

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



E2191.002

European Models Only

2000-2001 Kawasaki ZX9R

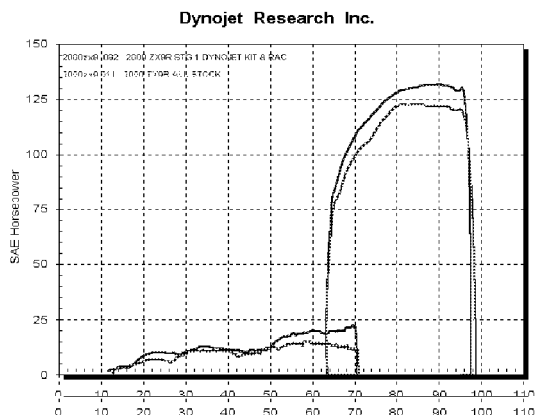
Stage 1

For mildly tuned machines using the stock air-box, with stock or K&N filter. May also be used with a good aftermarket exhaust system
K&N filter # KA-0021

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

WARNING

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

Parts List

2	Main Jet	CJ155
2	Main Jet	CJ160
2	Main Jet	CJ165
2	Main Jet	CJ170
4	Fuel Needle	DNO706
4	E-Clips	DE0001
4	Adjusting Washers	DW0001
1	Slide Drill	DD #7/64

STAGE ONE INSTRUCTIONS

DYNOJET

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1. Remove the vacuum slides from the carburetors. Remove the stock needles and spacers by squeezing the two arrows on the needle retainer together and pulling up. Note order of assembly (Fig. A).
2. Using the drill bit supplied (DD #7/64) enlarge the stock slide lift hole(Fig.B). **Do not drill the needle hole.**
3. Install the Dynojet needles on groove #3 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip. After installing the slides in carburetors be sure to check slide movement manually.
4. Remove the stock main jets and install the Dynojet main jets provided. If you are running the stock exhaust install the CJ160 main jets in the outer cylinders (1&4) and the CJ165 main jets in the inner cylinders (2&3). If you are running an aftermarket exhaust or slip-on with a high flowing baffle and/or you are using a K&N filter, use the CJ165 main jets in the outer cylinders (1&4) and the CJ170 main jets in the inner cylinders (2&3). When running at high altitudes use the CJ155 main jets in the outer cylinders (1&4) and the CJ160 main jets in the inner cylinders (2&3). Be sure that the jet you are changing is the main jet.
5. Locate the fuel mixture plug (Fig. C). Carefully turn mixture screws clockwise until lightly seated, then back out 3.5 turns.

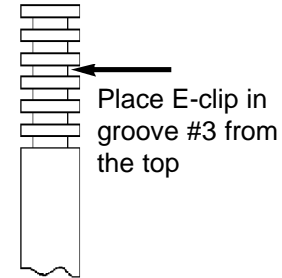


Fig. A

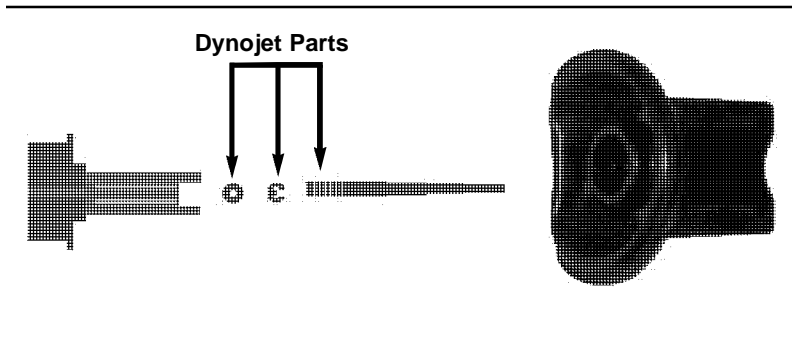


Fig. B

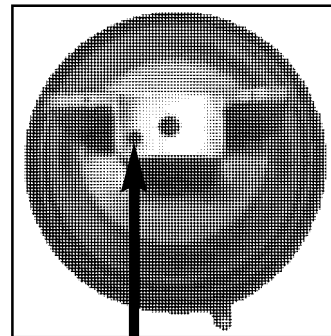


Fig. C

