

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



E1105.003

European Models Only

1983 Honda CB1100F

Stage 1

For mildly tuned machines using the stock airbox, with stock or K&N filter# HA-1079. May also be used with a good aftermarket exhaust system.

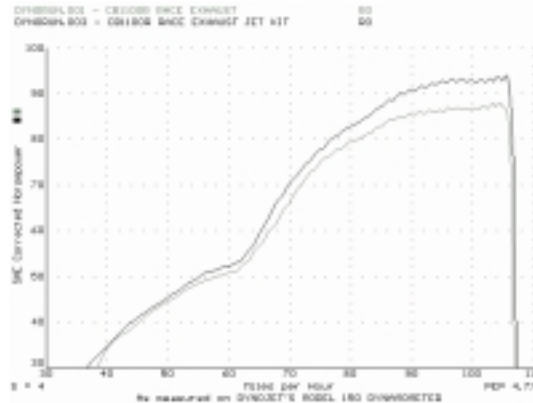
WARNING

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

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North Las Vegas, NV 89031
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.



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

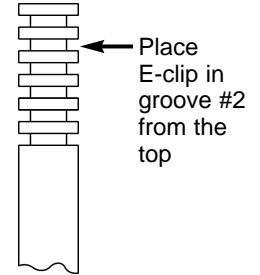
Parts List		
4	Main Jets	DJ120
4	Main Jets	DJ124
1	Slide Drill	DD #14
4	Fuel Needles	DNO105
8	Adjusting Washers	DW0001
4	E-Clips	DE0001

STAGE ONE INSTRUCTIONS

DYNOJET

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1. Remove vacuum slide from carbs. Remove stock needles & spacers, noting order of assembly. Locate slide lift holes using Fig. A, with slide drill (DD #14) supplied, enlarge your slide lift holes. The picture may not show your slide exactly, enlarge your slide lift hole or holes depending on your model. Do **not** drill any new lift holes.
2. Install the Dynojet needles on groove #2, using all stock spacers. Install the Dynojet washers above the E-clip.
3. Remove stock main jets and replace with Dynojet main jets provided. If you are running with stock exhaust, use the DJ120 main jets. With an aftermarket header or slip-on with high flowing baffles, use the DJ124 main jets. Be sure that the jets you are changing are the main jets.
4. Locate the fuel mixture screw (Fig.B). Carefully turn mixture screws clockwise until they seat, turn out 2-3/4 turns.



Notes: If you experience a hesitation below 3,000 RPM, that the needle can't cure. Try disconnecting the accelerator pump. If the problem is still apparent try blowing lightly thru the fuel line to the carbs, to remove any dirt that may be lodged on top of the floats.

Fig. A

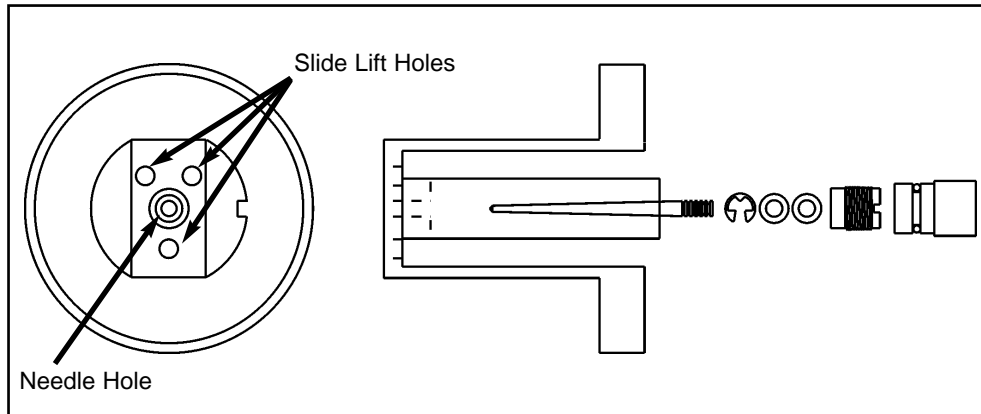


Fig. B

