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.

1305.003
U.S Models Only
1983 Honda CB1100F
Stage 3
For mildly tuned machines using individual filters. May also be used with a good aftermarket exhaust system.
K&N filter #RC-0984

WARNING
NO SMOKING!
NO OPEN FLAME!
WHILE INSTALLING YOUR DYNOJET KIT

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This graph shows a typical gain with a Dynojet jet kit.
STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting the order of assembly. Locate the slide lift holes using (Fig. A). Using the slide drill (DD# 14) supplied, enlarge your slide lift holes. The picture may not show your slide exactly, enlarge your slide lift hole or holes depending on your model. **Do not drill the needle hole or any new holes.**

2. Install the Dynojet needles on groove #3, using all stock spacers. Install the Dynojet washers above the E-clip (2 per needle). After installing the slides into the carbs, be sure to manually check the slide movement.

3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running with stock exhaust, use the DJ150 main jets, with an aftermarket header or slip-on with high flowing baffles, use the DJ155 main jets. Be sure that the jets you are changing are the main jets.

4. Locate the fuel mixture screw (Fig. B), carefully turn the mixture screw clockwise until lightly seated, then turn back out 2-3/4 turns.

**Notes:** If you experience a hesitation below 3,000 RPM, that the needle can't cure. Try disconnecting the accelerator pump. If problem still is apparent try blowing lightly thru the fuel line to the carbs, to remove any dirt that may be lodged on top of the floats. If problem still persists call Dynojet.