

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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1137.002

U.S Models Only

1988-92 Honda NT650 Hawk

Stage 1 & 2

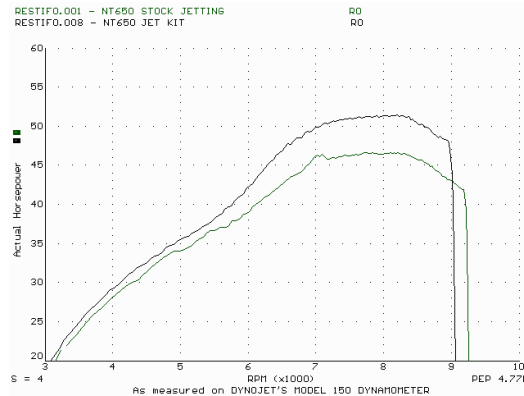
Stage 1

For mildly tuned machines using the stock airbox, with stock filter. K&N filter #N/A

Stage 2

For mildly tuned machines using a stock airbox with lid removed. K&N filter #N/A

Both stages may also be used with a good aftermarket exhaust.



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

WARNING

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

Parts List

2	Main Jets	DJ136
2	Main Jets	DJ140
2	Main Jets	DJ144
1	Slide Drill	DD #5/32
2	Fuel Needles	DNO129
2	Adjusting Washers	DW0001
2	E-Clips	DE0001
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. Using the slide drill (DD #5/32) provided, drill your slide lift holes (Fig. A). 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 the Dynojet needles on groove #4, 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 DJ136 main jets with stock exhaust pipe, or use the DJ140 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.

Locate the Fuel Mixture Screw Plug (Fig. B). If you see a screw, proceed to the adjusting procedure. Using the DD #5/32 drill provided, carefully drill thru the plugs. NOTE: the mixture screws are directly underneath the plug, be ready to pull back on the drill the instant you break thru. Use screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 2-1/2 turns.

- Notes:
1. When installing the needles, you may have to cut off the #1 groove to give clearance for the needle in the needle retainer.
 2. Depending on your engine mods, you may need a richer needle. If you find you are running the needle in groove#5 call Dynojet for richer needles (DNO110)

STAGE TWO INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. Using the slide drill (DD #5/32) provided, drill your slide lift holes (Fig. A). 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 the Dynojet needles on groove #4, 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 DJ140 main jets with stock exhaust pipe, or use the DJ144 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 Screw Plug (Fig. B). If you see a screw, proceed to the adjusting procedure. Using the DD #5/32 drill provided, carefully drill thru the plugs. NOTE: the mixture screws are directly underneath the plug, be ready to pull back on the drill the instant you break thru. Use screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until seated, then back out 2-1/2 turns.

Fig. A

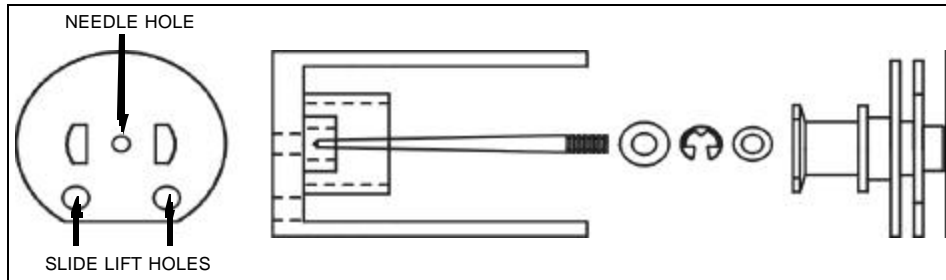


Fig. B

