

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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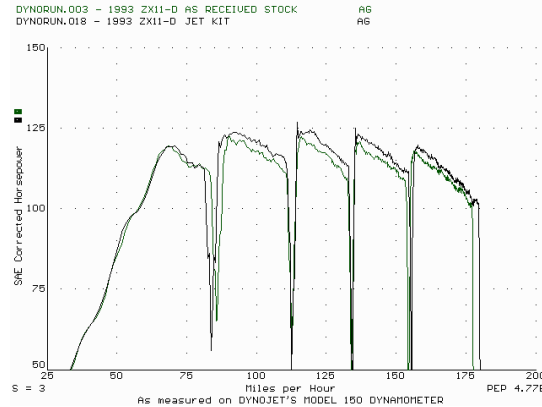
2151HA.001

High Altitude Only

1993-97 Kawasaki ZX11D

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-0010



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	DJ144
4	Main Jets	DJ150
1	Slide Drill	DD #37
4	Fuel Needles	DNO233
4	Main Air Correctors	DCO201
1	Tool	DT001
1	Glue	DA0001
8	Adjusting Washers	DW0001
4	E-Clips	DE0001
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

DYNOJET
2151HA.001

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.
2. Using the DD# 37 slide drill provided, drill an auxiliary lift hole in the position of the x in (Fig. A). You may be understandably nervous about drilling your slides out, but if for any reason in the future you would like to go back to stock, we recommend that you use JB weld or a similar product to close up the slide hole. We tried drilling both of the stock slide lift holes but had no luck in performance gains. If you would rather not drill the extra hole that is fine, but you will not get as big as performance gains out of this kit.
3. Install the Dynojet needles on groove #3 from the top, using all stock spacers. Install the Dynojet washers (2 per needle) above the E-clip.
4. Locate the main air jet passage (Fig.B). With the flat end facing into the carb, install the main air correctors provided (DCO201). Use the tool provided (DT001) to tap lightly in to place. With the glue provided lightly touch a dab on the outer edge of the air corrector. Allow glue to dry.
5. Remove the stock main jets and replace with 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. Be sure that the jets you are changing are the main jets.
6. Locate the fuel mixture plug (Fig.C). If you see a screw head, proceed to adjusting procedure. With the DD #5/32 drill provided, carefully drill through the plugs. NOTE: the mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break through. Use screw provided to secure and remove the plug. Carefully turn mixture screws clockwise until they seat, turn out 3 turns.

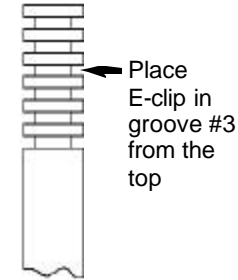


Fig. A

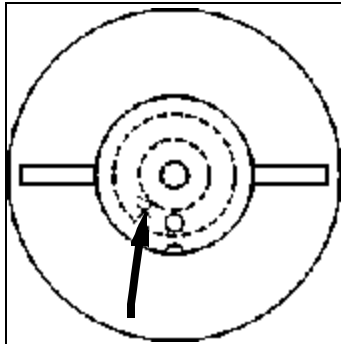


Fig. B

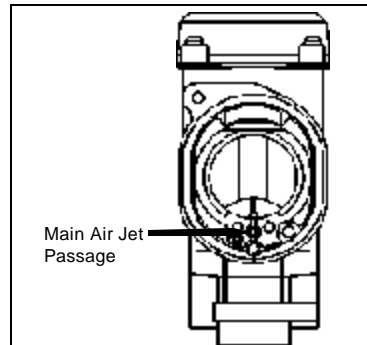


Fig. C

