

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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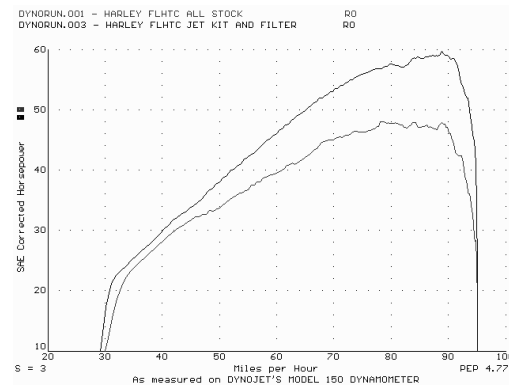
# Dynojet

8135.001

U.S models only

*Harley Davidson*  
*2004-2006 XL1200 C,R*  
*Keihin CV Carb*

For mildly tuned machines using the stock or high flow airbox. May also be used with a good aftermarket exhaust system.



*This graph shows a typical gain with a Dynojet jet kit.*

# WARNING

**NO SMOKING!**  
**NO OPEN FLAME!**  
**WHILE INSTALLING**  
**YOUR DYNOJET KIT**

## Parts List

1	Main Jet	DJ150
1	Main Jet	DJ155
1	Main Jet	DJ160
1	Main Jet	DJ165
1	Main Jet	DJ170
1	Main Jet	DJ175
1	Main Jet	DJ180
1	Main Jet	DJ185
1	Main Jet	DJ190
1	Main Jet	DJ195
1	Main Jet	DJ200
1	Fuel Needle	DNO855
1	E-Clip	DE0001
3	Adjusting Washers	DW0001
1	Emulsion Tube	DET001
1	Slide Spring	DSP009
1	Slide Drill	DD #29
1	Plug Drill	DD #5/32
1	Screw	DS0001

## **STAGE ONE INSTRUCTIONS**

***Dynojet***

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1. Remove the vacuum slide from the carb. Remove the stock needle & spacers, noting the order of assembly. Locate the slide lift hole using Fig. A. With drill bit provided (DD #29) enlarge your slide lift hole. **Do not drill the needle hole.**
2. Install the Dynojet needle on groove #4. Install the Dynojet washers above the e-clip (Fig. A). Install the Dynojet spring (DSP009) in place of the stock spring, making sure spring is aligned properly. With certain engine modifications, you may experience better fuel mileage with the stock slide spring.
3. Remove the stock main jet and remove the emulsion tube (Fig. B). Sometimes referred to as the main jet holder. Replace the stock emulsion tube with the Dynojet emulsion tube provided (DET001). When the Dynojet emulsion tube is fully seated there will still be threads visible. Install the Dynojet main jet provided. Use the DJ165 main jet with a completely stock bike. Use the DJ170 main jet with aftermarket exhaust or airbox. With an aftermarket exhaust and airbox use the DJ175 main jet. With an aftermarket exhaust, airbox and cam, use the DJ180 main jet. With engine modifications, ie: cam, head work, airbox, and high flow aftermarket exhaust, it may be necessary to use the DJ190 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 DD #5/32 drill bit 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 3 1/2 turns.

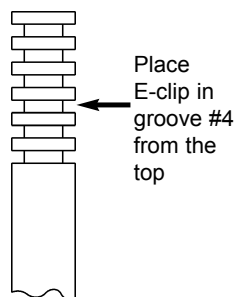


Fig. A

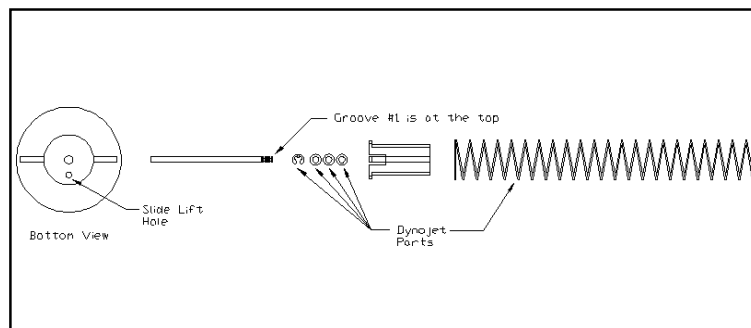


Fig. B

