

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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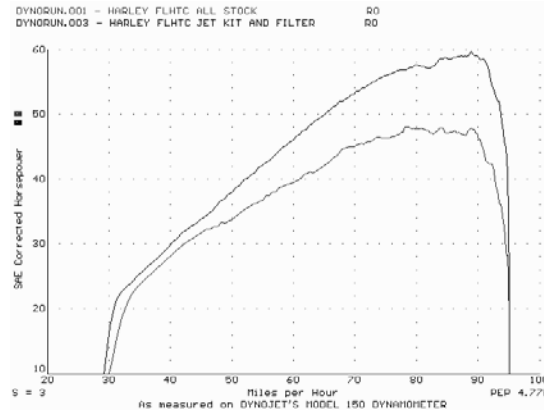
8703.001

U.S Models Only

*1989-2003 Harley Davidson  
883 Racer w/Keihin CV Carb  
w/Accel Pump Disconnected*

### Stage 7

For mildly tuned machines using the stock airbox, with stock filter. 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	DJ160
1	Main Jet	DJ170
1	Main Jet	DJ180
1	Main Jet	DJ190
1	Slide Drill	DD #29
1	Fuel Needle	DNO870
3	Adjusting Washers	DW0001
1	E-Clip	DE0001
1	Slide Spring	DSP009
1	Emulsion Tube	DET001
1	Plug Drill	DD #5/32
1	Screw	DS0001

## STAGE SEVEN INSTRUCTIONS

**DYNOJET**  
8703.001

1. For the carburetor, and this kit to function properly you must remove both the accelerator pump actuator rods and bellcrank (Fig.D). If you do not remove both rods, throttle butterfly will not open completely.
2. Remove the vacuum slide from carb. Remove the stock needle & spacers, noting the order of assembly. Locate the slide lift hole using Fig. A, with the slide drill (DD #29) supplied, enlarge your slide lift hole. **Do not drill the needle hole.**
3. Install the Dynojet needle on groove #3 - if bike is all stock. If using aftermarket exhaust, cams, or airbox - set the needle on groove #4. Use all stock spacers (Fig. A). Install the Dynojet washers above the E-clip. Your carburetor should have an accelerator pump like the one in Fig. C, if it does not, stop and call Dynojet.
4. Install the Dynojet slide spring (DSP009) in place of the stock spring, making sure spring is aligned properly. You may use the stock spring for slower throttle response.
5. Place the carb upside down on the bench. 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. When the Dynojet emulsion tube is fully seated there will still be threads visible. Install the Dynojet main jet provided. Use the DJ160 main jet with a completely stock bike. Use the DJ170 main jet with an aftermarket exhaust, airbox, or cams.
6. Locate the fuel mixture plug (Fig. C), if you see a screw head, proceed to 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 the plug. Carefully turn mixture screw in till seated then turn 3 turns out.

**Note:** In order for this kit to work your pilot circuit must be completely stock. Also check to make sure the stock pilot jet has not been drilled larger.

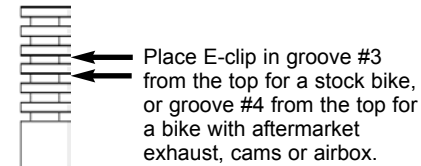


Fig. D

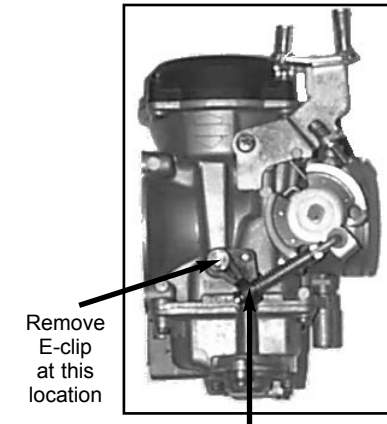


Fig. A

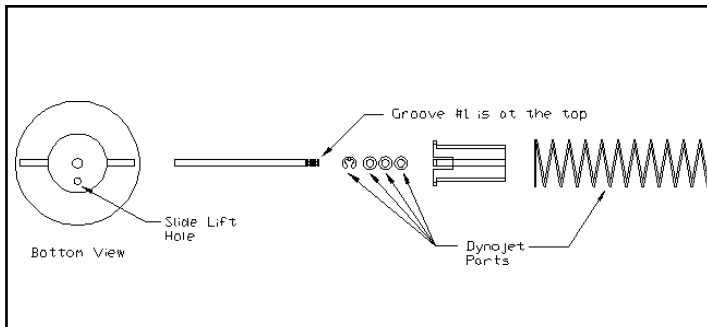


Fig. B

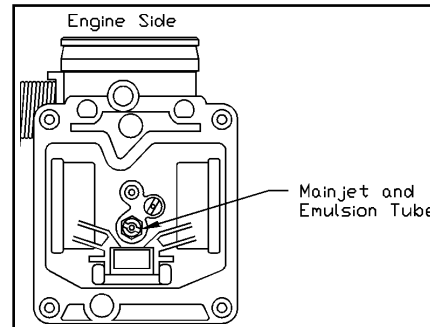


Fig. C

