

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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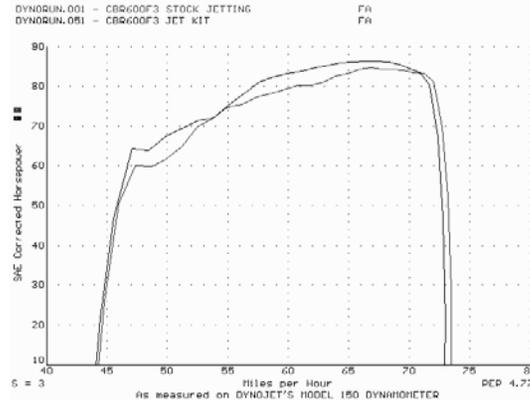


E1191.002

European Models Only

*1998-002 Honda CB600F&FS
 Hornet
 Stage 1*

For mildly tuned machines using the stock or modified airbox, with stock or K&N filter. May also be used with a good aftermarket exhaust system. K&N filter # N/A



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	DJ100
4	Main Jet	DJ102
4	Main Jet	DJ104
4	Main Jet	DJ106
4	Main Jet	DJ108
4	Fuel Needle	DNO307A
4	Slide Spring	DSP008
4	E-Clips	DE0001
4	Adjusting Washers	DW0001

STAGE ONE INSTRUCTIONS

DYNOJET

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1. Remove vacuum slides from carbs. Remove 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. B).
2. 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 Dynojet slide spring (DSP008) in place of the stock slide spring. After installing the slides in the carbs be sure to check slide movement manually.
3. Remove the stock main jets and replace with Dynojet main jets provided. If you are running the stock exhaust install the DJ102 main jets. If you are running an aftermarket exhaust or slip-on with a high flowing baffle, use the DJ106 main jets. Be sure that the jets you are changing are the main jets
4. Locate the fuel mixture screw (Fig. C). Carefully turn the screws clockwise until they lightly seat and then back out 2 1/2 turns or until the best idle is achieved.

Fig. A

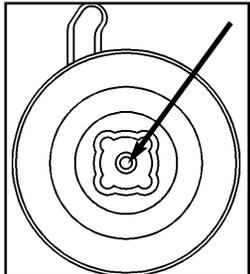


Fig. B

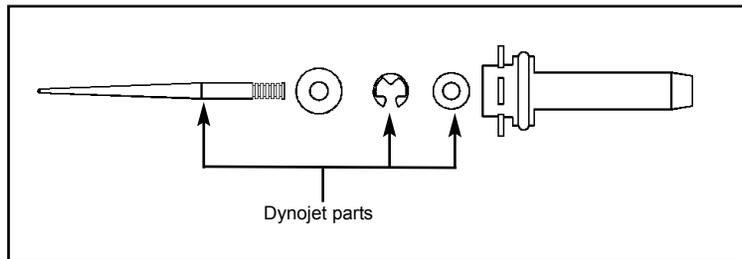


Fig. C

