

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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2139.002

U.S. Models Only

*1987 Kawasaki ZL1000
Eliminator
Stage 1&3*

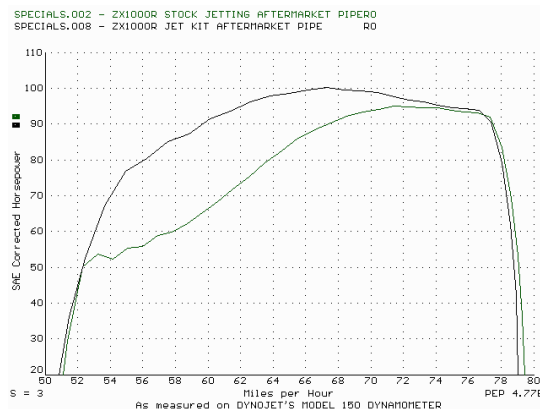
STAGE 1

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-0984

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 Jets	DJ122
4	Main Jets	DJ126
4	Main Jets	DJ136
4	Main Jets	DJ140
1	Slide Drill	DD #31
4	Fuel Needles	DNO106
8	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Slide Springs	DSP005
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 DD #31 drill bit provided, 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 #3 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 in place of the stock slide springs.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ122 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ126 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 DD #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 turns.

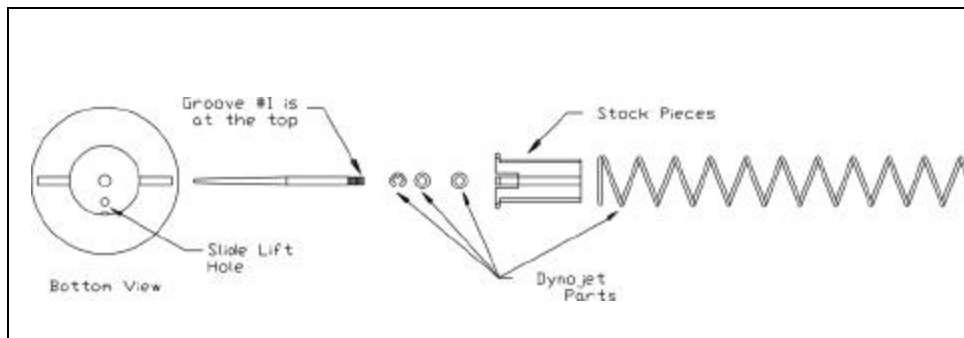
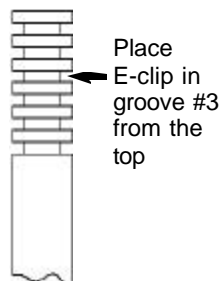


Fig. A

STAGE THREE INSTRUCTIONS

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting order of assembly (Fig.A).
2. Using the DD #31 drill bit provided, 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 #3 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 in place of the stock slide springs.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ136 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ140 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 DD #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 turns.

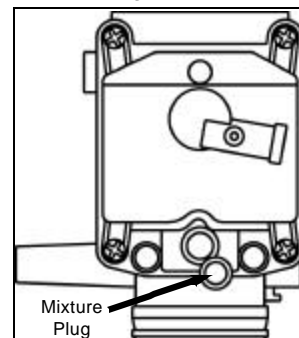


Fig. B