

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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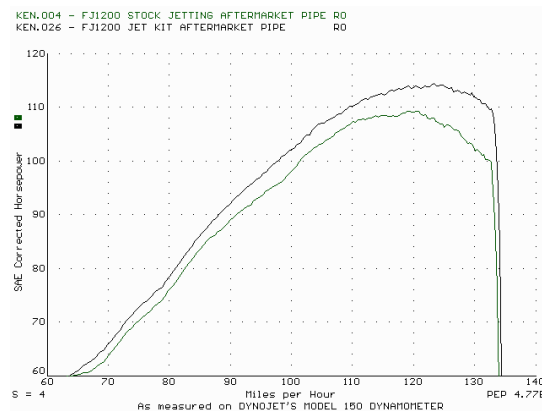
E4335.002

European Models Only

1995-98 Yamaha XJR1200 & SP
 1999 XJR 1300

Stage 3

For mildly tuned machines using the stock airbox, with stock or K&N filter. May also be used with a good aftermarket exhaust system. This kit was designed with EX UP valve retained.
 K&N filter #RC-0984



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	DJ114
4	Main Jets	DJ116
4	Main Jets	DJ118
4	Main Air Correctors	DCO402
4	Fuel Needles	DNT723
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
1	Glue	DA0001
1	Tool	DT002
1	Slide Drill	DD #28

STAGE THREE INSTRUCTIONS

DYNOJET
E4335.002

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. Using the slide drill (DD# 28) provided, drill the slide lift hole (Fig. A).
3. Locate the main air jet (Fig. C). Using the tool (DT002) provided, carefully tap the DCO402 main air jet correctors into place, flat end facing towards carb. With the glue provided, lightly touch a dab on the outer edge of the air corrector. Allow the glue to dry.
4. Install the Dynojet needles on groove #3 from the top, using all stock spacers. Take special care to install the plastic needle spacer correctly, the pin should locate in the small hole next to the needle hole in the slide.
5. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust use the DJ114 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ116 main jets. Be sure that the jets you are changing are the main jets.
6. Locate the Fuel Mixture Screw (Fig. B) Carefully turn mixture screw clockwise until lightly seated, then back out until you find your best idle. Base setting is 2-1/2 turns.

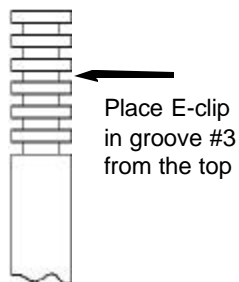


Fig. C

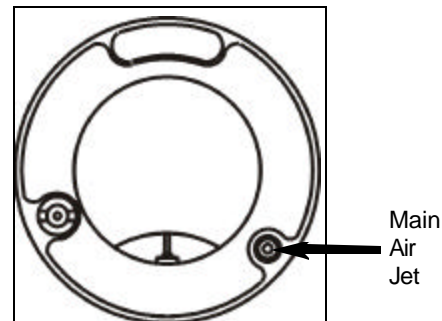


Fig. A

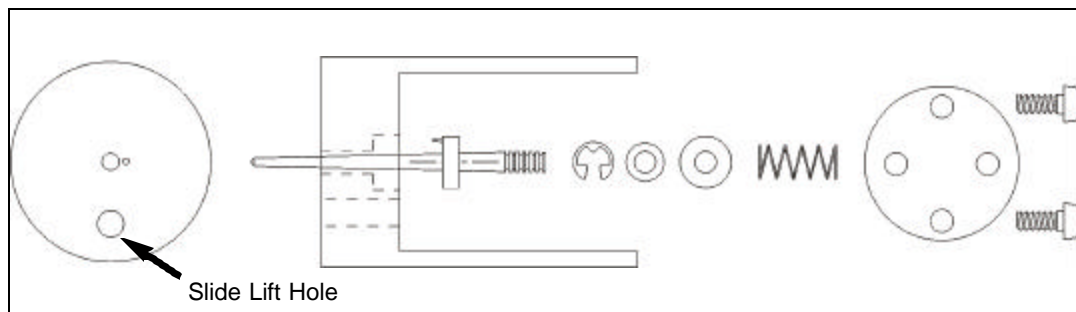


Fig. B

