

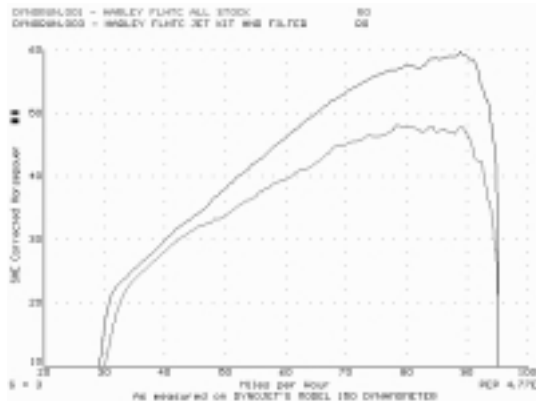


8708.001

U.S Models Only

*1990-99 Harley Davidson 1340
THUNDERSLIDE STG 7
JET KIT*

For mildly tuned machines using a high flow air-box with a good aftermarket exhaust system.
May also be used with cam 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	BJ185
1	Main Jet	BJ190
1	Main Jet	BJ195
1	Main Jet	BJ200
1	Fuel Needle	DNO894
1	E-Clip	DE0001
1	Thunder Slide	DTS006
1	Diaphragm Retainer Upper	DTS002
1	Diaphragm Retainer Lower	DTS004
1	Needle Spacer	THNR01
4	Carb Top Screws	37304164
1	Carb Top	HDCT001
1	Thunder Nozzle	THNOZ2
1	Check Ball	BB #1/8
1	Check Ball Weight	DW070
1	Slide Spring	DSP088
1	Emulsion Tube	DET007
1	Plug Drill	DD #5/32
1	Screw	DS0001
1	Diaphragm Instructions	DI8708S
1	Thunder Nozzle Instructions	DI8708P

Installation Instructions

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1. Remove the carb top, slide spring and needle retainer. See insert (DI8708S). Install the e-clip on groove #4 of the Dynojet needle (Fig. A). Install the Thunderslide, Dynojet needle, needle spacer, white needle retainer and Dynojet slide spring (DSP088) into the carb body (Fig. A).

2. 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 (DET007). When the Dynojet tube is fully seated there will still be threads visible. Install the Dynojet main jet provided. With an aftermarket exhaust with a high flow baffle and airbox use the BJ190 main jet. With extensive engine modifications, ie: cam, head work, airbox, and high flow aftermarket, it may be necessary to use the BJ195 main jet.

3. 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 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 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.

4. Refer to page DI8108P for the Thunder Nozzle installation instructions. **NOTE:** For all 1999 Softails and FXRs you need to determine which accelerator pump system your carb has. Locate the carburetor part number (Fig. C). If your carburetor is part number 27492-96A and the set mark is 94TA, proceed with the Thunder Nozzle installation procedure. If your part number is 27492-96A and the set mark is 92DA, **DO NOT** install the Thunder Nozzle, weight or the BB.

