

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



WARNING

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

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North Las Vegas, NV 89081
TEL: 702-399-1423
FAX: 702-399-1431
8am-5pm Pacific Time
Monday through Friday

Website Address
<http://www.dynojet.com>

The manufacturer and seller make no warranties express or implied which extend beyond the description of the goods contained herein. Any description of this product is for the purpose of identifying it and shall not be deemed to create an express warranty.

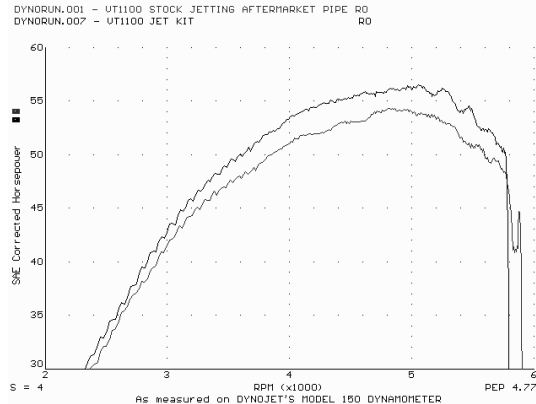
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U.S Models Only

1997-2007 Honda VT1100 Spirit

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 system
K&N filter #HA-1187



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

Parts List

| | | |
|---|-------------------|---------|
| 2 | Main Jets | DJ165 |
| 2 | Main Jets | DJ170 |
| 2 | Main Jets | DJ175 |
| 2 | Main Jets | DJ180 |
| 2 | Fuel Needles | DNO131 |
| 2 | E-clips | DE0001 |
| 2 | Adjusting Washers | DW0001 |
| 1 | Plug Drill | DD 5/32 |
| 1 | Screw | DS0001 |

STAGE ONE INSTRUCTIONS

Dynojet

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1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers, noting the order of assembly (Fig. A).
2. Install Dynojet needles on groove #3 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the E-clip. **NOTE:** It may be necessary to cut off the top two grooves of the needle to reinstall the stock needle retainer. After installing the slide in the carbs be sure to check slide movement manually.
3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are using the stock exhaust use the DJ165 main jets. If running slip-ons with high flow baffles use the DJ170 main jets. When running a complete exhaust with high flow baffles use the DJ175 main jets. When running straight pipes **WITHOUT BAFFLES** use the DJ180 main jets. Be sure that the jets you are changing are the main jet.
4. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig. B proceed to the adjusting procedure. With the plug drill (DD #5/32) provided, carefully drill through the plugs. **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 mixture screws clockwise until lightly seated then turn out 2-1/2 turns.

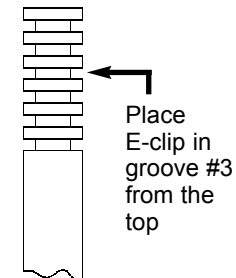


Fig. A

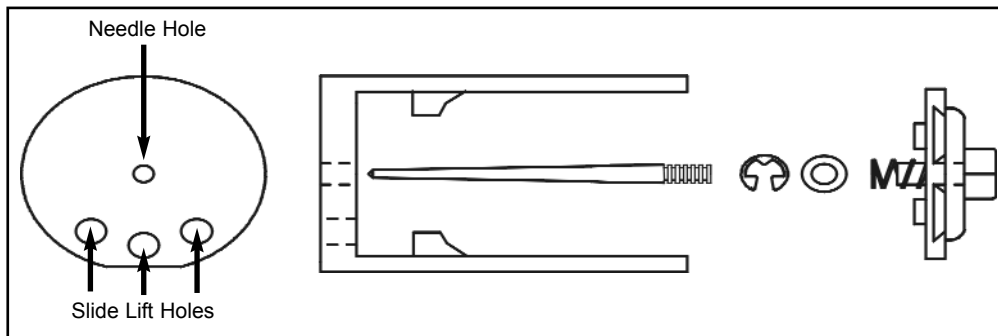


Fig. B

