

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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4146.002

U.S Models Only

1994-96 Yamaha YZF750

Stage 1&3

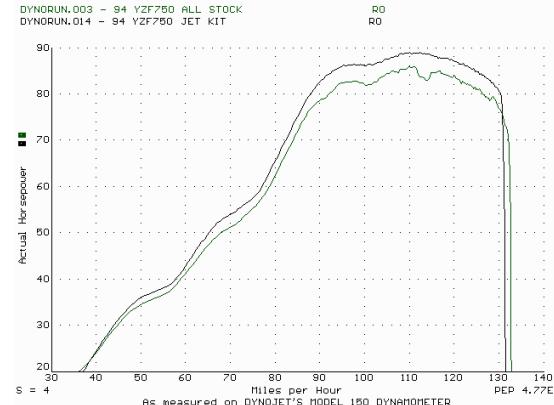
STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter #YA-0081

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RU-3092

Both stages may be used with a good aftermarket slip-on



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

WARNING

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

Parts List		
4	Main Jets	YJ118
4	Main Jets	YJ122
4	Main Jets	YJ126
4	Main Jets	YJ138
4	Main Jets	YJ142
20	Main Jet O-Rings	YJ-0
4	Main Air Plugs	DCO400
1	Tool	DT002
4	Fuel Needles	DNO355
4	Adjusting Washers	DW0001
4	E-clips	DE0001
4	Slide Springs	DSP008
1	Slide Drill	DD #29
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. Drill slides with the DD #29 drill bit provided.
2. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
3. Install the Dynojet slide springs in place of the stock slide springs.
4. Remove the main jet and replace with the Dynojet main jets provided. Use the YJ118 main jets with stock exhaust pipe, or use the YJ122 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
5. Locate the fuel mixture plug (Fig. B), if you see a screw head, proceed to adjusting procedure. With the DD #29 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 screw clockwise until seated, then back out 2-1/2 turns.
6. Locate the main air correctors (Fig. C). Using the DT002 Tool provided replace with the Dynojet main air correctors provided (DCO400).

Notes: 1. You will experience severe loss of drivability between 0-5000 R.P.M. if EXUP valve is removed with aftermarket exhaust.
2. With aftermarket pipe float level has some effect on 0-5000 R.P.M. fueling.

STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. Drill slides with the DD #29 drill bit provided.
2. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
3. Install the Dynojet slide springs in place of the stock slide springs.
4. Remove the main jet and replace with the Dynojet main jets provided. Use the YJ118 main jets with stock exhaust pipe, or use the YJ122 main jets with aftermarket header or slip-on with high flowing baffles. 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, proceed to adjusting procedure. With the DD #29 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 screw clockwise until seated, then back out 2-1/2 turns.
6. Locate the main air correctors (Fig. C). Using the DT002 Tool provided replace with the Dynojet main air correctors provided (DCO400).

DYNOJET

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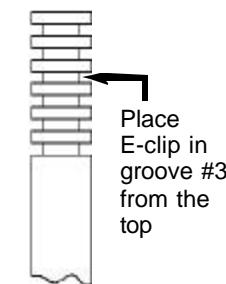


Fig. A

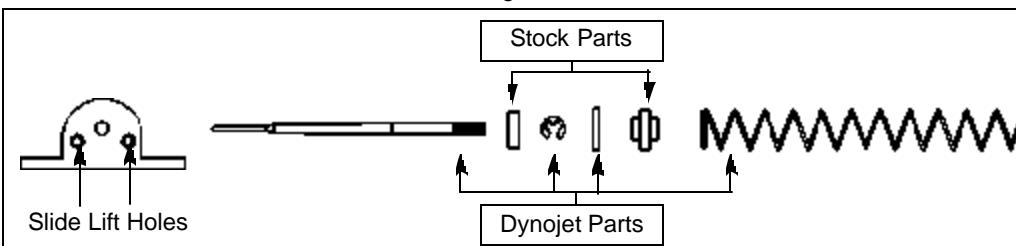


Fig. B

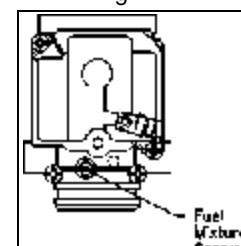


Fig. C

