



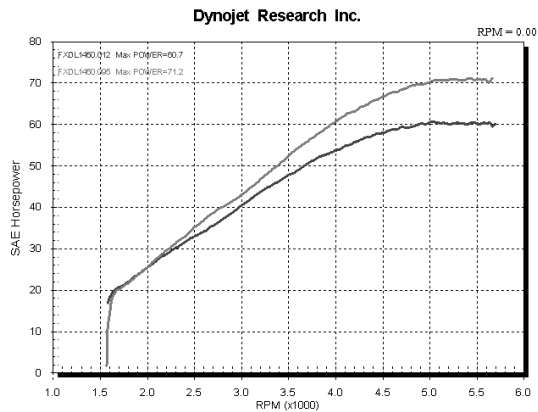
8730.001

U.S Models Only

1999 Harley Davidson
Twin Cam 88

**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 JET KIT**

Parts List

1	Main Jet	BJ185
1	Main Jet	BJ190
1	Main Jet	BJ195
1	Main Jet	BJ200
1	Thunder Slide	DTS006
1	Diaphragm Upper Retainer	DTS002
1	Diaphragm Lower Retainer	DTS004
4	Carb Top Screws	37304164
1	Thunder Carb Top	28620001
1	Fuel Needle	DNO894
1	E-Clip	DE0001
1	Needle Spacer	THNR01
1	Slide Spring	DSP088
1	Thunder Nozzle	THNOZ2
1	Check Ball	BB #1/8
1	Check Ball Weight	DW070
1	Emulsion Tube	DET007
1	Diaphragm Instructions	DI8730S
1	Plug Drill	DD #5/32
1	Screw	DS0001

INSTALLATION INSTRUCTIONS

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1. Remove the carburetor float bowl. Remove the stock main jet and remove the emulsion tube (Fig. A), sometimes referred to as the main jet holder. Replace the stock emulsion tube with the Dynojet emulsion tube provided (DET007). When the Dynojet emulsion tube is fully seated there will still be threads visible. Install the Dynojet main jet provided. Use the BJ190 main jet with an aftermarket airbox and aftermarket exhaust. With extensive engine work ie: cams, pistons, head work, airbox and exhaust, Use the BJ195 main jet.

2. Carefully remove the float bowl gasket and save for reinstallation. Using a vice (Fig. E) clamp onto the stock accelerator pump nozzle and remove by twisting and pulling it out of the float bowl. Remove the stock check valve. Install the check ball (BB #1/8) 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 (Fig. C). The spray hole in the nozzle should face the brass float bowl drain tube (Fig. D). Carefully reinstall the float bowl gasket and the float bowl.

3. Locate the fuel mixture plug (Fig. A), if you see a screw head at Fig. A proceed to the adjusting procedure. With the DD #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 3-1/2 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.

Fig. E

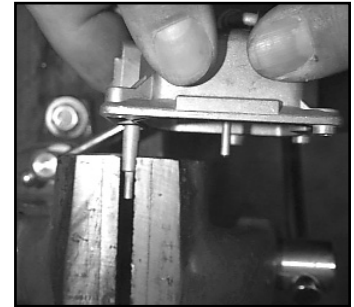


Fig. A

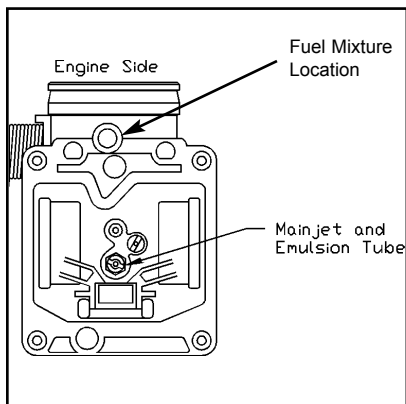


Fig. B

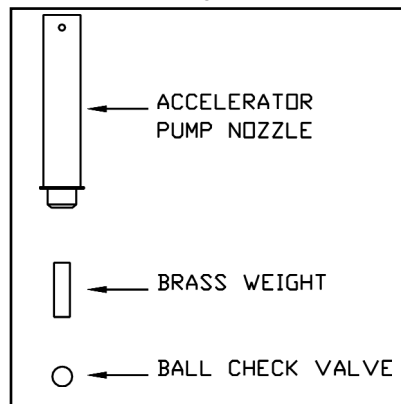
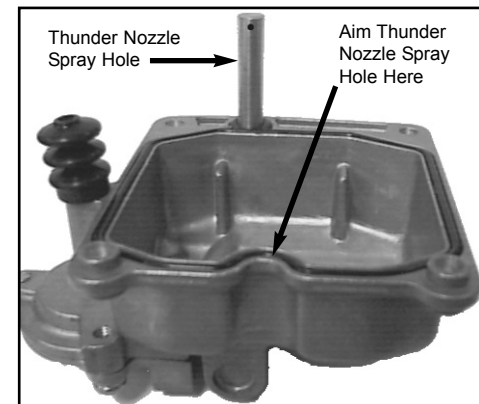


Fig. C



Fig. D



THUNDERSLIDE DIAPHRAGM & NEEDLE INSTALLATION INSTRUCTIONS

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1. Remove the carb top, slide spring, needle retainer, and stock slide.
2. Carefully remove original rubber diaphragm from the 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 the 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 e-clip on groove #4 of the K&N needle. Install the Thunderslide, K&N needle, needle spacer, white needle retainer and K&N slide spring (DSP088) into the carb body (Fig. B).
7. Install the Thunder Carb Top in place of the stock carb top using the screws provided.

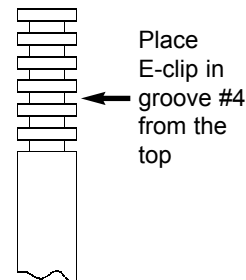


Fig. A

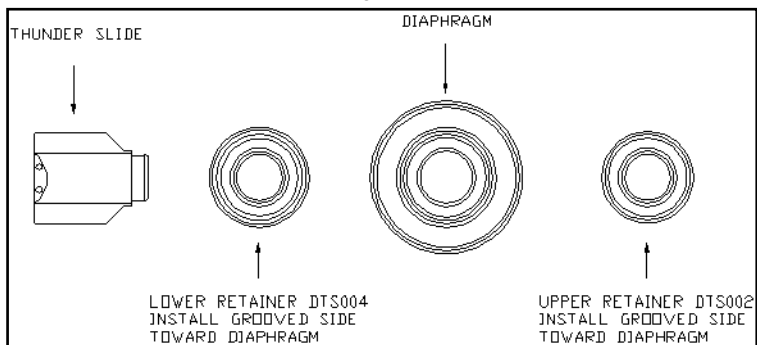


Fig. B

