

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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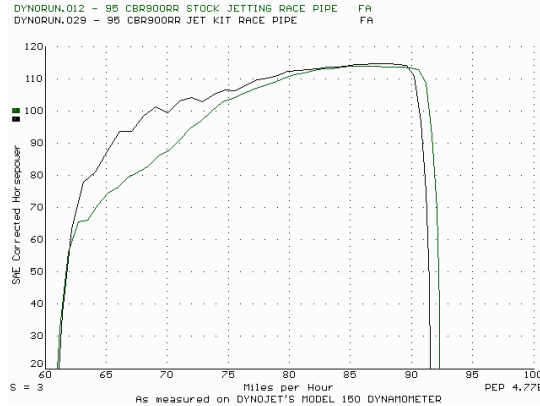
E1146.003

European Models Only

1993-95 Honda CBR900RR

Stage 1

For mildly tuned machines using the stock air-box, with stock or K&N filter. May also be used with a good aftermarket exhaust system
 K&N filter #HA-9092



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 Jet	DJ116
4	Main Jet	DJ118
4	Main Jet	DJ120
4	Main Jet	DJ122
4	Fuel Needle	DNO129
4	E-Clip	DE0001
4	Adjusting Washer	DW0001
4	Slide Springs	DSP007
1	Slide Drill	DD #44

STAGE ONE INSTRUCTIONS

DYNOJET
E1146.003

1. Remove vacuum slides from carbs. Remove stock slide 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 and spacers, noting order of assembly (Fig. C).
2. Locate the slide lift holes in the bottom of the slide. Using the drill bit provided (DD #44) enlarge both your slide lift holes (Fig. B). Some models already have enlarged slide lift holes from the factory, if so no drilling is necessary.
3. Install Dynojet needles on groove #3 from the top. Use all stock spacers (Fig. C). Install the small Dynojet washers above the E-clip. Install the stock needle retainers with the Dynojet slide springs (DSP007). After installing the slides in carbs be sure to check slide movement manually.
4. Remove the stock main jets and replace with Dynojet mains jet provided. If you are running the stock exhaust install the DJ116 main jets. If you are running an aftermarket exhaust or slip-on with a high flowing baffle, use the DJ120 main jets.
5. Locate the fuel mixture screw (Fig. D). Carefully turn the screws clockwise until they lightly seat and then back out 2 turns or where the best idle is achieved.

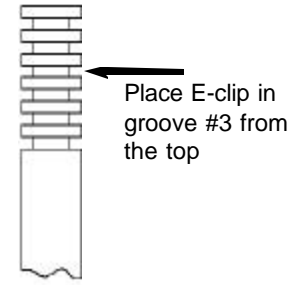


Fig. A

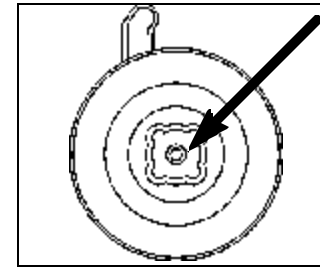


Fig. B

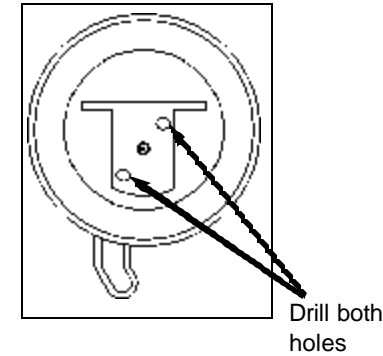


Fig. C

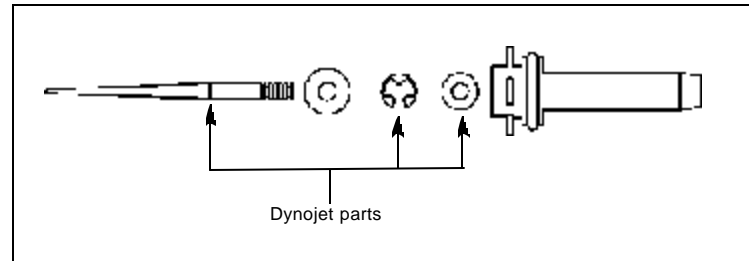


Fig. D

