

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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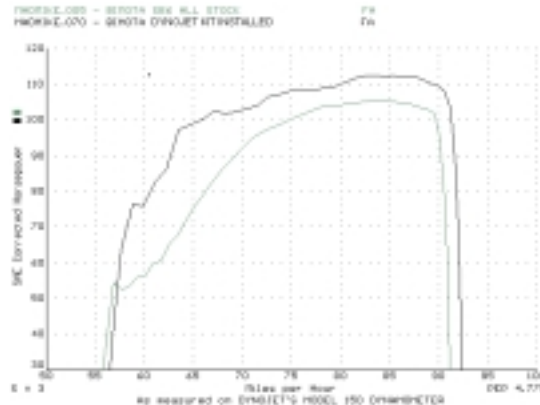
E6101.001

European Models Only

1991 Bimota YB10

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 #KA-9084



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	DJ112
4	Main Jets	DJ116
4	Main Jets	DJ120
4	Main Air Plugs	DCO400
4	Fuel Needles	DNT729
4	Adjusting Washers	DW0001
4	E-clips	DE0001
4	Slide Springs	DSP008
1	Tool	DT002
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

DYNOJET

E6101.001

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly (Fig.A).

2. Install the Dynojet needles on groove #3, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.

3. Replace the stock slide springs with Dynojet slide springs provided.

4. Remove the stock main jets and replace with the Dynojet main jets provided. Use the DJ116 main jets with stock exhaust pipe, or use the DJ120 main jets with aftermarket header or slip-on with high flowing baffles. Use the DJ112 main jets at high altitude. Be sure that the jets you are changing are the main jets.

5. Locate the fuel mixture plug (Fig. B), if you see a screw head, proceed to adjusting procedure. With the plug drill (DD #5/32) provided, carefully drill thru the plug(s). The mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break thru. Use the screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 3 turns.

6. Locate the main air correctors (Fig.C). Using the plugs provided (DCO400), plug the main air passage. Place the plug in the carb flat end first. Tap in lightly. Using DT002.

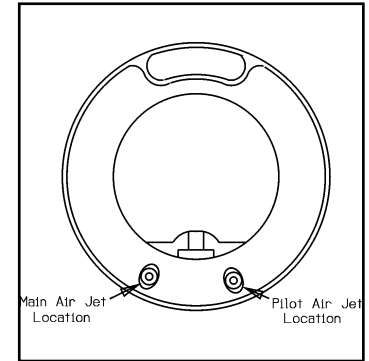
Notes:

1. Proper EXUP value adjustment is very important for good midrange performance.
2. If experiencing fueling problems below 4,000 rpm, under full throttle, that the needle can't fix, try changing fuel level. If you feel it is too rich, lower the fuel level. If you feel it is too lean, raise the fuel level.



Place E-clip in groove #3 from the top

Fig. C



Main Air Jet Location Pilot Air Jet Location

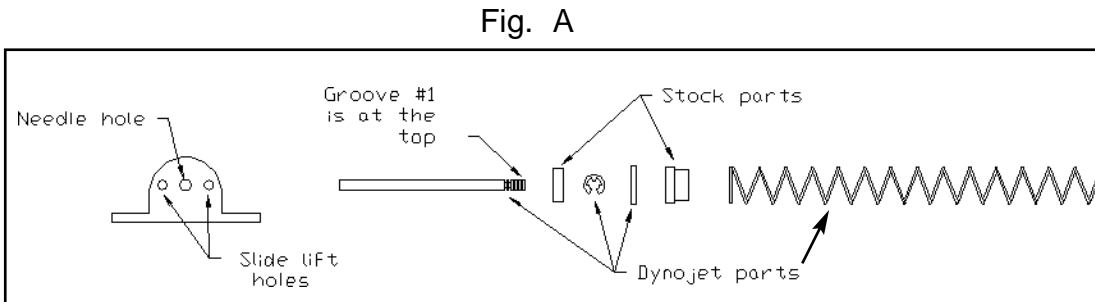


Fig. B

