

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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U.S Models Only

1986-87 Kawasaki EX250

Stage 1 & 3

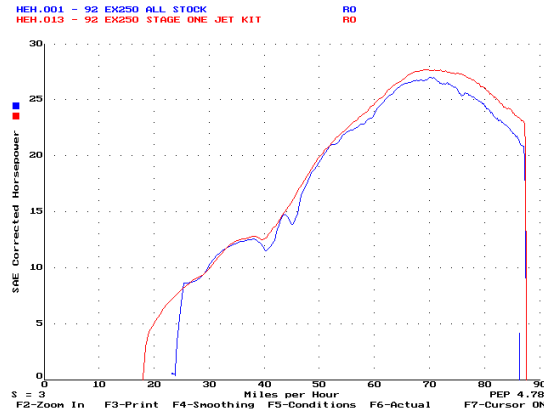
STAGE 1

For mildly tuned machines using the stock airbox, with stock filter. K&N Filter #N/A

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RC-1822

Both stages may be used with a good aftermarket exhaust



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

WARNING

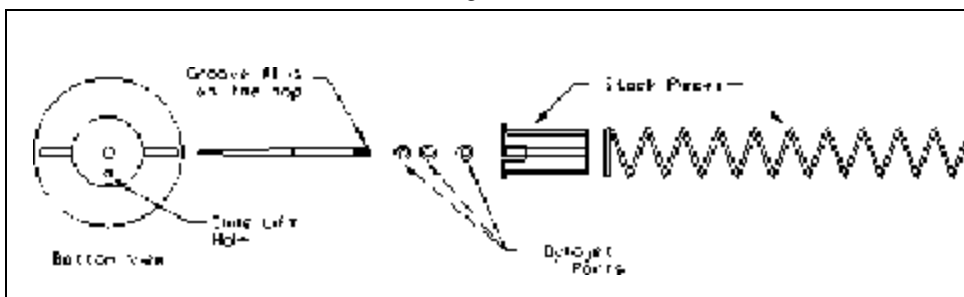
**NO SMOKING!
 NO OPEN FLAME!
 WHILE INSTALLING
 YOUR DYNOJET KIT**

Parts List		
2	Main Jets	DJ100
2	Main Jets	DJ104
2	Main Jets	DJ110
2	Main Jets	DJ114
1	Slide Drill	DD #7/64
2	Fuel Needles	DNO117
4	Adjusting Washers	DW0001
2	E-Clips	DE0001
2	Main Air Correctors	DCO201
1	Tool	DT001
1	Glue	DA0001
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 order of assembly.
2. Use the DD #7/64 drill bit provided to enlarge slide lift hole (Fig. A).
3. Install the Dynojet needles on groove #5, using all stock spacers (Fig. A). Install the adjusting washers (2 per needle) above the e-clip to achieve the same thickness as the stock needle. Then check that the needle retainer is installed exposing the slide lift hole and securing the needle in position.
4. Remove the main jets and replace with the Dynojet main jets provided. Use the DJ100 main jets with stock exhaust, or use the DJ104 main jets with aftermarket headers or slip-ons with free flowing baffles. Be sure that the jets you are changing are the main jets.
5. Locate the main air correctors provided (DCO201). With the flat end facing into carbs install over the stock main air jets (Fig. B). Tap lightly in place with tool provided (DT001). Secure with the glue provided.
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 thru the plugs. 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 3 turns.

Fig. A



STAGE THREE INSTRUCTIONS

1. Installing individual filters will require that you make your own airbox or cut the top front quarter out of the stock airbox to allow clearance for the filters.
2. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.
3. Use the DD #7/64 drill provided to enlarge slide lift hole (Fig. A).
4. Install the Dynojet needles on groove #5, using all stock spacers (Fig. A). Install the adjusting washers (2 per needle) above the e-clip to achieve the same thickness as the stock needle. Then check that the needle retainer is installed exposing the slide lift hole and securing the needle in position.
5. Remove the main jets and replace with the Dynojet main jets provided. Use the DJ110 main jets with the stock exhaust, or use the DJ114 main jets with aftermarket headers or slip-ons with free flowing baffles. Be sure that the jets you are changing are the main jets.
6. Locate the main air correctors provided (DCO201). With the flat end facing into carbs install over the stock main air jets (Fig. B). Tap lightly in place with tool provided (DT001). Secure with the glue provided.
7. 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 thru the plugs. 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 3 turns.

Fig. B

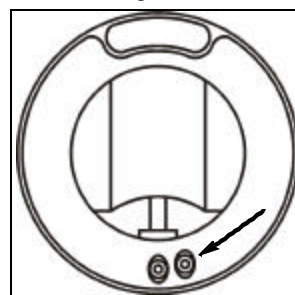
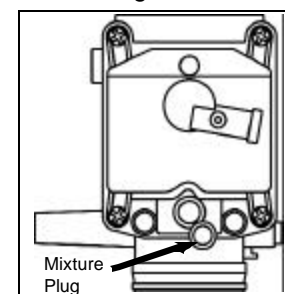


Fig. C



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