

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



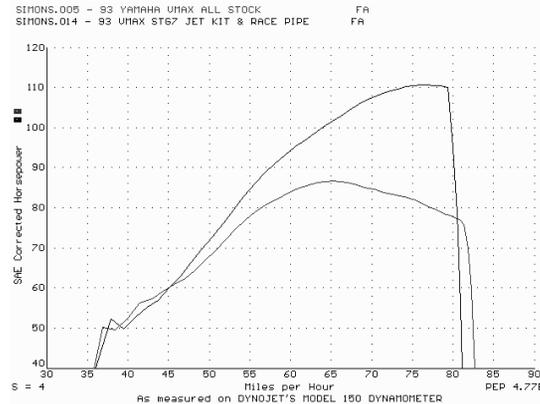
**4716.001**

**U.S Models Only**

*1985-2007 Yamaha V-Max*

**Stage 7**

For mildly tuned machines using individual filters.  
Must be used with a good aftermarket exhaust system with a high flow baffle  
K&N filter #RU-2989



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

# WARNING

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

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Monday through Friday

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<http://www.dynojet.com>

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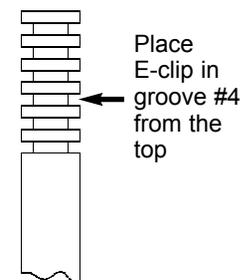
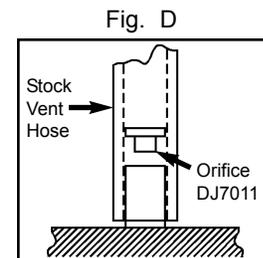
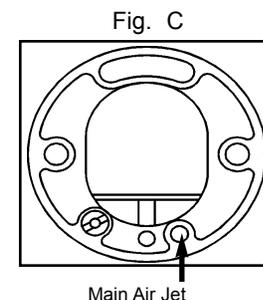
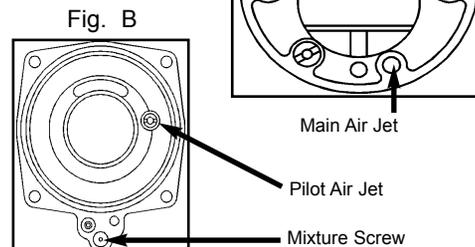
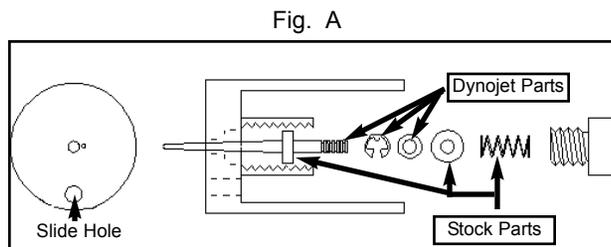
## *Parts List*

4	Main Jets	DJ165
4	Main Jets	DJ175
4	Pilot Air Jets	DJ190
4	Fuel Needles	DNT426
4	E-clips	DE0001
4	Adjusting Washers	DW0001
4	Slide Springs	DSP044
4	Main Air Correctors	DCO402
2	Manifolds	DJ7010
1	Orifice	DJ7011
1	Breather Assembly	DJ7012
1	Tool	DT002
1	Glue	DA0001
1	Slide Drill	DD 19
1	Plug Drill	DD 5/32
1	Screw	DS0001

## STAGE SEVEN INSTRUCTIONS

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting the order of assembly (Fig. A). With the DD #19 drill bit provided, enlarge the slide lift hole (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 (DSP044) in place of the stock slide springs. After installing the slides in the carbs be sure to check slide movement manually before airbox installation.
3. Remove the stock main jets and replace with the Dynojet main jets provided. It is not necessary to break the carb rack apart to remove the main jets. Remove float bowl drain plugs, then slightly loosen the main jet. Use a needle to completely remove the main jet. If you are running a modified stock exhaust install the DJ165 main jets. If you are using an aftermarket exhaust or slip-on with a high flowing baffle use the DJ175 main jets. 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 proceed to adjusting procedure. With the DD 5/32 drill bit 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 lightly seated, then back out 2.5 turns.
5. If you are installing the complete stage 7 kit remove the stock V-boost assembly and unplug the wires to the servo motor. If you wish to retain the stock V-boost assembly go to step 7.
6. Install the Dynojet manifolds (DJ7010) in place of the stock V-boost assembly.
7. Insert the orifice supplied (DJ7011) into the stock crankcase vent tube as shown in (Fig. D).
8. Place the carbs on the bench with bell mouths facing up. Install the main air correctors (DCO402) with flat end facing the carbs, into the main air jet ports (Fig. C). Using the tool supplied (DT002) lightly tap the corrector until it seats tightly. With a toothpick, lightly dab glue on the outer edge of the corrector. Make sure no glue blocks the corrector holes. Complete this step on all four carbs.
9. Remove the stock oil filler cap. Install the breather assembly so that the threaded end screws into the oil filler hole and the assembly routes up between the rear cylinders and up the center of the four carbs. The two K&N filters with holes in the top of them go on the front two cylinders. Attach the two eyelets from the breather assembly into the airfilter holes. Attach the bottom of the breather assembly onto the stock crankcase breather hose. Check for proper throttle linkage operation before starting the bike.

**Note:** A medium or competition baffle must be used with this kit. If you notice a stumble or hesitation in the midrange after holding steady throttle, drill the pilot air jet with a DD #49 drill bit or remove the jet and replace with DJ190.



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