

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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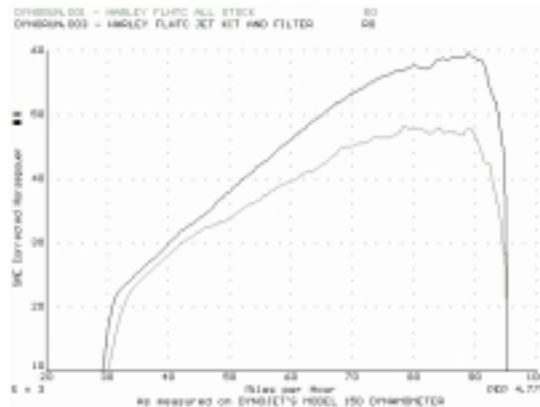
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E8103.001
 European models only

*1998 Harley Davidson XL1200
 Sportster Sport*

For mildly tuned machines using the stock or high flow airbox and or filter. 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

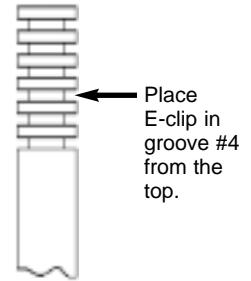
Parts List		
1	Main Jet	DJ175
1	Main Jet	DJ180
1	Main Jet	DJ185
1	Main Jet	DJ190
1	Main Jet	DJ195
1	Main Jet	DJ200
1	Fuel Needle	DNO855
1	Slide Drill	DD #29
3	Adjusting Washers	DW0001
1	E-Clip	DE0001
1	Slide Spring	DSP088
1	Emulsion Tube	DET001

INSTALLATION INSTRUCTIONS

DYNOJET
E8103.001

Note: Your carburetor should have an accelerator pump like the one in Fig. C, if it does not, stop and call Dynojet.

1. Remove the vacuum slide from the carb. Remove the stock needle & spacers, noting 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 #4. Install the Dynojet washers above the E-clip (Fig. A).
3. Install the Dynojet spring in place of the stock spring, making sure that the spring is aligned properly. With certain engine modifications, you may experience better fuel mileage with the stock slide spring.
4. Place the carb upside down on the bench. Remove 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 DJ180 main jet with a completely stock bike. Use the DJ185 main jet with an aftermarket airbox. With aftermarket exhaust and airbox use the DJ195 main jet. If you have internal motor modifications, use the DJ200 main jet.
5. Locate the Fuel Mixture Screw (Fig. C). Carefully turn mixture screw clockwise until lightly seated, then turn back out 3-1/2 turns.



Note: If the mixture screw exceeds 3-1/2 turns to achieve low speed driveability when running a free flowing aftermarket exhaust and/or other modifications, install a .45 slow jet.

