

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



E2174.001

European Models Only

1999 Kawasaki ZR-7

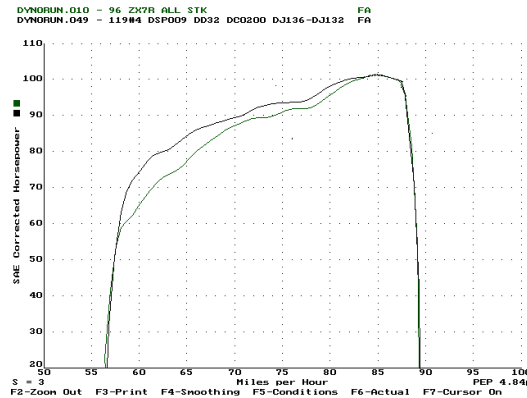
Stage 1

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-0850

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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	DJ094
4	Main Jets	DJ096
4	Main Jets	DJ098
4	Main Jets	DJ100
4	Fuel Needles	DNO666
12	Adjusting Washers	DW0001
4	E-Clips	DE0001

STAGE ONE INSTRUCTIONS

DYNOJET
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1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting the order of assembly (Fig.A).
2. Install Dynojet needles on groove #3 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 the carbs be sure to check slide movement manually.
3. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust use the DJ094 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ096 main jets, if you are using a K&N filter with the stock pipe, use the DJ098 main jets, and if you are using a K&N filter with an aftermarket header or slip-on with high flowing baffle, use the DJ100 main jets provided. Be sure that the jet you are changing is the main jet.
4. Locate the fuel mixture screw (Fig. C). Carefully turn the mixture screws clockwise until lightly seated, then back out 1 3/4 turns or until the best idle is achieved.

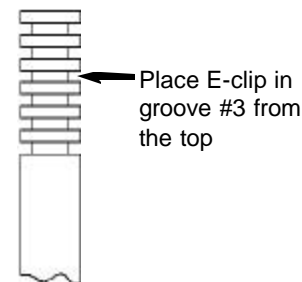


Fig. A

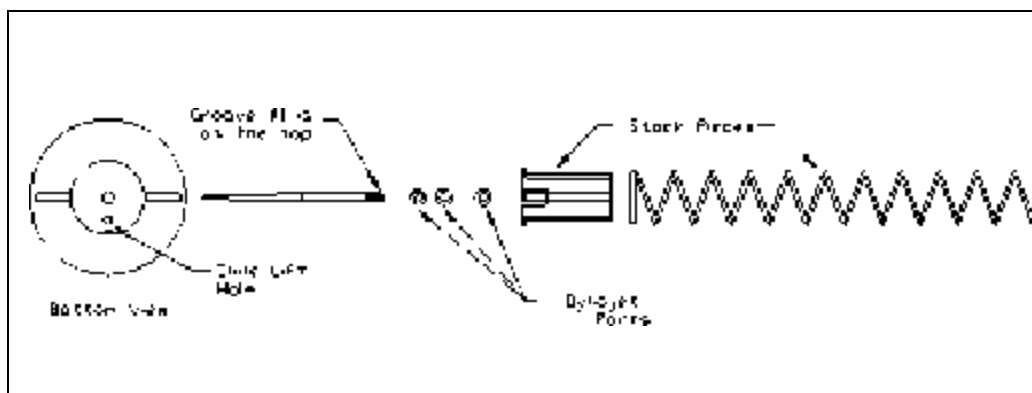


Fig. B

