

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

2191 Mendenhall Dr. Suite 105
North Las Vegas, NV 89081
TEL: 702-399-1423
FAX: 702-399-1431
8am-5pm Pacific Time
Monday through Friday

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

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.

Dynojet

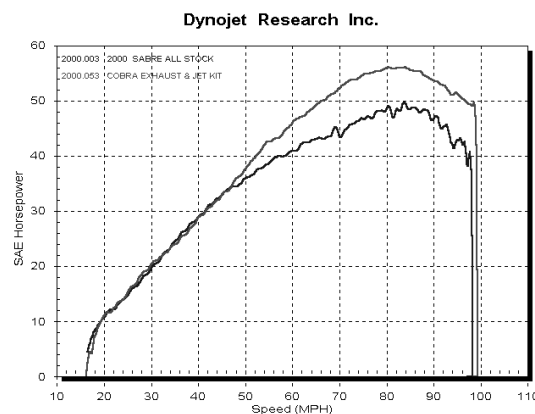
1186.001

U.S. Models Only

2000-2007 Honda
VT1100 Sabre

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-1187



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

WARNING

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

Parts List

1	Main Jet	DJ160
1	Main Jet	DJ165
1	Main Jet	DJ170
1	Main Jet	DJ175
2	Fuel Needles	DNO131
2	E-clips	DE0001
2	Adjusting Washers	DW0001
2	Slide Springs	DSP012
1	Plug Drill	DD 5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

Dynojet

1186.001

1. Remove vacuum slides from carbs. Remove stock needles and spacers, noting order of assembly (Fig. A).
2. Install the Dynojet needles on groove #3 from the top. Use all stock spacers (Fig. A). Install the small Dynojet washers above the E-clip. **NOTE:** It may be necessary to cut off the top two grooves of the needle to reinstall the stock needle retainer. After installing the slides in the carbs be sure to check slide movement manually.
3. Install the Dynojet slide springs (DSP012) in place of the stock slide springs.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If running the stock exhaust use the DJ165 main jet in the front cylinder and the DJ170 main jet in the rear cylinder. When running an aftermarket exhaust with high flow baffles use the DJ170 main jet in the front cylinder and the DJ175 main jet in the rear cylinder. Be sure that the jet you are changing is the main jet.
5. Locate the fuel mixture plug (Fig. B). If you see a screw head at Fig. B proceed to the adjusting procedure. With the 5/32 drill bit provided, carefully drill through the plugs. **NOTE:** The mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break through. Use the screw provided to secure and remove this plug. Carefully turn the mixture screws clockwise until lightly seated then turn out 3.5 turns.

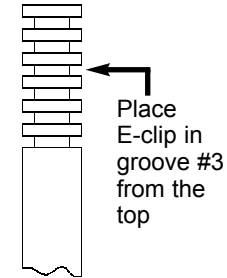


Fig. A

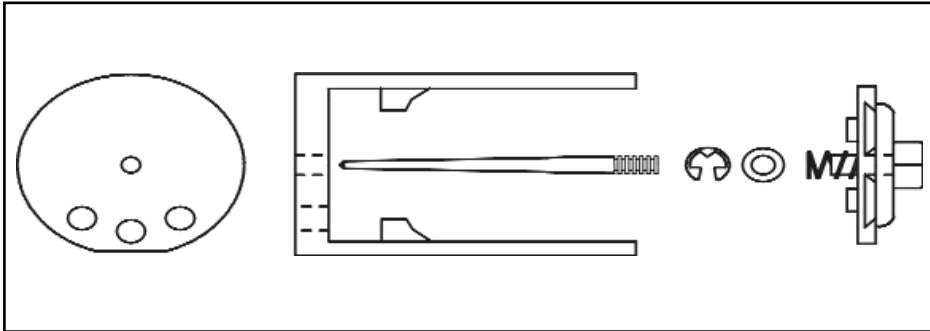


Fig. B

