

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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1127.002

U.S Models Only

1980-82 Honda CB750 & 900

Stage 1&3

STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter #HA-1079

STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RC-0984

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**

<i>Parts List</i>		
4	Main Jets	DJ096
4	Main Jets	DJ100
4	Main Jets	DJ126
4	Main Jets	DJ130
4	Primary Jets	DJ074
4	Fuel Needles	DNO102
4	E-Clips	DE0001
8	Adjusting Washers	DW0001
1	Slide Drill	DD 14
1	Slide Drill	DD 5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

1. Remove vacuum slides from carbs. Remove stock needle and spacers, noting order of assembly (Fig.A).
2. Enlarge your slide lift holes (Fig. A). Use drill bit DD #14 for 750 models and DD #5/32 for 900 models. 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 #3 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip (2 per needle). After installing the slide in the carb be sure to check slide movement manually.
4. Remove the stock main jets and replace with Dynojet main jets provided. The main jet is the one that is screwed into the emulsion tube which then screws into the carb body. If you are running the stock exhaust install the DJ096 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ100 main jets. Be sure that the jet you are changing is the main jet (Fig. B).
5. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig.B then proceed to the adjusting procedure. With the 5/32 drill bit provided carefully drill through the plug. **NOTE: The mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break through.** Use screw provided to secure and remove this plug. Carefully turn the mixture screw clockwise until lightly seated, then back out 3.5 turns.

STAGE THREE INSTRUCTIONS

1. Remove vacuum slides from carbs. Remove stock needle and spacers, noting order of assembly (Fig.A).
2. Enlarge your slide lift holes (Fig. A). Use drill bit DD #14 for 750 models and DD #5/32 for 900 models. 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 #3 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the e-clip (2 per needle). After installing the slide in the carb be sure to check slide movement manually.
4. Remove the stock main jets and replace with Dynojet main jets provided. The main jet is the one that is screwed into the emulsion tube which then screws into the carb body. If you are running the stock exhaust install the DJ126 main jets. If you are running an aftermarket exhaust or slip-ons with high flowing baffles use the DJ130 main jets. Be sure that the jet you are changing is the main jet (Fig. B).
5. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig.B then proceed to the adjusting procedure. With the 5/32 drill bit provided carefully drill through the plug. **NOTE: The mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break through.** Use screw provided to secure and remove this plug. Carefully turn the mixture screw clockwise until lightly seated, then back out 3.5 turns.

1. The primary main jet (DJ074) provided may be used if you are finding the low speed circuit to be too lean, and raising the needle doesn't correct the problem.
2. This model is prone to electrical problems. If you are experiencing problems, try restricting the intakes and seeing if the problem changes. If it doesn't, it is not fuel related.

Fig. A

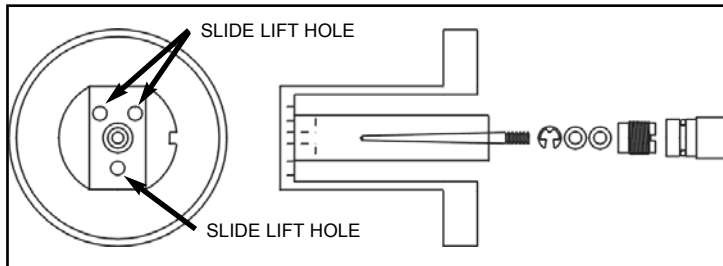


Fig. B

