

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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1107.001

U.S Models Only

1984-86 Honda CB700SC Nighthawk

Stage 1&2

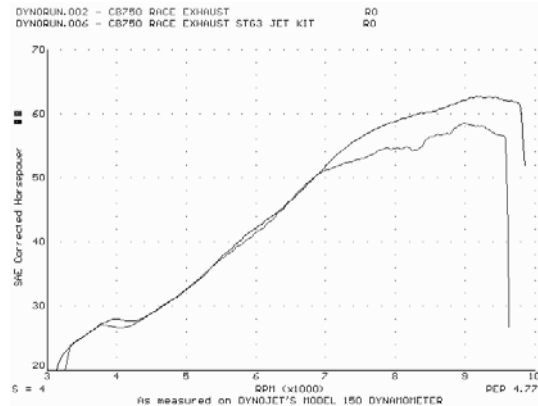
STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter #HA-7084

STAGE 2

For mildly tuned machines using the stock airbox with lid removed. K&N Filter# HA-7084.

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 DYNOJET KIT**

Parts List		
4	Main Jet	DJ118
4	Main Jet	DJ122
4	Main Jet	DJ132
4	Main Jet	DJ136
4	Fuel Needle	DNO110
4	E-Clip	DE0001
4	Adjusting Washer	DW0001
1	Slide Drill	DD #7/64
1	Slide Drill	DD #9/64

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting order of assembly (Fig.A). Remove the spring (Fig. A)from the needle retainer and clip the plastic mounting stud to half of its original length. Replace the spring. This adds clearance for the Dynojet needle.
2. Enlarge your slide lift holes (Fig. A) using drill bit DD #7/64.
NOTE: The DD #9/64 bit may be used for racing or hard street driving. The picture may not show your slide exactly. Drill only your existing slide lift holes. **Do not drill any new holes or the needle hole.**
3. Install Dynojet needles on groove #2 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip. After installing the slides in the carbs be sure to check slide movement manually.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ118 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ122 main jets. Be sure that the jet you are changing is the main jet (Fig. B).
5. Locate the fuel mixture tab (Fig. B). Remove the float bowls and file off the tab nearest to the screw on the float bowl. This will allow for easier adjustment. Carefully turn the mixture screw clockwise until lightly seated, then back out 2.5 turns.

STAGE TWO INSTRUCTIONS

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting order of assembly (Fig.A). Remove the spring (Fig. A)from the needle retainer and clip the plastic mounting stud to half of its original length. Replace the spring. This adds clearance for the Dynojet needle.
2. Enlarge your slide lift holes (Fig. A) using drill bit DD #7/64.
NOTE: The DD #9/64 bit may be used for racing or hard street driving. The picture may not show your slide exactly. Drill only your existing slide lift holes. **Do not drill any new holes or the needle hole.**
3. Install Dynojet needles on groove #2 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip. After installing the slides in the carbs be sure to check slide movement manually.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust install the DJ132 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ136 main jets. Be sure that the jet you are changing is the main jet (Fig. B).
5. Locate the fuel mixture tab (Fig. B). Remove the float bowls and file off the tab nearest to the screw on the float bowl. This will allow for easier adjustment. Carefully turn the mixture screw clockwise until lightly seated, then back out 2.5 turns.

Fig. A

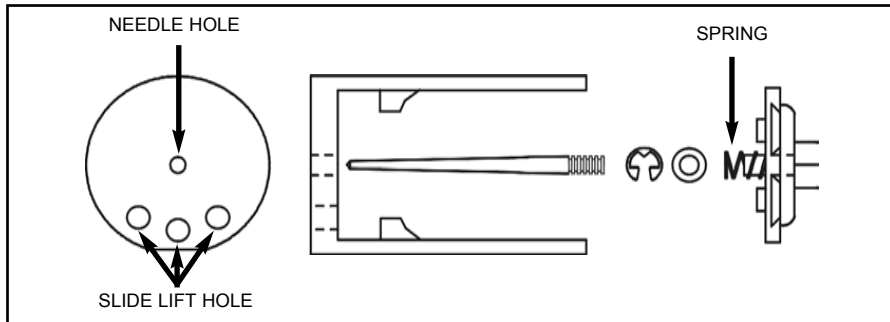


Fig. B

