

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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4129HA.002

High Altitude Only

1989-2000 Yamaha FZR600

Stage 1 & 3

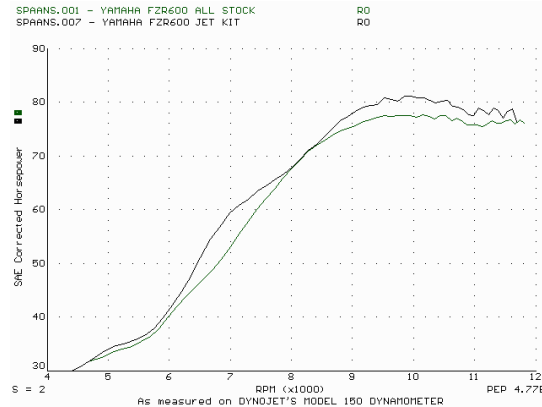
STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter #YA-6089

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RU-2852

Both stages may be used with a good aftermarket exhaust.



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

WARNING

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

Parts List

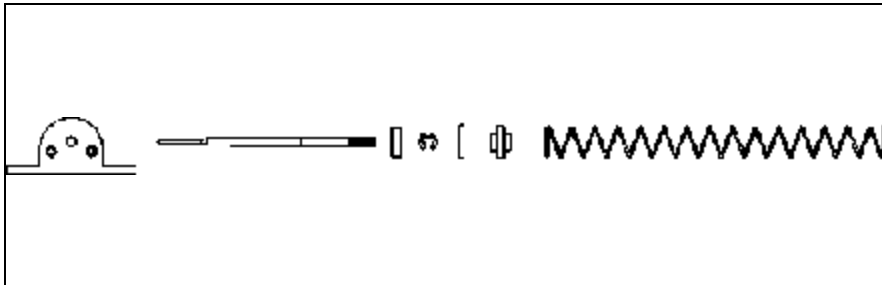
4	Main Jets	DJ098
4	Main Jets	DJ102
4	Main Jets	DJ114
4	Main Jets	DJ118
4	Fuel Needles	DNT406
4	Adjusting Washers	DW0001
4	E-clips	DE0001
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.
2. Install the Dynojet needles on groove #1, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
3. Remove the stock main jets and replace with the Dynojet main jets provided. Use the DJ098 main jets with stock exhaust pipe, or use the DJ102 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jet you are changing is the main jet.
4. Remove the velocity stacks from the airbox. With a razor blade, carefully cut around the velocity stacks at the point shown in (Fig. B). Carefully cut the sharp edge away, leaving a smooth bevel (Fig. C).
5. Locate the fuel mixture plug (Fig. D), if you see a screw head, proceed to adjusting procedure. With the DD #5/32 drill bit provided, carefully drill thru the plug. NOTE: the mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break thru. Use screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 2-1/2 turns.

Note: If experiencing fueling problems below 4000 rpm under full throttle that the needle can't fix, try changing the fuel level. If you feel it is too rich, lower the fuel level. If you feel it is too lean, raise the fuel level. If you experience a rich condition below 6000 rpm under steady throttle, that the needle can't fix, call Dynojet.

Fig. A



STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.
2. Install the Dynojet needles on groove #1, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
3. Remove the stock main jets and replace with the Dynojet main jets provided. Use the DJ114 main jets with stock exhaust pipe, or use the DJ118 main jets with aftermarket header or slip-on with high flowing baffles. Be sure the jet you are changing is the main jet.
4. Locate the Fuel Mixture Plug (Fig. D), if you see a screw head, proceed to adjusting procedure. With the DD #5/32 drill bit provided, carefully drill thru the plug. NOTE: the mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break thru. Use screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 2-1/2 turns.
5. Remove velocity stacks completely from carburetors when installing aftermarket filters Dynojet #RU-2852 stage 3 only.

Fig. D

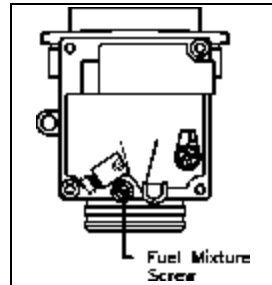
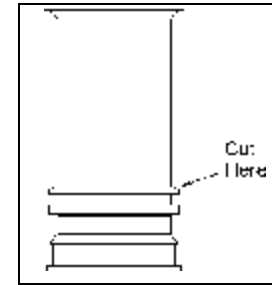


Fig. B



DYNOJET

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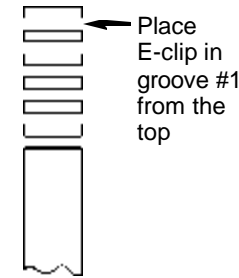


Fig. C

