

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



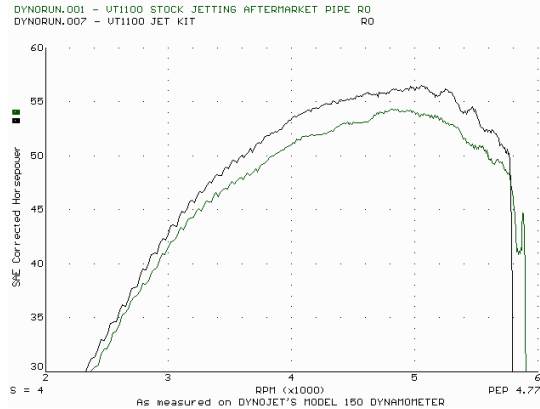
E1116.003

European Models Only

1985-86 Honda VT1100 Shadow

Stage 1

For mildly tuned machines using the stock air-box, with stock or K&N filter# N/A. May also be used with a good aftermarket exhaust system.



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

WARNING

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

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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.

Parts List

2	Main Jets	DJ144
2	Main Jets	DJ150
1	Slide Drill	DD #9/64
2	Fuel Needles	DNO103
2	Adjusting Washers	DW0001
2	E-Clips	DE0001
2	Slide Springs	DSP003

STAGE ONE INSTRUCTIONS

DYNOJET

E1116.003

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly. Locate slide lift holes using Fig. A, with the slide drill (DD #9/64) 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. Do **not** drill the needle hole.

2. Remove the spring from the needle retainer (Fig. A), clip the plastic mounting stud to half of its original length. Replace the spring. This adds clearance for the Dynojet needle.

3. Install Dynojet needles on groove #2, using all stock spacers. Install the Dynojet washers above the E-clip.

4. Install the Dynojet springs provided in place of the stock springs.

5. Remove stock main jets and replace with Dynojet mains provided. If you are running the stock exhaust use the DJ150 main jets. If you are using an aftermarket header or slip-on with high flowing baffle, use the DJ144 main jets. Be sure that the jet you are changing is the main jet.

6. Locate the Fuel Mixture Screw (Fig. B), carefully turn mixture screws clockwise until they seat, turn out 4 turns.

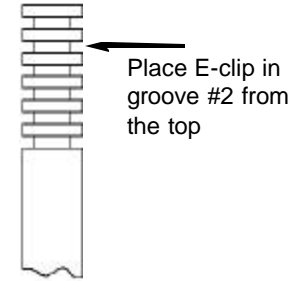


Fig. A

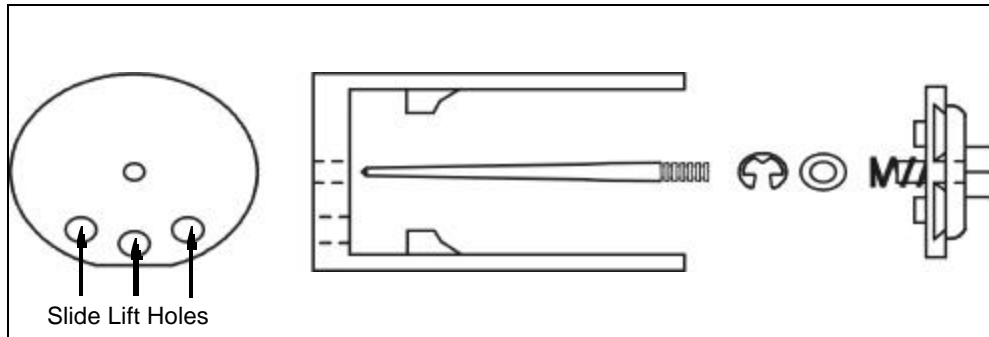


Fig. B

