

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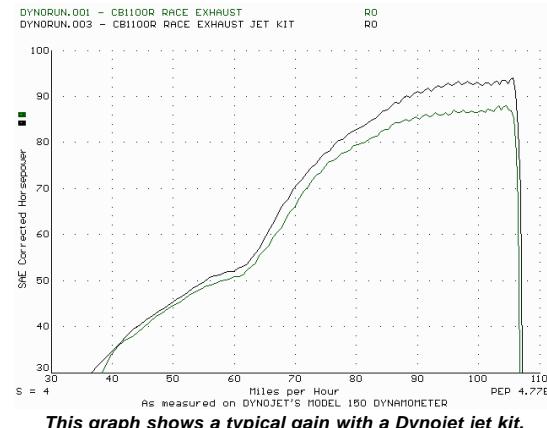
Website Address
<http://www.dynojet.com>

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1105.003
U.S Models Only
83 Honda CB1100F
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-1079



WARNING

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

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

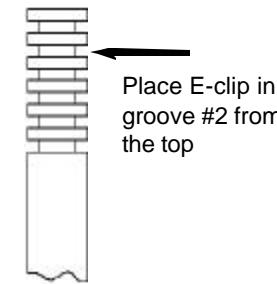
STAGE ONE INSTRUCTIONS

DYNOJET

1105.003

1. Remove the vacuum slides from the carb. Remove the stock needles and spacers, noting order of assembly (Fig. A). Using the drill bit (DD #14) enlarge the slide lift holes (Fig. A). The picture may not show your slide exactly. Enlarge the stock slide lift hole(s) only. **Do not** drill any new holes or the needle hole.

2. Install the Dynojet needles on groove #2 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the E-clip (2 per needle). After installing the slides 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 running the stock exhaust install the DJ120 main jets. When running an aftermarket exhaust or slip-on with high flowing baffle install the DJ124 main jets. Be sure that the jet you are changing is the main jet.

4. Locate the fuel mixture tabs (Fig. B). With the float bowls off of the carbs, carefully turn the mixture tabs clockwise until lightly seated, then turn out 2.3/4 turns.

NOTES:

If you experience a hesitation below 3,000 rpm that the needle can't fix, try disconnecting the accelerator pump. If the problem still exists try lightly blowing thru the fuel line to the carbs. This may remove any dirt that may be lodged on top of the floats.

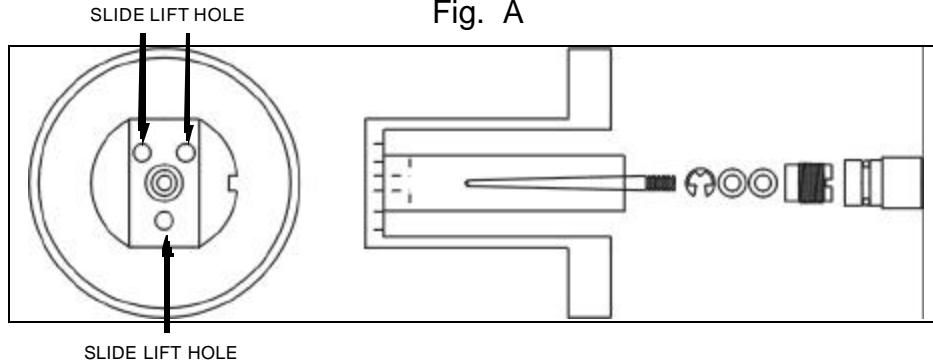


Fig. A

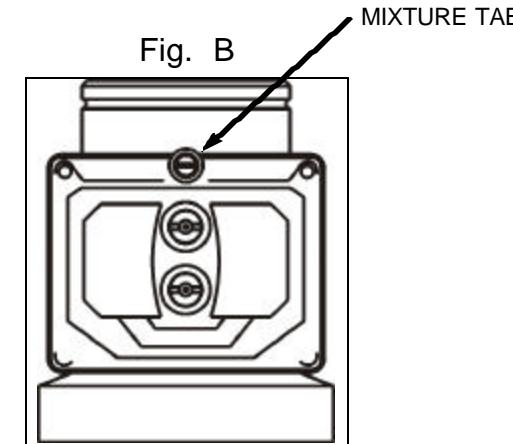


Fig. B