

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

2191 Mendenhall Dr. Suite 105  
North Las Vegas, NV 89031  
TEL: 702-399-1423  
FAX: 702-399-1431  
8am-5pm Pacific Time  
Monday through Friday

Website Address  
<http://www.dynojet.com>

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**2132.005**

**U.S Models Only**

*1988-90 Kawasaki ZX10*

**Stage 1&3**

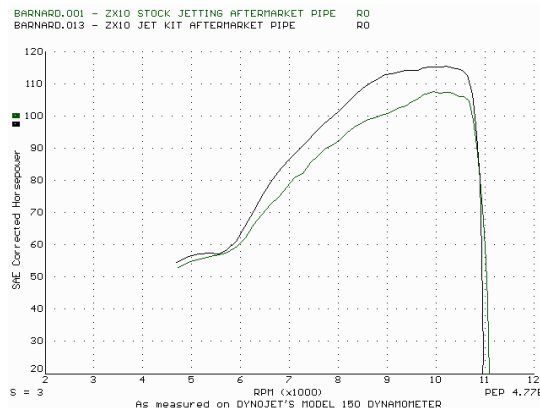
**STAGE 1**

For mildly tuned machines using the stock airbox, with stock or K&N filter #KA-0003

**STAGE 3**

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RU-2952

**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 JET KIT**

## Parts List

4	Main Jet	DJ124
4	Main Jet	DJ128
4	Main Jet	DJ150
4	Main Jet	DJ155
4	Fuel Needle	DNO232
8	Adjusting Washer	DW0001
4	E-clips	DE0001
4	Slide Springs	DSP005
1	Slide Drill	DD #31
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).

2. Using the drill bit provided (DD #31) enlarge your slide lift holes (Fig. A). The picture may not show your slide exactly. Drill your existing slide lift holes only, **do not drill the needle hole or any new holes.**

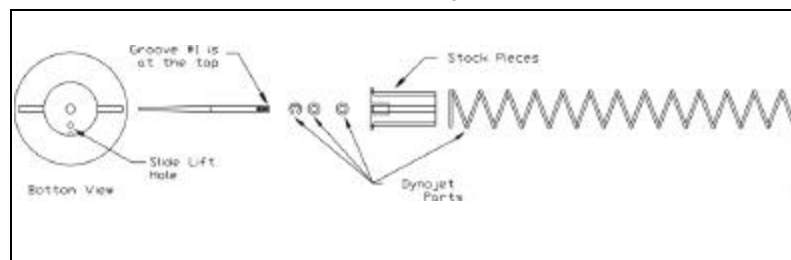
3. Install the Dynojet needles on groove #2 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip (2 per needle). Install the Dynojet slide springs (DSP005) in place of the stock slide springs. After installing the slides in the carbs be sure to check slide movement manually.

4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ124 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ128 main jets. Be sure that the jet you are changing is the main jet.

5. 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 2.5 turns.

**NOTE:** This bike is very sensitive below 4000rpm. If you are experiencing problems in this area we suggest to first try leaning the needles. Then try slowing down the slide speed by epoxing shut the slide lift hole and then drilling out to .100". You may also try the stock slide springs. Both of these modifications will decrease acceleration. A final alternative is to degree the cams to 102 degrees intake and 105 degrees exhaust.

Fig. A



## STAGE THREE INSTRUCTIONS

**DYNOJET**  
2132.005

Dynojet does not recommend this kit be used in stage 3 parameters. Stage 3 was only developed for highly modified machines (cams, big bore, etc.) If you insist on running stage 3 we recommend buying our velocity stacks (DVS001) for inside the air filters.

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting order of assembly (Fig.A).

2. Using the drill bit provided (DD #31) enlarge your slide lift holes (Fig. A). The picture may not show your slide exactly. Drill your existing slide lift holes only, **do not drill the needle hole or any new holes.**

3. Install the Dynojet needles on groove #2 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip (2 per needle). Install the Dynojet slide springs (DSP005) in place of the stock slide springs. After installing the slides in the carbs be sure to check slide movement manually.

4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ150 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ155 main jets. Be sure that the jet you are changing is the main jet.

5. 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 2.5 turns.

Fig. B

