

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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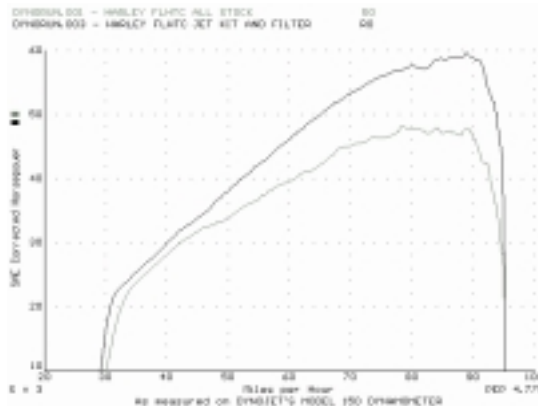
**E8108.001**

European Models Only

*1989-98 Harley Davidson Big Twin*

**THUNDERSLIDE KIT**

For stock or 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	BJ165
1	Main Jet	BJ175
1	Main Jet	BJ185
1	Main Jet	BJ195
1	Thunder Slide	DTS006
1	Diaphragm Retainer Upper	DTS002
1	Diaphragm Retainer Lower	DTS004
1	Fuel Needle	DNO891
1	E-Clip	DE0001
1	Needle Spacer	THNR01
1	Emulsion Tube	DET007
1	TUV Certificate	DIGE8108
1	Diaphragm Instructions	DI8108S

## Installation Instructions

**DYNOJET**

**E8108.001**

**NOTE:** If your motorcycle does not have an accelerator pump like the one shown in Fig. C then stop and call Dynojet.

1. Remove carb top, slide spring and needle retainer. See insert (DI8108S). Install Dynojet needle on groove #3 from the top into the Thunderslide. Install Dynojet spacer above the e-clip (Fig A.).
2. Remove carburetor float bowl. 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 (DET007). When the Dynojet tube is fully seated there will still be threads visible. Install the Dynojet main jet provided. Use the BJ165 main jets with a completely stock bike. Use the BJ175 main jets with aftermarket slip-ons and airbox. With a complete aftermarket exhaust with a high flow baffle and airbox use the BJ185 main jets. With extensive engine modifications, ie: cam, head work, airbox, and high flow aftermarket, it may be necessary to use the BJ195 main jets.
3. Locate the fuel mixture plug (Fig. C), if you see a screw head at Fig. C 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 3 turns. **NOTE:** If the mixture screw setting exceeds 3 turns to achieve low speed driveability when running a free flowing aftermarket exhaust and/or other modifications, install a .45 slow jet.

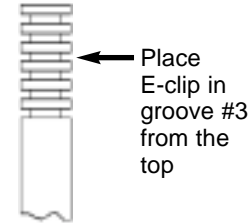


Fig. C

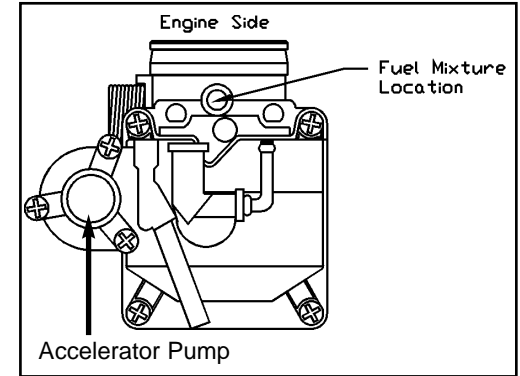


Fig. A

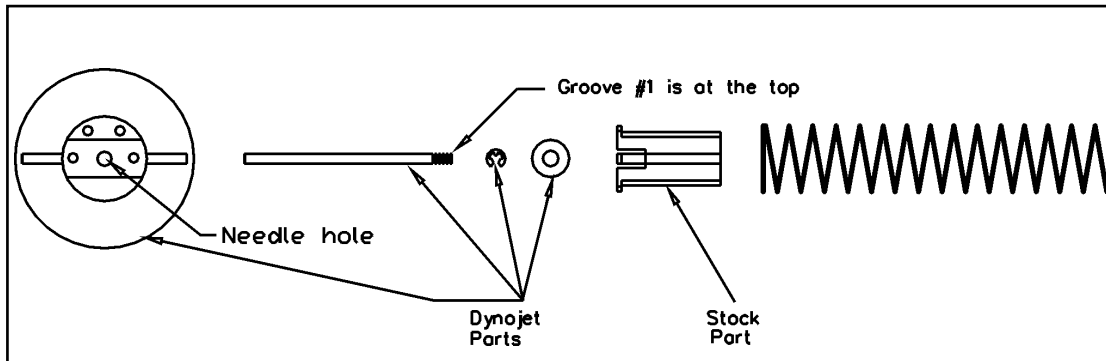
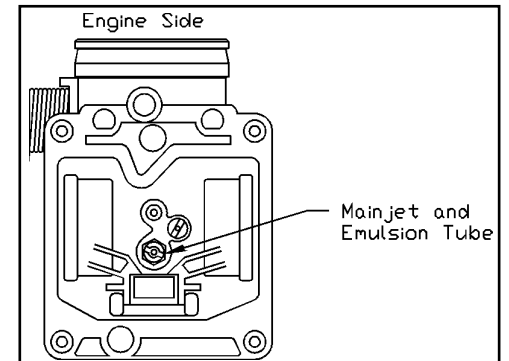


Fig. B



# THUNDERSLIDE DIAPHRAGM - INSTALLATION INSTRUCTIONS

1. Remove carb top, slide spring and needle retainer.
2. Carefully remove original rubber diaphragm from metal slide by gently pulling at the inner edge of the diaphragm in a circular motion until diaphragm is out of the stock slide retaining groove. The stock rubber diaphragm will be installed on Thunderslide.
3. To assemble the stock diaphragm on the Thunderslide, first install the larger slide retainer (DTS004) with the radial grooves facing up on to the slide (Fig. A). You will notice that the slide has a collar on the top which you will have to push the larger retainer past.
4. Lay the diaphragm on the lower retainer in the same direction it was on the stock slide.
5. Press the small slide retainer (DTS002) with the grooves facing down, on top of the diaphragm (Fig. A). You should hear a “snap” as it goes together. Make sure it is flat and secure on top of the slide and that the diaphragm is centered.

Fig. A