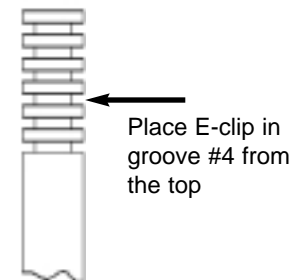


Fig. A

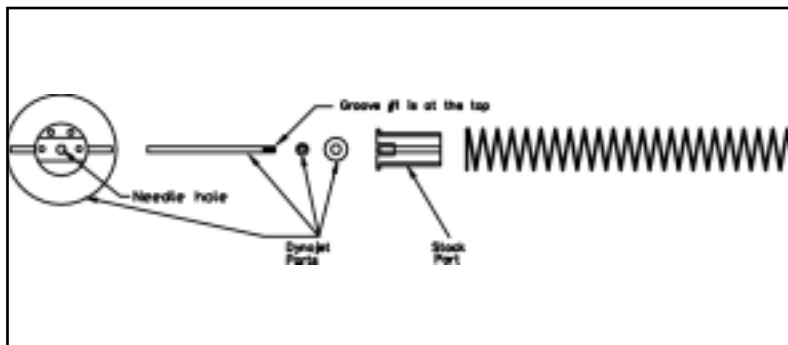


Fig. B

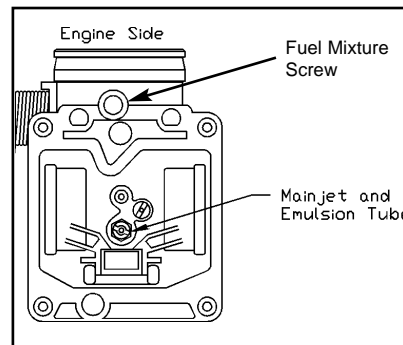
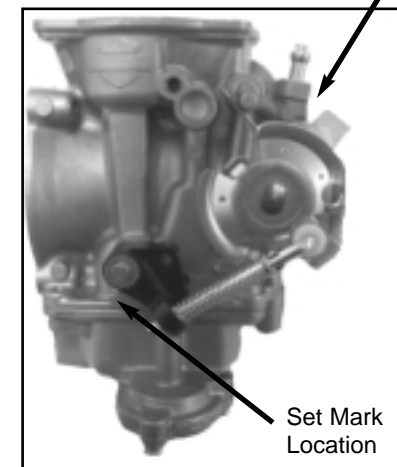


Fig. C

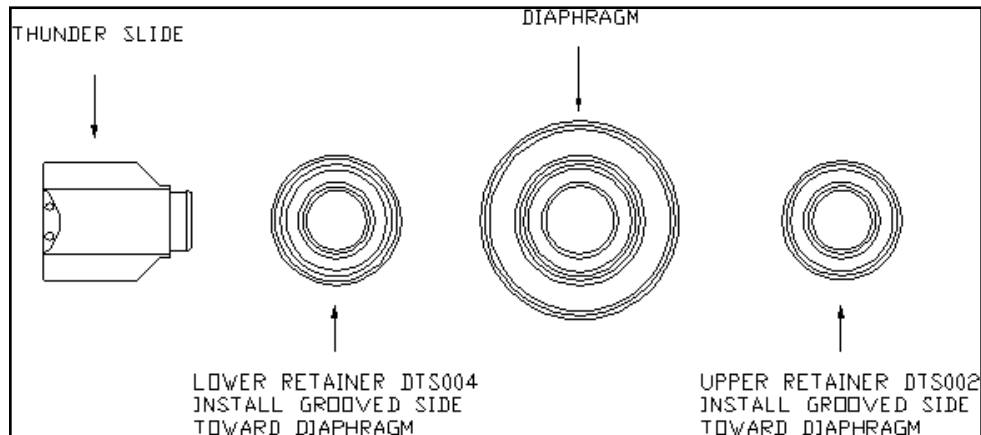


THUNDERSLIDE DIAPHRAGM INSTALLATION INSTRUCTIONS

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1. Remove the carb top, slide spring, needle retainer and slide.
2. Carefully remove the 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.
6. Install the Thunder carb top in place of the stock carb top using the screws provided.

Fig. A



THUNDER NOZZLE INSTALLATION INSTRUCTIONS

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1. Remove the carburetor from the motorcycle and remove the float bowl from the carburetor.
2. Carefully remove the float bowl gasket and save for reinstallation.
3. Using a vice clamp, clamp onto the stock accelerator pump nozzle and remove by twisting and pulling it out of the float bowl (Fig. D).
4. Remove the stock check valve from the carburetor.
5. Install the check ball (BB #1/8) and check weight (DW070) in the float bowl (Fig. G).
6. Press the Dynojet Thunder Nozzle into the accelerator pump nozzle hole. The spray hole in the nozzle should face the brass float bowl drain tube (Fig. F), and lightly tap into place with a small hammer (Fig. E).
7. Carefully reinstall the float bowl gasket and float bowl.

Fig. D

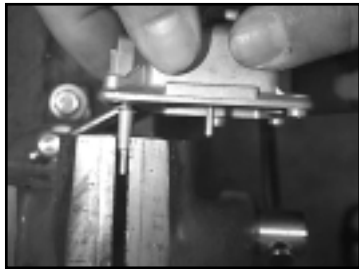


Fig. E



Fig. F

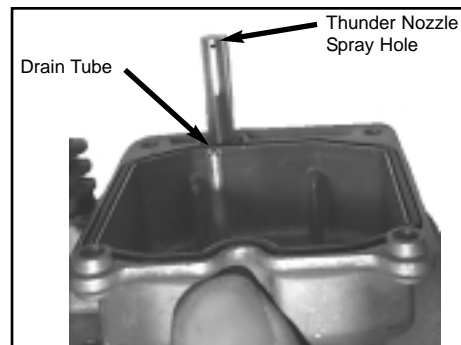


Fig. G

