

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 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.

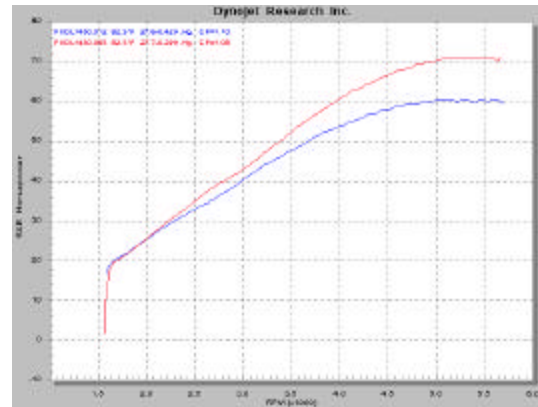


8120.001

U.S Models Only

*1999 Harley Davidson
 Twin Cam 88*

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



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	E-Clip	DE0001
3	Adjusting Washers	DW0001
1	Emulsion Tube	DET001
1	Slide Spring	DSP088
1	Thunder Nozzle	THNOZ2
1	Check Ball	BB #1/8
1	Check Ball Weight	DW070
1	Slide Drill	DD #29
1	Plug Drill	DD #5/32
1	Screw	DS0001
1	Instructions	DI8120S

INSTALLATION INSTRUCTIONS

DYNOJET
8120.001

1. Remove the carburetor float bowl. Remove the stock main jet and 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 DJ175 main jet with a completely stock bike. Use the DJ180 main jet with an aftermarket airbox or exhaust. With an aftermarket exhaust, airbox and cam use the DJ185 main jet. If you have internal engine modifications use the DJ195 main jet.
2. Remove the carb top, slide spring, needle retainer and diaphragm noting order of assembly (Fig. A). Using the drill bit provided (DD #29) enlarge the slide lift hole (Fig. A). **Do not** drill the needle hole.
3. Install the e-clip on groove #4 of the Dynojet needle (Fig. C). Install the Dynojet slide spring (DSP088) in place of the stock slide spring. Make sure the spring is aligned properly.
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 the mixture screw in until lightly seated, then back out 3.5 turns.
NOTE: If the mixture screw setting exceeds 3.5 turns to achieve low speed driveability when running a free flowing aftermarket exhaust and/or other modifications, install a .45 slow jet.

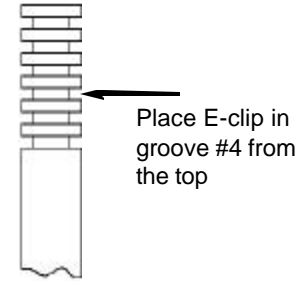


Fig. A

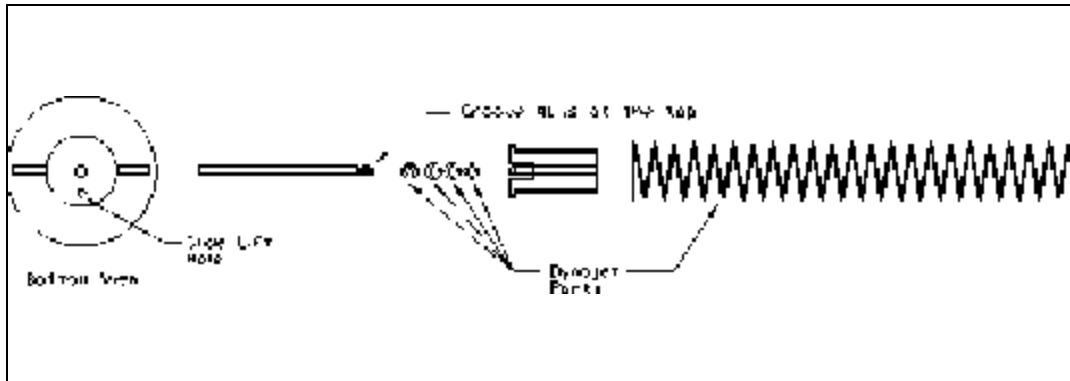
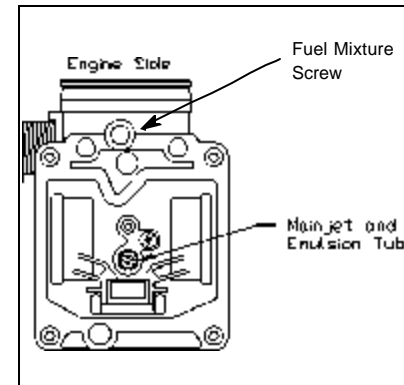


Fig. B



THUNDER NOZZLE INSTALLATION INSTRUCTIONS

DYNOJET
DI8120S.001

1. Carefully remove float bowl gasket and save for reinstallation.
2. Using a vice (Fig. A), clamp onto the stock accelerator pump nozzle and remove by twisting and pulling it out of the float bowl. Remove the stock check valve.
3. Install the check ball (BB1/8) and brass weight (DW070) into the float bowl (Fig. B). Press the Dynojet Thunder Nozzle into the stock pump nozzle hole and lightly tap into place with a soft hammer (Fig. D). The spray hole in the nozzle should face the brass float bowl drain tube (Fig. C).
4. Carefully reinstall the float bowl gasket and float bowl.

Fig. A

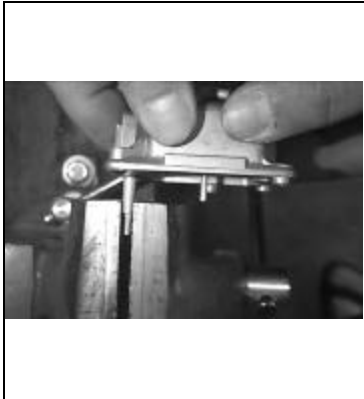


Fig. B

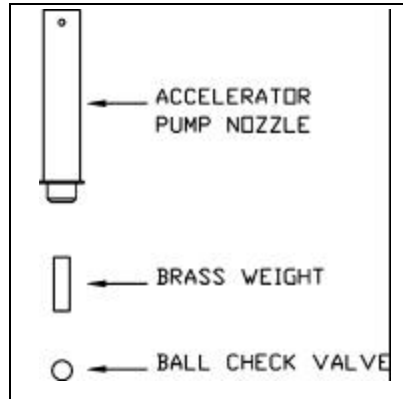


Fig. C

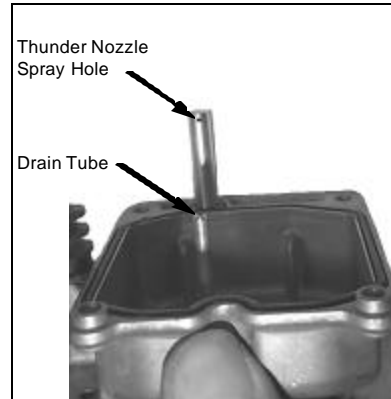


Fig. D

