

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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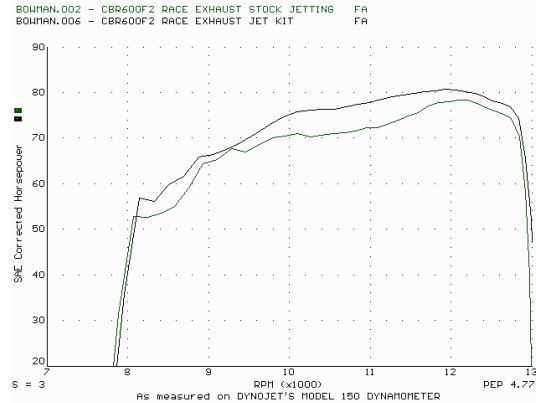
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U.S. Models Only

1991-94 Honda CBR600F2

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-6091



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

WARNING

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

Parts List

4	Main Jets	DJ118
4	Main Jets	DJ122
4	Main Jets	DJ126
4	Fuel Needles	DNO111
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Slide Springs	DSP007
1	Idle Adjustment Tool	DT009

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. To remove the stock needles you must thread one of the slide cover screws into the center of the needle retainer and pull up gently (Fig. A). Note order of assembly.
2. Locate the slide lift holes in the bottom of the slide. Using a two part epoxy, plug the lift hole shown in Fig. B. Allow to dry before final installation.
3. Install the Dynojet needles on groove #2 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 (DSP007). After installing the slides in the carbs be sure to check slide movement manually.
4. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust install the DJ122 main jets. If you are running an aftermarket exhaust or slip-on with a high flowing baffle, use the DJ126 main jets.
5. Locate the fuel mixture tab (Fig. D). Using the tool supplied (DT009), carefully turn the tabs clockwise until they lightly seat and then back out 1-1/2 turns.

NOTES:

1. Do not run this kit without the stock airfilter in place. Running without the stock airfilter will cause turbulence around the main air jet. The turbulence will cause jetting problems that seem to be corrected by a larger main jet. With the larger main jet you will not have proper carburetion thru the entire RPM range.
2. If you experience rich running conditions thru the midrange that cannot be corrected with the needle, call Dynojet. Due to different pipe and cam timing combinations we may have to use different jetting specs.

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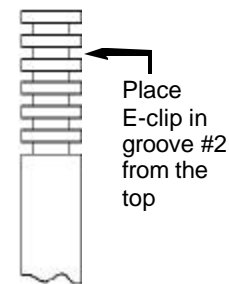


Fig. A

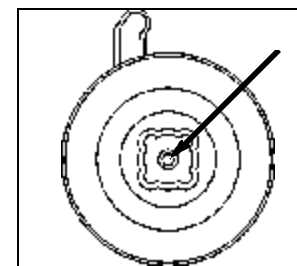


Fig. D

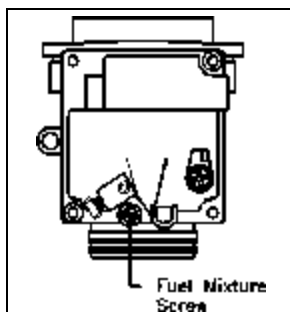


Fig. C

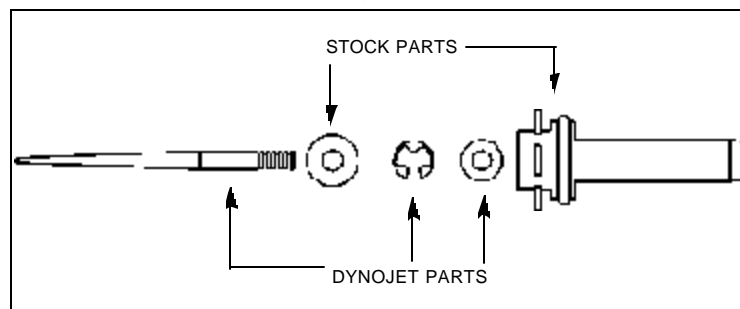


Fig. B

