

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



E8101.001

European models only

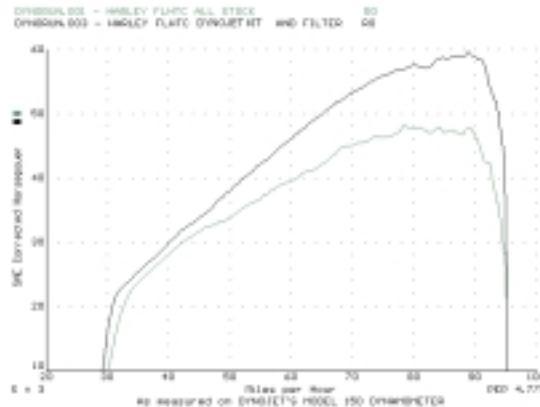
*1988-89 Harley Davidson
883-1200 w/40mm Keihin Carb*

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

2191 Mendenhall Dr. Suite 105
North Las Vegas, NV 89031
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.



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

WARNING

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

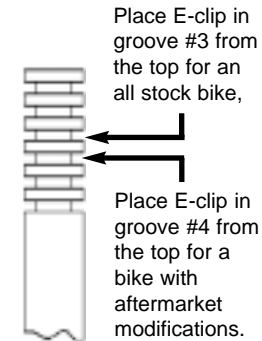
Parts List		
1	Main Jet	DJ160
1	Main Jet	DJ170
1	Main Jet	DJ180
1	Main Jet	DJ190
1	Slide Drill	DD #29
1	Fuel Needle	DNO850
3	Adjusting Washers	DW0001
1	E-Clip	DE0001
1	Slide Spring	DSP009
1	Emulsion Tube	DET001
1	Plug Drill	DD #5/32
1	Screw	DS0001

INSTALLATION 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. Using the slide drill (DD #29) supplied, enlarge your slide lift hole.
2. Install the Dynojet needle on groove #3- if bike is all stock, if using exhaust, cams, or aftermarket airbox- set the needle on groove #4. Use all stock spacers (Fig. A). Install the Dynojet washers above the E-clip. Your carburetor should not have an accelerator pump like the one in Fig. C, if it does, stop and call Dynojet.
3. Install the Dynojet spring in place of the stock spring, making sure the spring is aligned properly. You may use the stock spring for slower throttle response.
4. Place the carb upside down on the bench. 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 tube provided. When the Dynojet emulsion tube is fully seated there will still be threads visible. Install the Dynojet main jet provided. Use the DJ170 main jets with a completely stock bike. Use the DJ180 main jets with an aftermarket exhaust, airbox, or cams.
5. Locate the fuel mixture plug (Fig. C), if you see a screw head at Fig. C proceed to adjusting procedure. With the plug drill (DD #5/32) provided, carefully drill thru the plug. NOTE: the mixture screw is directly underneath this plug, be ready to pull back on the drill the instant you break thru. Use screw provided to secure and remove the plug. Carefully turn mixture screw clockwise until they seat, turn out 3 turns.



Note: In order for this kit to work your pilot circuit must be completely stock.
Also make sure the stock pilot jet has not been drilled larger.

