

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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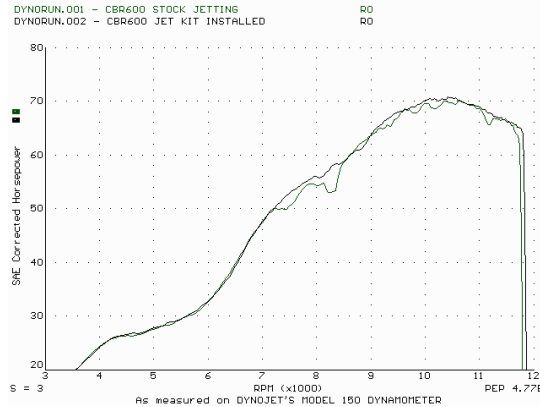
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European Models Only

1989-94 Honda CB-1

Stage 1

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



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	DJ100
4	Main Jets	DJ104
4	Main Jets	DJ108
4	Fuel Needles	DNO307
4	Adjusting Washers	DW0001
1	Slide Drill	DD #30
1	Slide Drill	DD #37
4	E-Clips	DE0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly. Using the slide drill (DD #37) provided, drill your slide lift holes (Fig. A). The slide drill DD #30 may be used to drill the slide for racing or hard street riding. The picture may not show your slide exactly. Drill your existing slide lift holes only, do not drill any new holes and do not drill the needle hole.
2. Install Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
3. Remove the main jet and replace with the Dynojet main jets provided. Use the DJ100 main jets with stock exhaust pipe, or use the DJ104 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
4. Locate the Fuel Mixture Tab (Fig. B). Remove the float bowls and file off the stop tabs nearest to the adjusting tabs on the float bowl, this will allow for easier adjustment. Carefully turn mixture tabs clockwise until seated, then back out 2-1/2 turns.

DYNOJET

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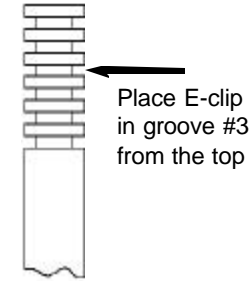


Fig. A

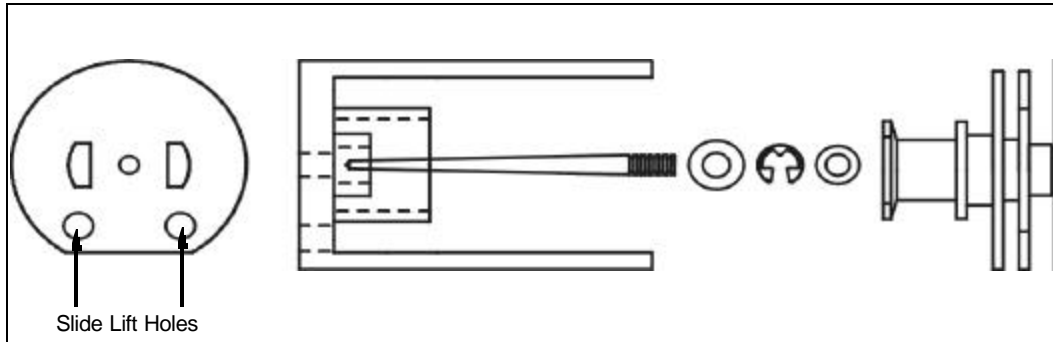


Fig. B

