

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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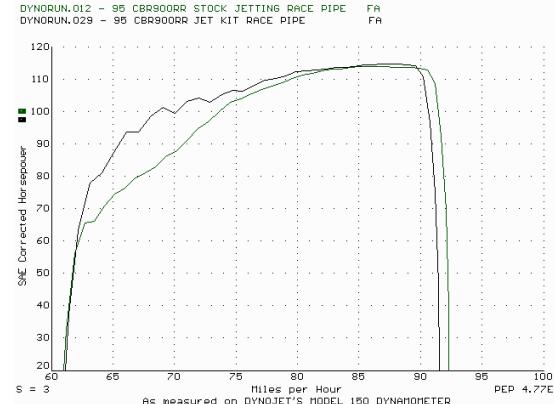
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U.S Models Only

1998-99 Honda CBR900RR

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-9092



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	DJ118
4	Main Jets	DJ122
4	Fuel Needles	DNO129
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Slide Springs	DSP008
1	Idle Adjustment Tool	DT009

STAGE ONE INSTRUCTIONS

DYNOJET

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1. Remove the carb tops and the slide springs. Remove the slides by threading one of the slide cover screws into the center of the needle retainer (Fig. A) and pull up gently. Remove the stock needles and spacers, noting the order of assembly (Fig. B).

2. Install the Dynojet needles on groove #3 from the top. Use all stock spacers (Fig. C). Install the small Dynojet washers above the E-clip. Install the stock needle retainers with the Dynojet springs (DSP008). 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 DJ118 main jets. If you are running an aftermarket exhaust or slip-on with a high flowing baffle, use the DJ122 main jets. Be sure that the jets you are changing are the main jets.

4. Locate the fuel mixture tab (Fig. C). Using the tool supplied (DT009), carefully turn the tabs clockwise until lightly seated and then back out 2 turns or until the best idle is achieved.

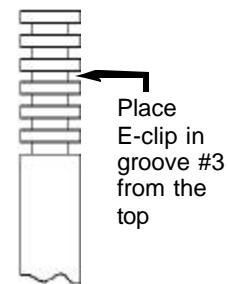


Fig. A

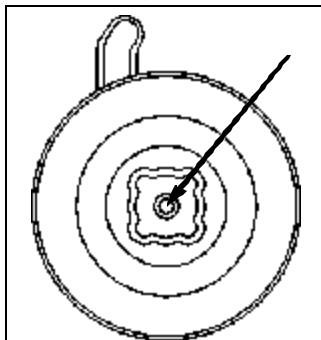


Fig. B

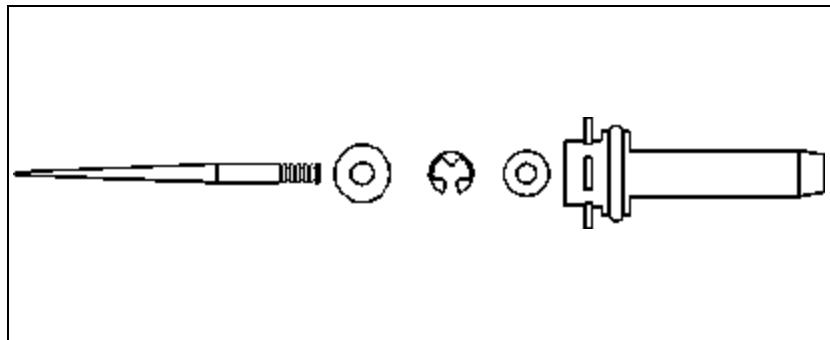


Fig. C

