixture screws (Fig. D). Carefully turn mixture screws clockwise until lightly seated, then turn back out until you find your best idle. Our base setting is 3 turns.

**DYNOJET**  
E2241.001

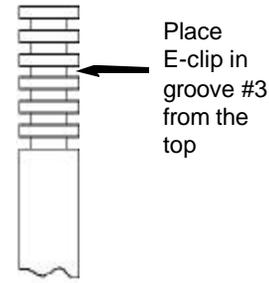


Fig. B

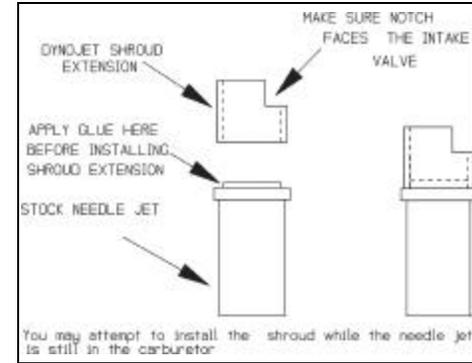


Fig. A

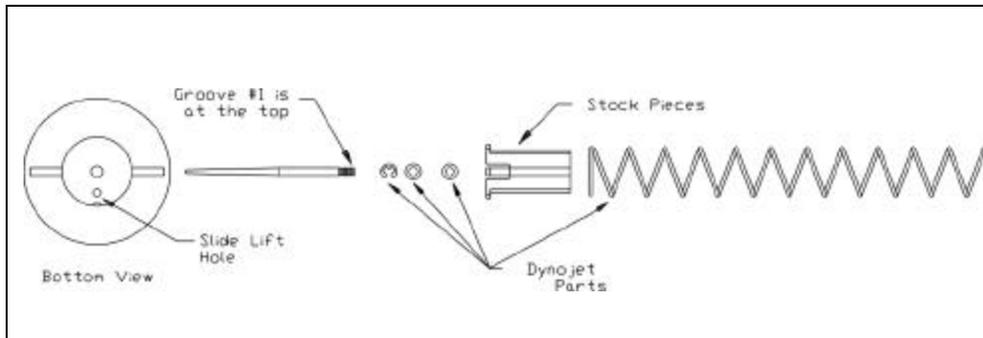


Fig. C

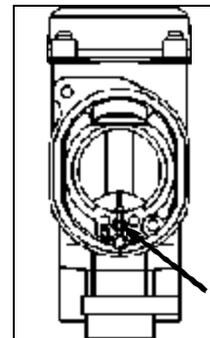


Fig. D

