

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



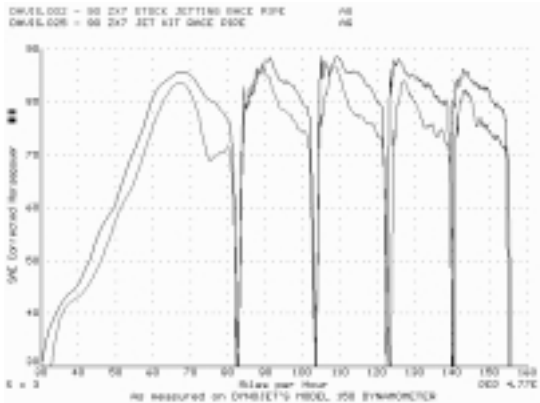
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U.S Models Only

1989 Kawasaki ZX7

Stage 2

For mildly tuned machines using a modified stock airbox with stock or K&N filter. May also be used with a good aftermarket exhaust system.
K&N filter #YA-1184M



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 | DJ140 |
| 4 | Main Jets | DJ144 |
| 4 | Main Jets | DJ150 |
| 4 | Fuel Needles | DNO228 |
| 8 | Adjusting Washers | DW0001 |
| 4 | E-clips | DE0001 |
| 4 | Slide Springs | DSP005 |
| 1 | Slide Drill | DD #29 |
| 4 | Main Air Correctors | DCO201 |
| 4 | Needle Jet Shrouds | DNJT02 |
| 1 | Plug Drill | DD #5/32 |
| 1 | Glue | DA0001 |
| 4 | Self Tapping Screws | 8x1/2 SD |
| 1 | Screw | DS0001 |
| 1 | Insert | DI2241A |

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STAGE TWO INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove stock needles & spacers, noting order of assembly. Locate the slide lift holes using Fig. A, with slide drill DD #29 supplied, enlarge your slide lift holes. **Do not drill the hole at an angle and do not drill the needle hole.**

2. Locate the Dynojet needle shrouds (DNJT02) supplied. With the cutaway facing up and to the engine (Fig. B), press over stock needle jet and hold. Before pressing down add a touch of glue to the outer base of the stock needle jet, then press down. Check to make sure there is no excess glue visible.

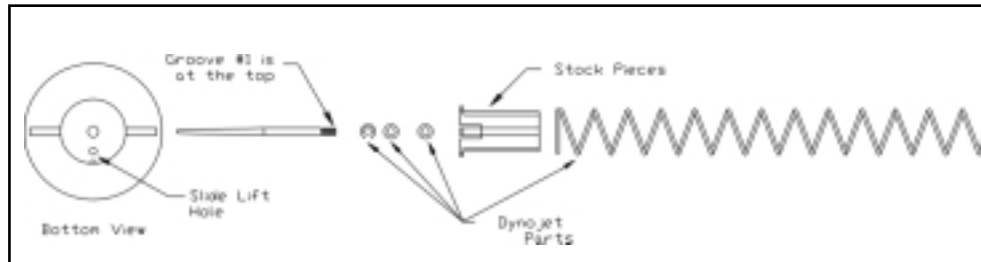
3. Install the Dynojet needles on groove #3, using all stock spacers. Install the Dynojet washers above the E-clip (2 per needle). Install the Dynojet slide springs in place of the stock springs.

4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust use the DJ144 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ150 main jets. If you remove the airbox intake horn a 4 point larger main jet. Be sure that the jet you are changing is the main jet.

5. Locate the main air jet passage (Fig. C). With the flat end facing into the carb, install the main air correctors (DCO201) provided. With the glue provided, lightly touch a dab on the outer edge of the air corrector. Allow glue to dry.

6. Locate the fuel mixture plug (Fig. D), if you see a screw head at Fig. D proceed to adjusting procedure. With the DD #5/32 drill bit 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 screws clockwise until they seat, turn out 3 turns.

