

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



E5103.003

European Models Only

1994-97 Triumph Tiger

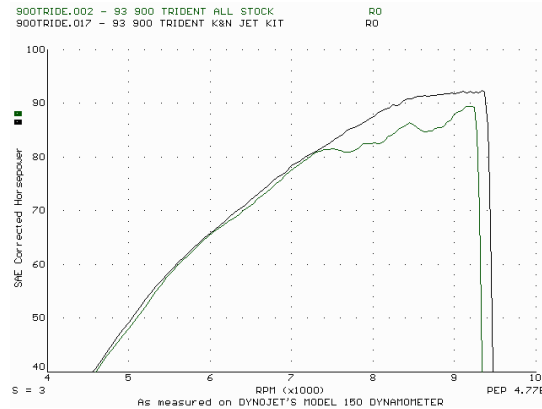
Stage 1

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 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.

For mildly tuned machines using the stock airbox with stock or K&N filter. May also be used with a good aftermarket exhaust system
 K&N filter #TB-0002



This graph shows a typical gain with a Dynojet jet kit.

WARNING

**NO SMOKING!
 NO OPEN FLAME!
 WHILE INSTALLING
 YOUR DYNोजET KIT**

Parts List		
3	Main Jets	DJ108
3	Main Jets	DJ110
3	Main Jets	DJ112
1	Slide Drill	DD #50
3	Fuel Needles	DNO400
3	Adjusting Washers	DW0001
3	E-clips	DE0001
6	Slide Orifices	DCO353
1	Tap	DT1024

STAGE ONE INSTRUCTIONS

DYNOJET
E5103.003

1. Remove vacuum slide from carbs. Remove stock needles & spacers noting order of assembly.
2. Using the slide drill provided (DD#50) drill the stock slide lift hole and drill an auxiliary lift hole in the location shown in Fig. A. You may be understandably nervous about drilling your slides but the gains are very worth while. Due to model variations your slide lift holes may already be larger than the drill supplied. If they are tap both slide lift holes on each slide with the tap provided (DT1024). Use the drill (DD#50) to enlarge the white plastic correctors (DCO353) and screw them into the tapped slide lift holes.
3. Install Dynojet needles on groove# 2, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
4. Remove stock main jets and replace with the Dynojet mains provided. Use the DJ124 main jets with stock exhaust pipe, or use the DJ128 main jets with after market header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
5. Locate the Fuel Mixture Screw (Fig. B), carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 2-1/2 turns.

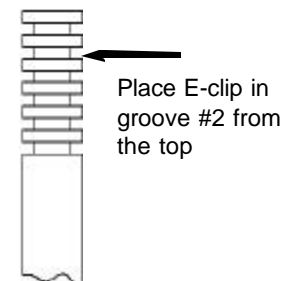


Fig. A

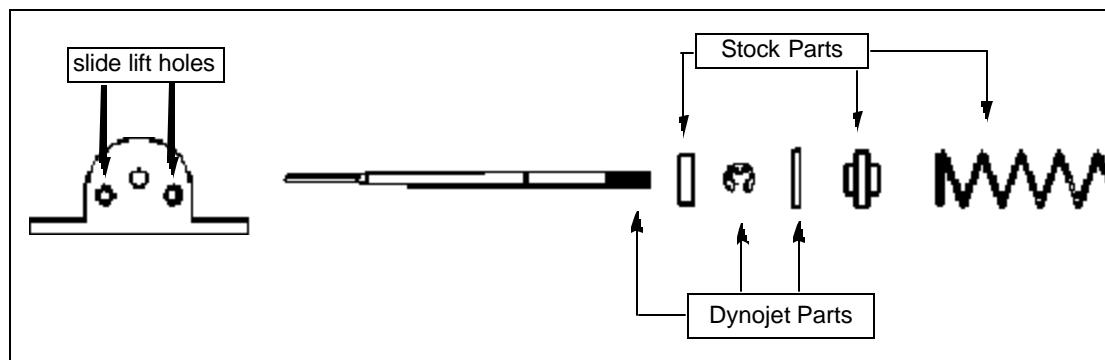


Fig. B

