

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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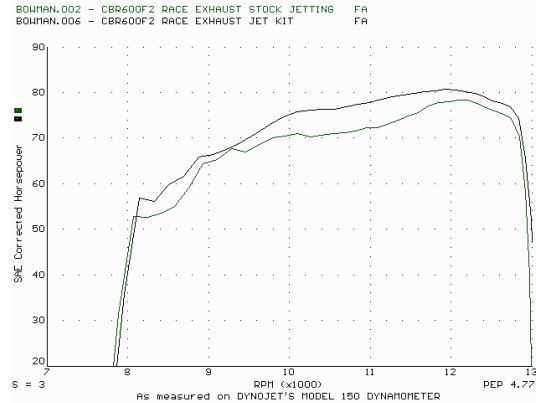
1140CA.001

California 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 DYNODET KIT**

Parts List

4	Main Jets	DJ120
4	Main Jets	DJ124
4	Main Jets	DJ128
4	Fuel Needles	DNO307
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Needle Shrouds	DNJT02
1	Glue	DA0001
4	Slide Springs	DSP007
1	Shroud Tool	DT007
1	Idle Adjustment Tool	DT009

STAGE ONE INSTRUCTIONS

DYNOJET

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1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly (Fig. A).
2. Locate the Dynojet needle shrouds (DNJT02) supplied. With the cutaway facing up and to the engine (Fig. B), use the shroud tool provided (DT007) to press over stock needle jet. Before pressing down add a touch of glue to the outer base of the stock needle jet, then press down. Check to make sure there is no excess glue visible.
3. Install the Dynojet needles on groove #3, using all stock spacers. Install the Dynojet washer above the E-clip.
4. Install the Dynojet springs in place of the stock springs, making sure springs are aligned properly.
5. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust use the DJ124 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ128 main jets. Be sure that the jets you are changing are the main jets.
6. Locate the fuel mixture tab underneath the carbs on the engine side (Fig.C). Carefully turn the mixture tabs clockwise until they seat, turn back out 2 turns.

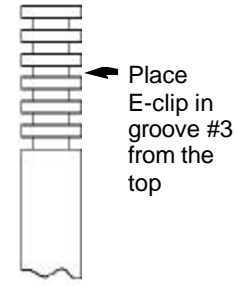


Fig. A

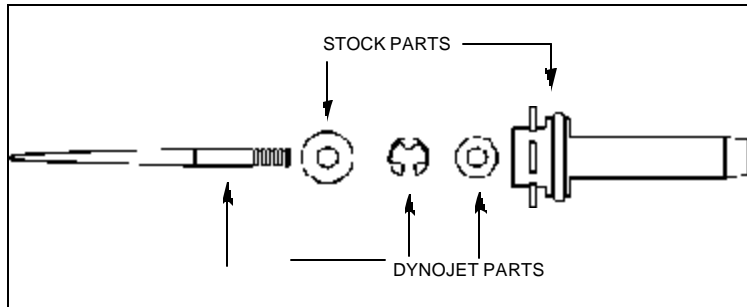


Fig. B

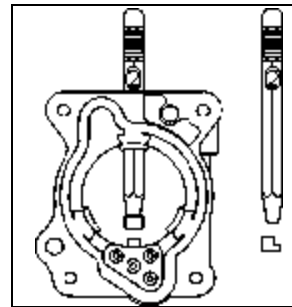


Fig. C