Fig. A



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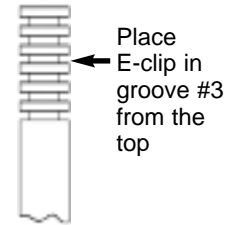


Fig. B

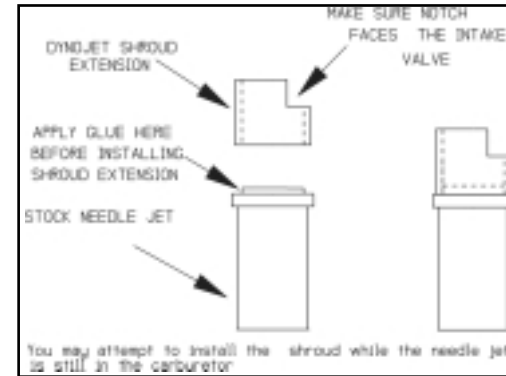


Fig. D

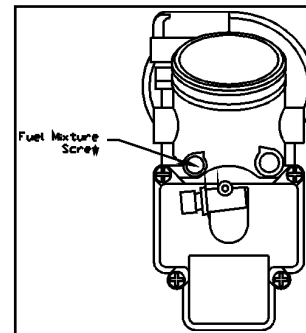
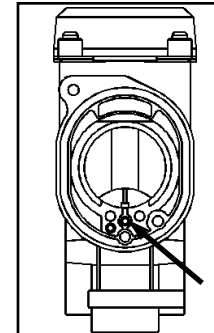


Fig. C



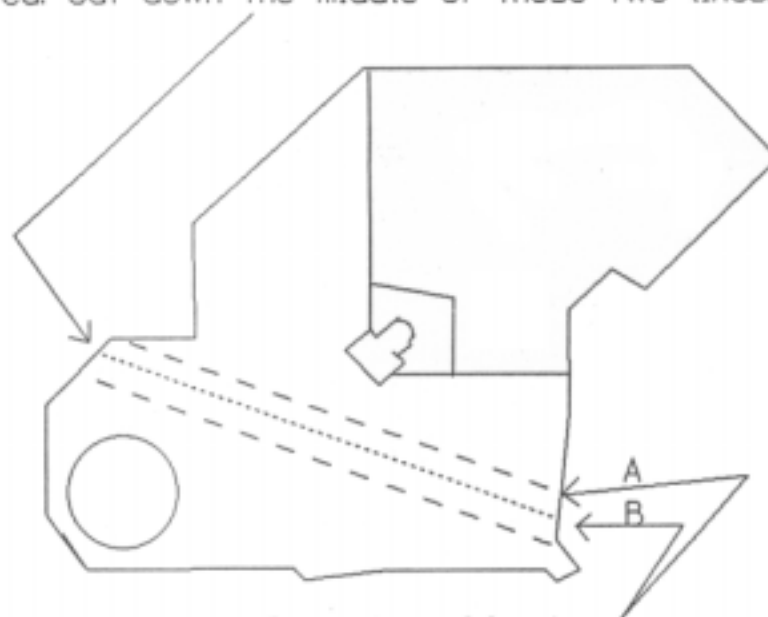
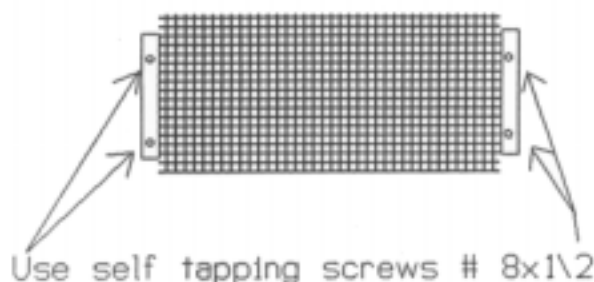
INSERT 2241A

For both 1989 and 90 ZX-7 To be used with Kit #2241

If you look closely, you will see two molding lines where the dotted lines are located. Cut down the middle of these two lines.

Mount K&N filter to base of airbox. Use self tapping screws, drilling through the filter and then into the box.

K&N Part #YA-1184



After cut is made at B sand or file down to arrow A. Make it smooth to provide proper sealing of filter