

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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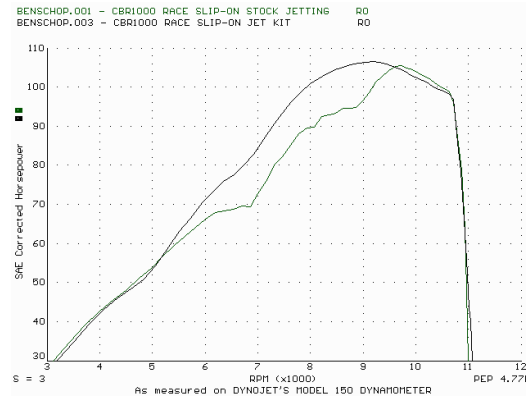
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U.S. Models Only

1987-91 Honda CBR1000F

Stage 1

For mildly tuned machines using the stock airbox with stock or K&N filter. May also be used with a good aftermarket exhaust. K&N filter #HA-1087



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	DJ114
4	Main Jets	DJ118
4	Main Jets	DJ122
4	Slide Springs	DSP003
4	Fuel Needles	DNO129
4	Adjusting Washers	DW0001
4	E-Clips	DE0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly.
2. Install the Dynojet needles on groove #3, using all stock spacers. Install the Dynojet washers above the E-clip.
3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust use the DJ118 main jets, if you are using an aftermarket header or slip-on with free flowing baffle, use the DJ122 main jets. Be sure that the jets you are changing are the main jets.
4. Install the Dynojet springs in place of the stock slide springs.
5. Locate the fuel mixture screw (Fig. B). Carefully turn screw clockwise until lightly seated, turn out 2 turns.

Notes:

1. The Dynojet slide springs are stiffer than the stock slide springs, we designed them stiffer to allow the high gear roll-ons without worrying about stumbles. You may find that your peak power goes down with the stiffer springs. You can get that peak power back by installing the stock slide springs or by modifying the Dynojet slide springs by cutting 4 coils off. This will give you better low end response. This will also fix any bottom end problems that the main jet and needle cannot fix.
2. If you are using an aftermarket exhaust and are experiencing lean conditions below 4,000 RPM. You may want to richen the needle all the way, if you still are having the problem call Dynojet for a needle exchange(DNO110). This is caused by the free flowing exhaust pipes.
3. If you want to run with the airbox removed use all of the settings above except for the main jet which will be in the 140 range.

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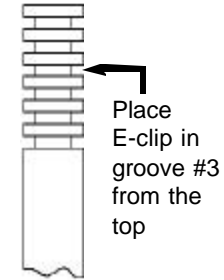


Fig. A

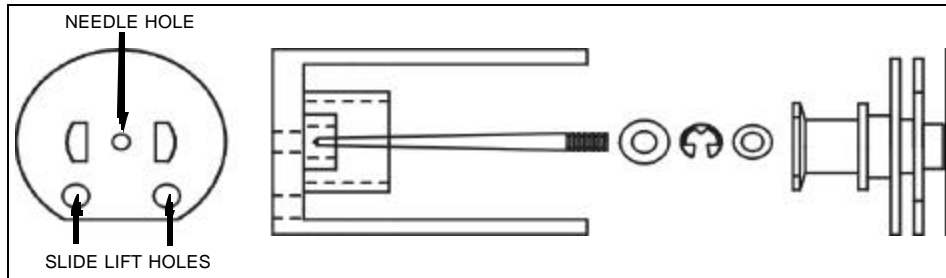


Fig. B

