

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 89031
 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.



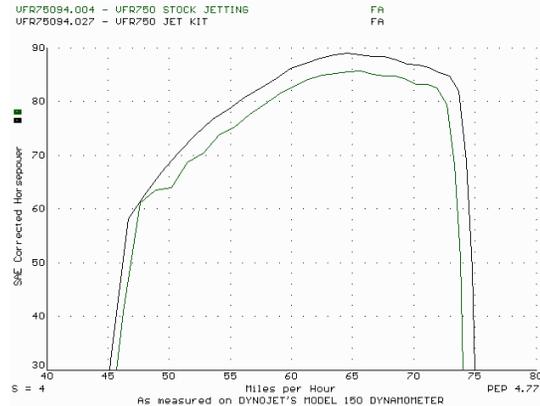
1159.001

U.S. Models Only

1994-97 Honda VFR750

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-0003



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	DJ116
4	Main Jets	DJ120
4	Main Jets	DJ124
4	Fuel Needles	DNO129
4	Adjusting Washers	DW0001
4	E-Clips	DE0001
1	Slide Drill	DD #44
4	Slide Springs	DSP008
1	Idle Adjustment Tool	DT009

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the spring from slide. Thread one of the slide cover screws into the center of the needle retainer (Fig. A) and pull up gently. Remove stock needles & spacers, noting the order of assembly (Fig. B).

2. Using the slide drill (DD#44) provided, enlarge your stock slide lift holes. Some models already have enlarged slide lift holes stock. If so, no drilling is necessary.

3. Install the Dynojet needles on groove #3, using all stock spacers (Fig. B). Install the Dynojet washers above the E-clip. Install stock spring retainers with Dynojet springs.

4. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust use the DJ120 main jets, if you are running an after-market header or slip-on with a high flowing baffle, use the DJ124 main jets. Be sure that the jets you are changing are the main jets.

5. Locate the fuel mixture tab (Fig. C) Using the tool supplied, carefully turn mixture tabs clockwise until they seat, turn out 2 turns or where you find your best idle.

DYNOJET

1159.001

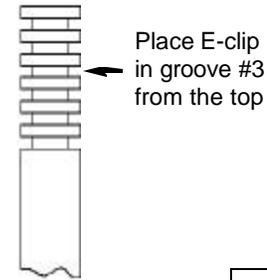


Fig. D

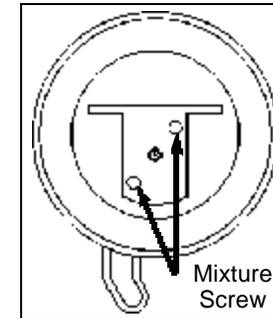


Fig. A

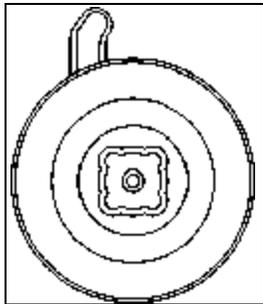


Fig. B

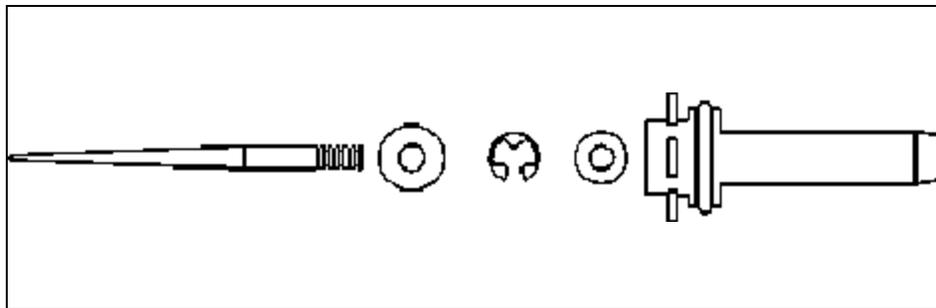


Fig. C

