

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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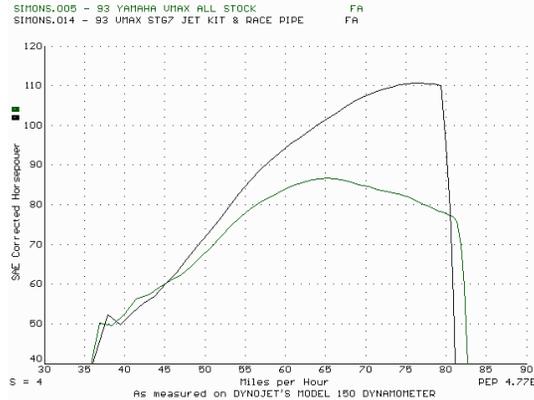
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European Models Only

1985-2000 Yamaha V-Max

Stage 7

For mildly tuned machines using individual filters.
 Must be used with a good aftermarket exhaust system with a high flow baffle
 K&N filter #RU-2989



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

WARNING

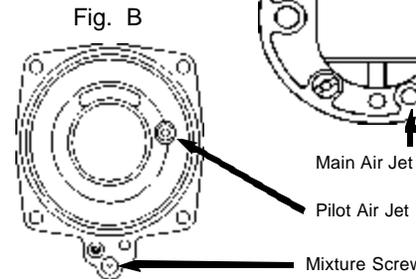
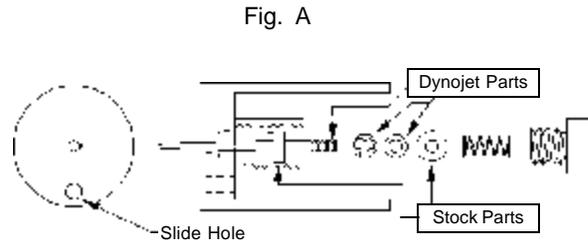
**NO SMOKING!
 NO OPEN FLAME!
 WHILE INSTALLING
 YOUR DYNOJET KIT**

Parts List		
4	Main Jets	DJ165
4	Main Jets	DJ175
4	Pilot Air Jets	DJ190
4	Main Air Correctors	DCO402
1	Slide Drill	DD #19
4	Fuel Needles	DNT426
4	E-Clips	DE0001
4	Adjusting Washers	DW0001
1	Tool	DT002
1	Glue	DA0001
4	Slide Springs	DSP044
2	Manifolds	DJ7010
1	Orifice	DJ7011
1	Breather Assembly	DJ7012

STAGE SEVEN INSTRUCTIONS

1. Remove vacuum slides from carbs. Remove stock needles and spacers, noting order of assembly (Fig. A). With drill provided (DD #19), drill the slide lift hole (Fig. A). **Do not drill the needle hole.**
2. Install Dynojet needles on groove #4 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the E-clip. Install the Dynojet slide springs (DSP044) in place of the stock slide springs. After installing the slides in the carbs be sure to check slide movement manually before air box installation.
3. Remove the stock main jets and replace with Dynojet mains provided. It is not necessary to break the carb rack apart to remove the main jets. Remove float bowl drain plugs, then slightly loosen the main jet. Use a needle to completely remove the main jet. If you are running a modified stock exhaust install the DJ165 main jets. If you are using an after-market exhaust or slip-on with a high flowing baffle use the DJ175 main jets. Be sure that the jets you are changing are the main jets.
4. Locate the fuel mixture plug (Fig. B). Carefully turn mixture screws clockwise until lightly seated, then back out 2-1/2 turns.
5. If you are installing the complete stage 7 kit remove the stock V-boost assembly and unplug the wires to the servo motor. If you wish to retain the stock V-boost assembly go to step 7.
6. Install the Dynojet manifolds (DJ7010) in place of the stock V-boost assembly.
7. Insert the orifice supplied (DJP7011) into the stock crankcase vent tube as shown in (Fig. D).
8. Place the carbs on the bench with bell mouths facing up. Install the main air correctors (DCO402) with flat end facing the carbs, into the main air jet port (Fig. C). Using the tool supplied (DT002) lightly tap the corrector until it seats tightly. With a toothpick, lightly dab glue on the outer edge of the corrector. Make sure no glue blocks the corrector holes. Complete this step on all four carbs.
9. Remove the stock oil filler cap. Install the breather assembly so that the threaded end screws into the oil filler hole and the assembly routes up between the rear cylinders and up the center of the four carbs. The two K&N filters with holes in the top of them go on the front two cylinders. Attach the two eyelets from the breather assembly into the airfilter holes. Attach the bottom of the breather assembly onto the stock crankcase breather hose. Check for proper throttle linkage operation before starting the bike.

Note: Must use a medium or competition baffle with this kit, or drill out the stock exhaust.
If you notice a stumble or hesitation in the midrange after holding steady throttle, drill the pilot air jet with a #49 drill bit or remove the jet and replace with the DJ190 pilot air jets.



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