

2003-2006 Kawasaki KFX 400

Exhaust Installation

- ☐ Remove the stock exhaust system
- ☐ Install the Sparks head pipe.
- ☐ The head pipe should be centered between the engine cases and frame.
- ☐ Tighten the exhaust stud nuts up to 11 ft/lbs
- ☐ Slide the rear section onto the head pipe
- ☐ Use the Supplied bolts to install the rear section and tighten
- ☐ If there are any clearance issues, simply loosen the exhaust stud nuts slightly and rotate the head pipe until everything clears properly.

Jetting recommendations

- ☐ To access the carburetor, take the seat and fuel tank off.
- ☐ Be sure to turn the fuel petcock off before taking the tank off.
- ☐ Take the carburetor off of the motor and pull it up into the open.
- ☐ Through the top of the carburetor install the Dynojet needle jet just as the Dynojet instruction prescribe.
- ☐ Take off the bottom main jet plug to access the main and pilot jets.
- ☐ Install the recommended main jet.
- ☐ Reinstall the carburetor making certain that everything is together correctly and tight.
- ☐ These recommendations are with the Sparks Exhaust, the Air box lid off, at sea level only. If you're using this kit to tune for another manufacturer's performance products, please contact that manufacturer for additional jetting recommendations.
- ☐ **For 2009-Current LTZ models** we recommend the use of the Dynojet Power Commander V or the Dynatek FS controller. (Latest map is already installed in Power Commander if purchased from Sparks Racing. If you need our map for the items listed on this sheet, please send an email to tech@sparksracing.com and ask for the map needed.)

	Main jet	Needle jet / clip position	Pilot (slow jet)	Fuel screw (from closed)
LTZ 400 2003-2008	165	Dynojet / 3rd	Stock	3.5
KFX 2003-2006	165	Dynojet / 3rd	Stock	3.5
DVX 2004-2008	165	Dynojet / 3rd	Stock	3.5

Air filter installation & maintenance

- ☐ Simply remove the air box from the quad and take the stock filter out of the box.
- ☐ With a 3.5" hole saw, cut a new hole and locate it as it shows in the drawing below.
- ☐ Chamfer the edge of the new hole.
- ☐ Put the Air Supercharger in place and mark the screw holes.
- ☐ Remove the Super Charger ring and drill 1/4" holes in those spots.
- ☐ Place the ring into the hole. The lettering should face the front on the quad and should be visible from the outside of the air box.
- ☐ Use the screws provided and thread them into the Sparks Air Supercharger from the inside of the air box.
- ☐ After removing your dirty filter thoroughly clean the air box and air boot. Dirt is your motors number one enemy.
- ☐ Slide the filter over the air supercharger ring until it butts up against the front of the air box.
- ☐ Tighten the clamp and you are ready to go.
- ☐ It is important to clean and oil the filter whenever it gets dirty.
- ☐ To clean it, we recommend using filter cleaner like Twin Air. Other options would be kerosene or mineral spirits and then a good degreaser like Simple Green, 409, or even a good dishwashing soap.
- ☐ **DO NOT** use gasoline to clean your filter. It can significantly shorten the life of the foam and loosen the glue.
- ☐ The goal is to get all of the old oil and dirt out of the filter. Rinse well and dry before reapplying the oil.
- ☐ Oil your clean air filter with a good pour on type oil, we recommend Twin Air.
- ☐ Pour a liberal amount of oil all over the foam and massage the oil into the filter and squeeze out any extra oil.
- ☐ Reinstall the air filter as per installation instructions.

Exhaust muffler maintenance

- ☐ Be sure to re-pack muffler every 25-30 hours for optimal performance and noise control.
- ☐ **Warning:** running this exhaust with very little or no packing can damage your muffler and void any warranty!