

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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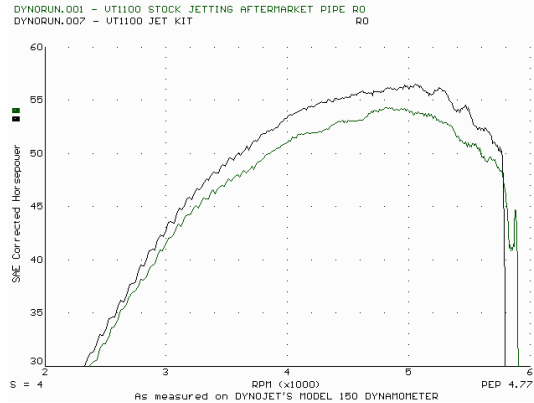
1168HA.001

High Altitude Only

1994-2001 Honda VT1100
 Shadow A.C.E

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

2	Main Jets	DJ160
2	Main Jets	DJ165
2	Main Jets	DJ170
2	Fuel Needles	DNO131
2	Adjusting Washers	DW0001
2	E-Clips	DE0001
1	Plug Drill	DD #5/32
1	Screw	DS0001

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.
2. Install the Dynojet needles on groove #4 using all stock spacers (Fig. A). Install the Dynojet washers above the E-clip. It may be necessary to clip the top two grooves off the needle so that the stock needle retainer can be installed.
3. Remove stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust use the DJ160 provided. If running high flow slip-ons or full pipes use DJ165 main jets. When running straight pipes **WITHOUT BAFFLES** use the DJ170 main jets. Be sure that the jet you are changing is the main jet.
4. Locate the fuel mixture plug (Fig. B), if you see a screw head, proceed to adjusting procedure. With the DD #5/32 drill bit provided, carefully drill thru the plugs. Note: the mixture screw is directly underneath this 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 screws clockwise until they seat, turn out mixture screws until best idle is achieved. It is not uncommon for the front and rear mixture screw settings to be different.

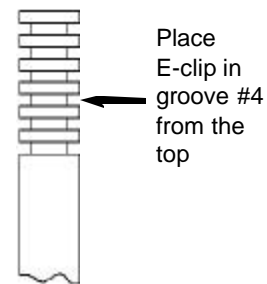


Fig. A

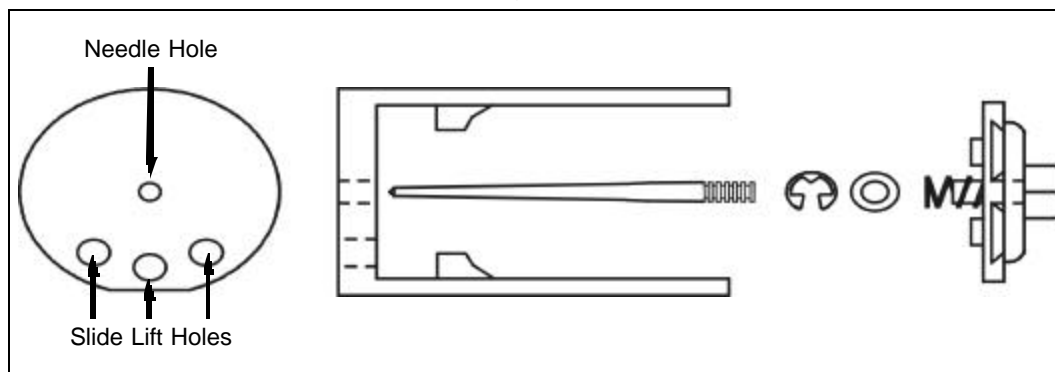


Fig. B

