

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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4133.003

U.S Models Only

1989-95 Yamaha FZR1000

Stage 1&3

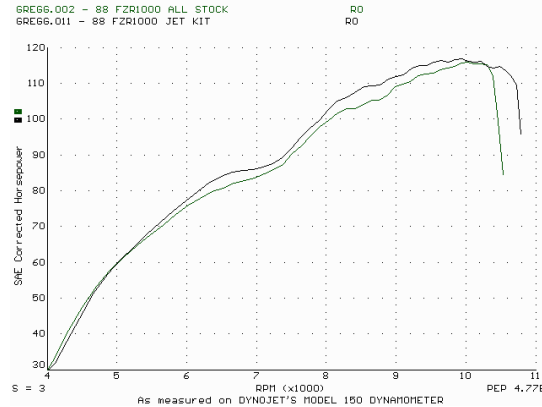
STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter #YA-1089

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RU-3092

Both stages may be used with a good aftermarket slip-on



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

WARNING

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

Parts List

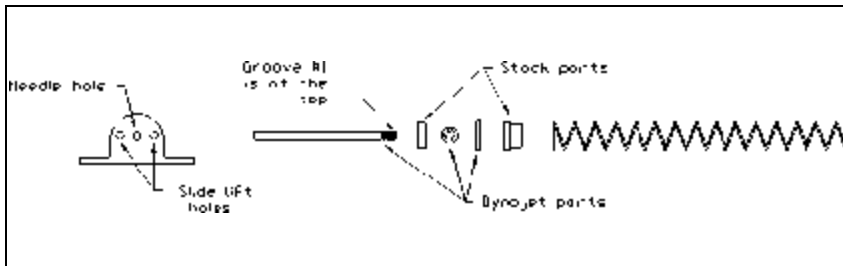
4	Main Jet	DJ120
4	Main Jet	DJ124
4	Main Jet	DJ128
4	Fuel Needles	DNT729
4	E-Clips	DE0001
4	Adjusting Washers	DW0001
4	Main Air Plugs	DCO402
4	Slide Spring	DSP008
1	Tool	DT002
1	Slide Drill	DD #32
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting order of assembly (Fig.A). Using the drill bit provided (DD #32), enlarge both slide lift holes (Fig. A). **Do not** drill the needle hole.
2. Install the 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 (DSP008) in place of the stock slide springs. After installing the slides in the carb be sure to check slide movement manually.
3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ120s. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ124s. Be sure that the jet you are changing is the main jet.
4. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig.B then proceed to the adjusting procedure. With the 5/32 drill bit provided carefully drill through the plug. **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 this plug. Carefully turn the mixture screw clockwise until lightly seated, then back out 3 turns.
5. Using the main air plugs (DCO402) provided, plug the main air passage (Fig. C). Place the plug in the carb flat end first. Use tool provided (DT002) to tap lightly in place.

****To get the best performance or if experiencing any mid-range hesitation, advance the EXUP 3 turns of the pull cable adjuster from the recommended setting. Use the other cable to adjust slack only.**

Fig. A



STAGE THREE INSTRUCTIONS

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting order of assembly (Fig.A). Using the drill bit provided (DD #32), enlarge both slide lift holes (Fig. A). **Do not** drill the needle hole.
2. Install the 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 (DSP008) in place of the stock springs. After installing the slides in the carbs be sure to check slide movement manually.
3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ124s. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ128s. Be sure that the jet you are changing is the main jet.
4. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig.B then proceed to the adjusting procedure. With the 5/32 drill bit provided carefully drill through the plug. **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 this plug. Carefully turn the mixture screw clockwise until lightly seated, then back out 3 turns.
5. Using the main air plugs (DCO402) provided, plug the main air passage (Fig. C). Place the plug in the carb flat end first. Use tool provided (DT002) to tap lightly in place.

****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.**

Fig. B

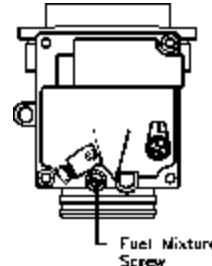


Fig. C

