

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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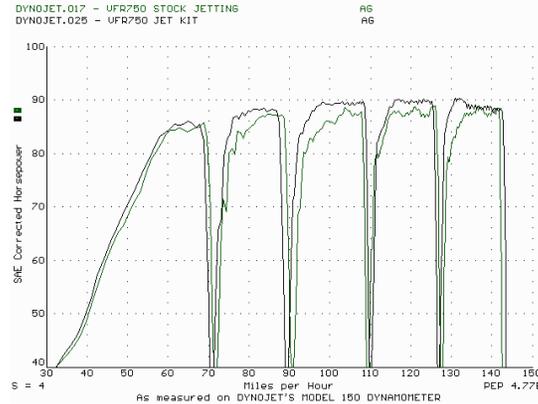


E1124.003

European Models Only

1986-87 Honda VFR700,750F
Interceptor
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-7587



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	DJ114
4	Main Jets	DJ118
1	Slide Drill	DD #29
4	Fuel Needles	DNO108
4	Adjusting Washers	DW0001
4	E-Clips	DE0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly. Locate the slide lift holes using Fig. A, with the slide drill (DD #29) 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 any new lift holes. Do not drill the needle hole.
2. Install the Dynojet needles on groove #3, using all stock spacers. Install the Dynojet washers above the E-clip.
3. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust use the DJ114 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ118 main jets. If you remove the airbox intake horn a 4 point larger main jet should be used. Be sure that the jet you are changing is the main jet.
4. Locate the fuel mixture screw (Fig. B), carefully turn mixture screws clockwise until lightly seated, turn out 2 turns.

DYNOJET

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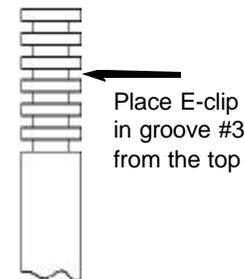


Fig. A

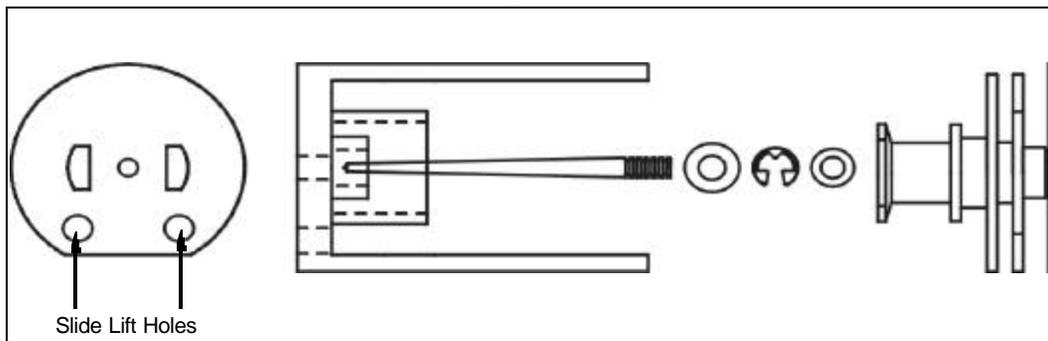


Fig. B

