

Q118.002

2006-2010 Honda

TRX450R

Stage 2

For mildly tuned machines with the stock airbox and the ***Intake Snorkel*** removed, with stock or aftermarket filter. Should also be used with a good high flow aftermarket exhaust system.

<i>Parts List</i>		
1	Main Jet	CJ116
1	Main Jet	CJ120
1	Main Jet	CJ124
1	Main Jet	CJ128
1	Main Jet	CJ132
1	Main Jet	CJ136
1	Main Jet	CJ140
1	Main Jet Adapter	DJA001
1	Fuel Needle	DNO989
1	Adjusting Washer	DW0001
1	E-Clip	DE0001
1	Mixture Screw Tool	DT008

STAGE TWO INSTRUCTIONS

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NOTE: This kit can be installed without completely removing the carburetor.

1. Remove the intake snorkel from the airbox.
2. Remove the top of the carb. **For 2006 models only**, Remove the allen screw (Fig.A) and pull out the stock needle and spacers, noting order of assembly. **For 2007-2009 models only**, Remove the 8mm nut (Fig.B) and pull out the needle retainer assembly and the stock needle. Remove the e-clip from the stock needle, then remove the stock needle from the retainer.
3. Install the Dynojet needle on groove #4 from the top. Install the small Dynojet washer above the e-clip. Install the needle in the slide. Install the stock needle retainer on top of the Dynojet needle, spacer, spring and then the nut or allen screw (Fig.C).
4. Remove the stock main jet. **NOTE: The main jet can be accessed by removing the nut from the bottom of the float bowl (Fig.D).** Install the Dynojet main jet adapter (DJA001) into the emulsion tube first. If you are running the stock exhaust, install the CJ124 for under 3000 ft. Install the CJ120 main jet from 3000-6000 ft. Install the CJ116 main jet if above 6000 ft. If you are running an aftermarket exhaust or slip-on with high flowing baffle, use the CJ128 main jet. Install the CJ124 main jet from 3000-6000 ft. Install the CJ120 main jet if above 6000 ft. Be sure that the jet you are changing is the main jet.
5. Locate the fuel mixture screw (Fig.D). Use the tool provided DT008, carefully turn the mixture screw clockwise until lightly seated, then back out 1.5 turns.

NOTE:

1. Due to the airbox and motor design, it is not recommended to modify the airbox or to remove the airbox lid. Doing so will cause low end performance problems that **CAN NOT** be fixed with the jetting.

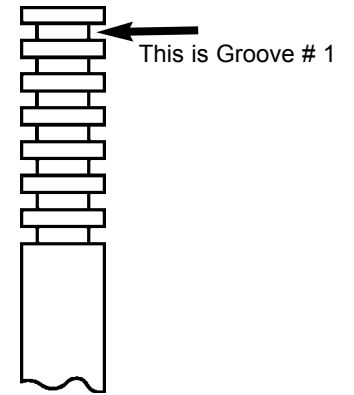
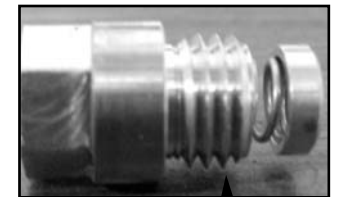
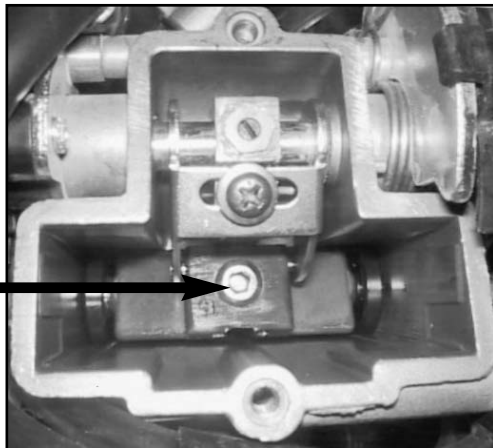


Fig. C



Install the stock needle retainer on top of the Dynojet needle, e-clip and washer.

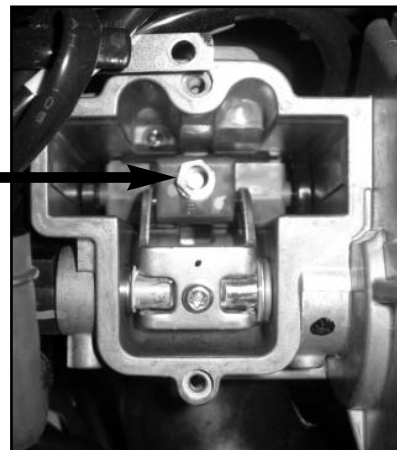
Fig.A



Remove this allen screw to access the needle.

For 2006 models, Remove this allen screw to access the needle.

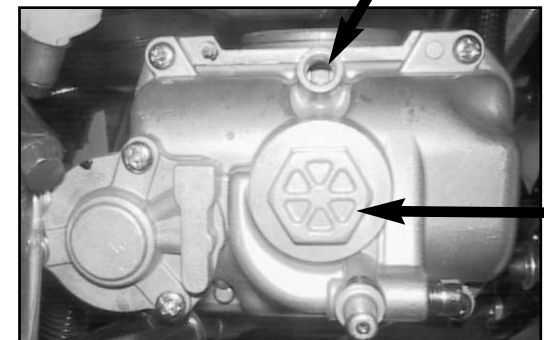
Fig. B



Remove this nut and the needle.

For 2007-2008 models, Remove this 8mm nut to remove the needle.

Fig.D



Fuel mixture screw.

Remove this nut to access the main jet.