

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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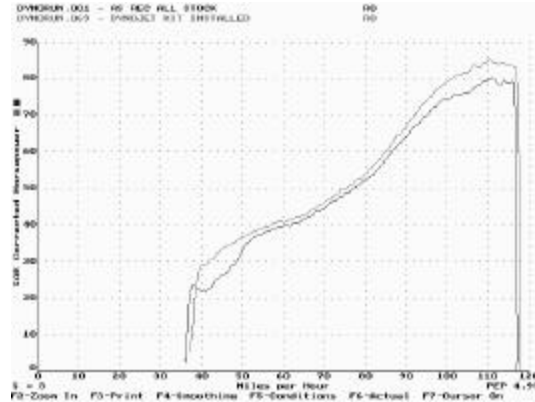
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U.S. Models Only

1996-98 Buell S1 Lightning &
 1997 S3 Thunderbolt

THUNDERSLIDE JET 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	Fuel Needle	DNO891
1	E-Clip	DE0001
1	Thunder Slide	DTS005
1	Diaphragm Retainer Upper	DTS002
1	Diaphragm Retainer Lower	DTS004
1	Needle Spacer	THNR01
1	Thunder Nozzle	THNOZ2
1	Check Ball	BB #1/8
1	Check Ball Weight	DW070
1	Slide Spring	DSP009
1	Emulsion Tube	DET007
1	Slow Jet	DJSJ045
1	Plug Drill	DD #5/32
1	Screw	DS0001
1	Diaphragm Instructions	DI8114S

Installation Instructions

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1. Remove the carburetor float bowl. Remove the stock main jet and 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 tube is fully seated there will still be threads visible. Install the Dynojet main jet provided. Use the BJ175 main jet with a completely stock bike. Use the BJ185 main jet with stock airbox and aftermarket exhaust or aftermarket airbox and stock exhaust. With an aftermarket exhaust and aftermarket airbox use the BJ195 main jet.
2. Carefully remove the float bowl gasket and save for reinstallation. Using a vice (Fig. E) clamp on to 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 (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 (Fig. D). The spray hole in the nozzle should face the brass float bowl drain tube (Fig. C).
3. Install the 45 slow jet provided (DJSJ045).
4. Carefully reinstall the float bowl gasket and the float bowl.
5. Locate the fuel mixture plug (Fig. A), if you see a screw head at Fig. A 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 2.5 turns.

Fig. E



Fig. A

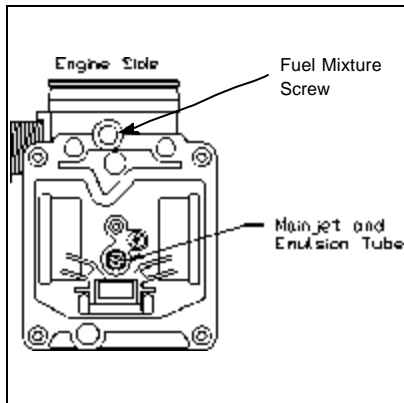


Fig. B

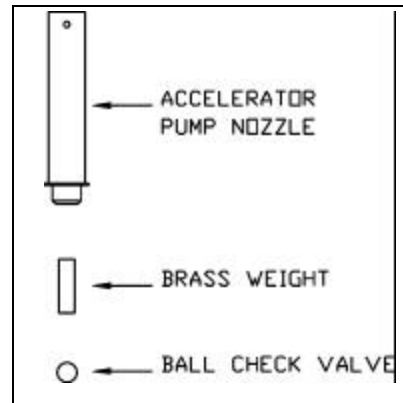


Fig. C

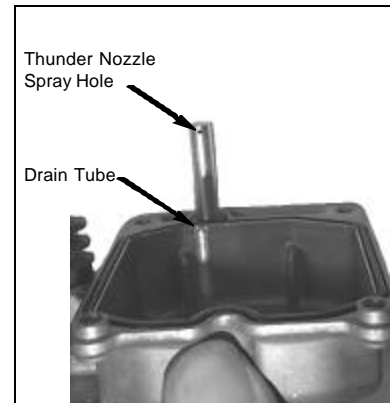


Fig. D



THUNDERSLIDE DIAPHRAGM & NEEDLE INSTALLATION INSTRUCTIONS

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1. Remove the carb top, slide spring, needle retainer, and needle.
2. Carefully remove the 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 Dynojet needle (Fig. C). Install Thunderslide, Dynojet needle, needle spacer, white needle retainer and Dynojet slide spring (DSP009) into the carb body (Fig. B).

Fig. C

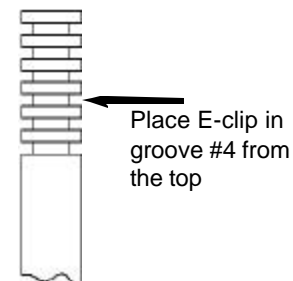


Fig. A

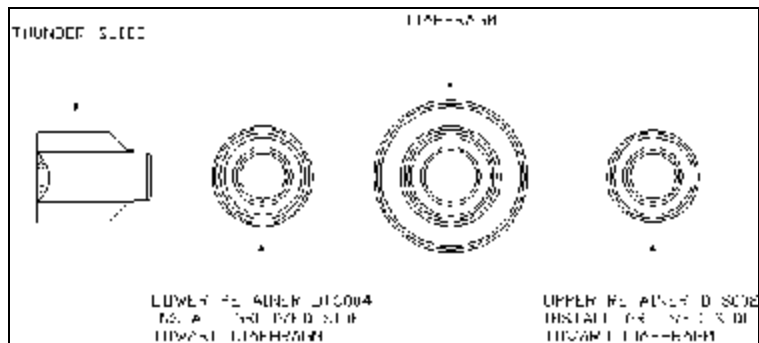


Fig. B

