

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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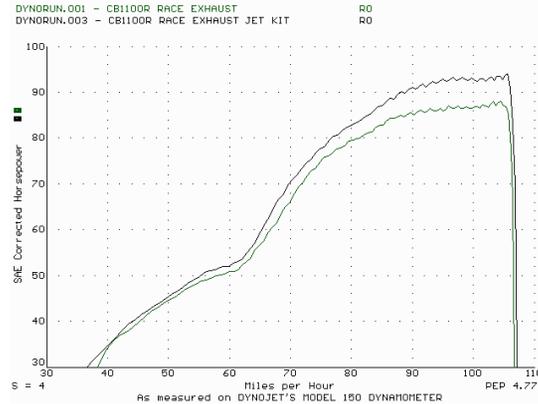
1305.003

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



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	DJ150
4	Main Jets	DJ155
1	Slide Drill	DD #14
4	Fuel Needles	DNO106
8	Adjusting Washers	DW0001
4	E-Clips	DE0001

STAGE THREE INSTRUCTIONS

DYNOJET

1305.003

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.

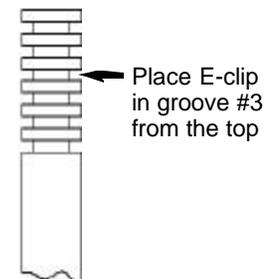


Fig. A

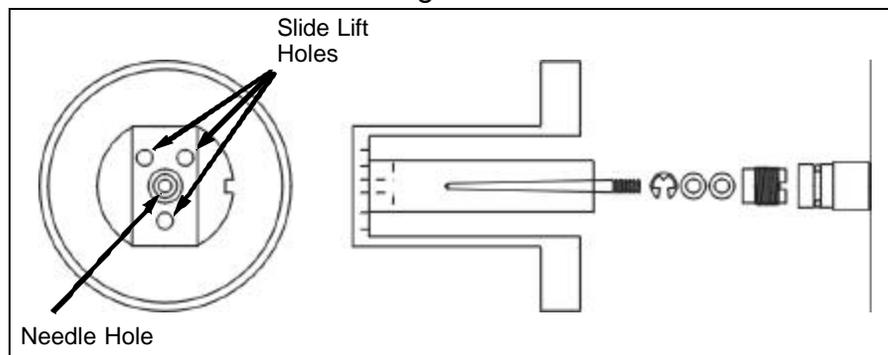


Fig. B

