

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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2195CA.001

California Models Only

2004-2005 Kawasaki ZRX1200

Stage 1&3

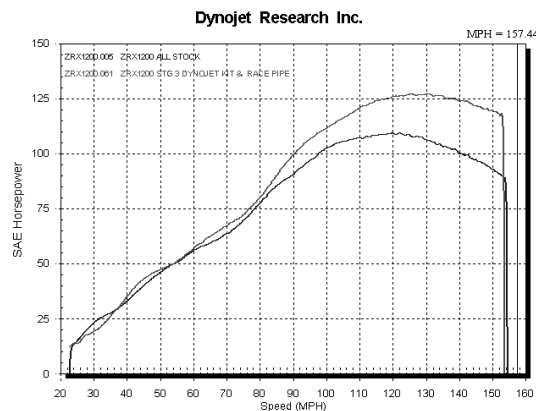
STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter # KA-1199

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 DYNJET KIT**

Parts List

4	Main Jets	CJ090
4	Main Jets	CJ094
4	Main Jets	CJ126
4	Main Jets	CJ130
4	Fuel Needles	DNO119
4	E-Clips	DE0001
8	Adjusting Washers	DW0001
4	Slide Springs	DSP005
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 the order of assembly.

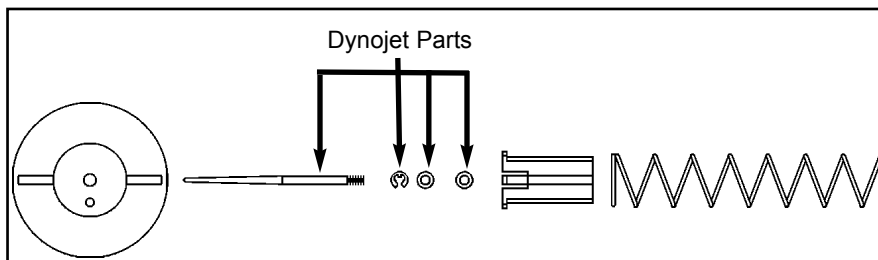
2. Install the Dynojet needles on groove #4, using all stock spacers (Fig. A). Install the Dynojet washers above the E-clip (2 per needle).

3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust, use the CJ090 main jets. If you are running an aftermarket header or slip-on with high flowing baffle, use the CJ094 main jets. Be sure that the jets you are changing are the main jets.

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 the screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 1-3/4 turns.

NOTE: If you are racing, or if you do hard street riding use the Dynojet Slide Spring provided (DSP005) for improved throttle response. Using this spring may adversely affect the low speed driveability.

Fig. A



STAGE THREE INSTRUCTIONS

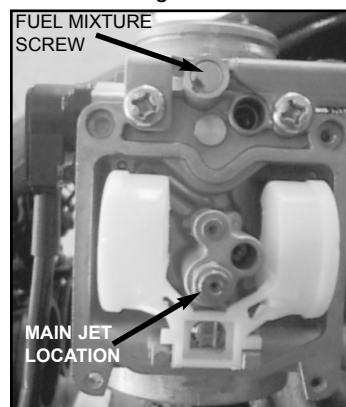
1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly.

2. Install the Dynojet needles on groove #4, using all stock spacers (Fig. A). Install the Dynojet washers above the E-clip (2 per needle).

3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust, use the CJ126 main jet. If you are running an aftermarket header or slip-on with high flowing baffle, use the CJ130 main jets. Be sure that the jets you are changing are the main jets.

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 the screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 1-3/4 turns.

Fig. B



Place E-clip in groove #4 from the top

