

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

2191 Mendenhall Dr. Suite 105
 North Las Vegas, NV 89081
 TEL: 702-399-1423
 FAX: 702-399-1431
 8am-5pm Pacific Time
 Monday through Friday

Website Address
<http://www.dynojet.com>

The manufacturer and seller make no warranties express or implied which extend beyond the description of the goods contained herein. Any description of this product is for the purpose of identifying it and shall not be deemed to create an express warranty.



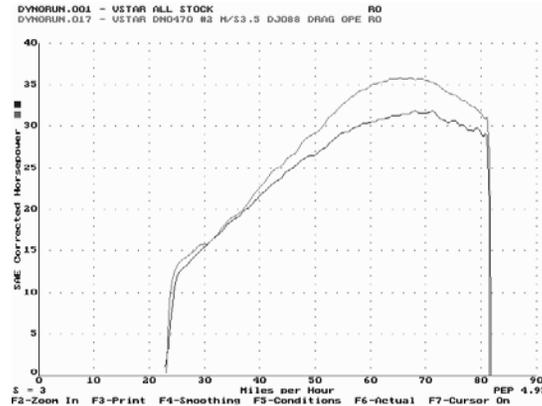
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U.S Models Only

1984-87 Yamaha XV1000, 1100

Stage 1

For mildly tuned machines using the stock 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 JET KIT**

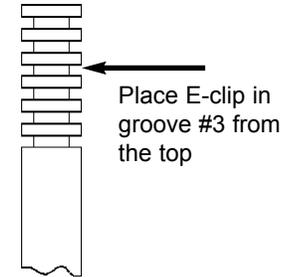
Parts List		
2	Main Jet	DJ122
2	Main Jet	DJ126
2	Fuel Needle	DNO411
2	Adjusting Washer	DW0002
2	E-clips	DE0001
2	Slide Springs	DSP004
1	Slide Drill	DD #28
1	Plug Drill	DD #5/32
1	Screw	DS0001

STAGE ONE INSTRUCTIONS

1. Remove the vacuum slides from the carbs. Remove the stock needles and spacers noting order of assembly (Fig.A). Using the drill bit provided (DD #28) enlarge the slide lift holes. **Do not drill the needle hole.**
2. Install the Dynojet needles on groove #3. Use all stock spacers (Fig. A). 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 DJ122 main jets. If you are running an aftermarket exhaust or slip-on with high flowing baffles, use the DJ126 main jets. Be sure that the jet you are changing is the main jet.
4. Locate the fuel mixture plug (Fig. B), if you see a screw head at Fig. B proceed to the adjusting procedure. With the 5/32 drill provided, carefully drill through the plug. **NOTE:** The mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break through. Use screw provided to secure and remove this plug. Carefully turn mixture screw in until lightly seated, then back out 2.5 turns.

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NOTES:

Flooding at low speeds or idle can be caused by too high of a float level or too rich of a setting on the fuel mixture screws. We recommend that you remove the floats and blow lightly thru the fuel line to the carbs to remove any settled dirt.

Fig. A

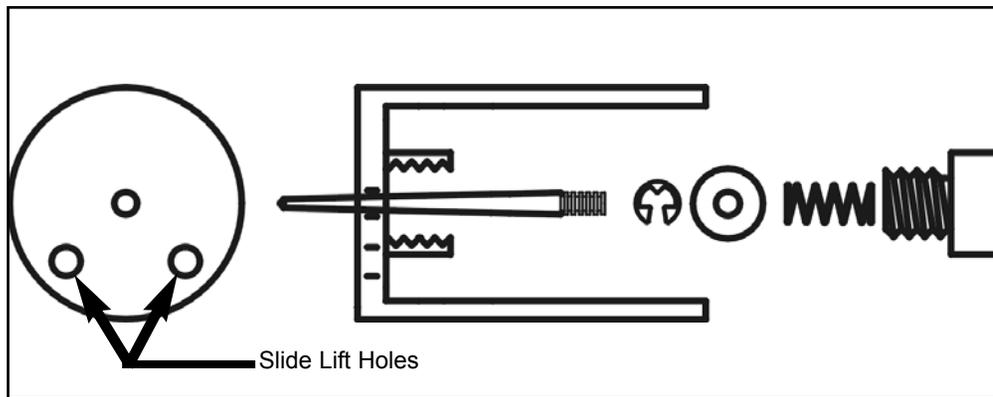


Fig. B

