THUNDER PRODUCTS

$4.95 US

DIAL-A-JET

PATENTED

Power Fuel System

Accurate Jetting in Seconds!

INSTALLATION AND TUNING MANUAL

Easy-to-install jetting systems are available for all Motorcycles, Snowmobiles, ATVs, Dirt Bikes, Cruisers, Sport Bikes, Scooters, Go Karts, Jr. Dragsters, including Chinese makes and models!

Dial-A-Jet is a completely adjustable external jetting system that delivers pre-atomized (vaporized) fuel for maximum horsepower at any temperature or altitude. Dial-A-Jet improves throttle response and fuel efficiency. Dial-A-Jet works well with stock or modified engines, high flow air filters and performance exhaust systems.

Works on any carburetor!

INTRODUCTION

Dial-A-Jet:

- Delivers pre-atomized fuel to the engine
- Works with any type of carburetor
- Works with stock or modified engines
- Provides peak horsepower at all times
- Gives instant throttle response
- Fast and easy tuning
- Protects against burn down
- Purges float bowl of moisture & alcohol
- Works with ethanol or oxygenated fuel
- Improves fuel efficiency
- Has no moving parts or electronics to fail
- Proven performance & reliability since 1972

READ ALL INSTRUCTIONS BEFORE INSTALLATION

Dial-A-Jet is an additional fuel circuit that may be adjusted manually through a five-position rotary disc.

Dial-A-Jet supplies 10% to 15% of overall fuel flow in a pre-atomized or vapor state. A Dually Kit (two Dial-A-Jets per carb) is 20% to 30%. It has its own fuel mixing chamber where air and fuel are properly mixed and pre-atomized (emulsified). Fuel is drawn into this chamber from the float bowl, then united and swirled at high speed with air from the air correction circuit, thus vaporizing the fuel. This emulsified fuel is then inducted into the carburetor. This fuel weighs only 10% of what liquid fuel weighs. The light weight of this fuel charge allows quick response to slight changes in engine fuel demand (engine load). You now have quicker throttle response, a broader power band, improved fuel efficiency, cooler running engine, longer plug life and excellent burn down protection. The fuel induction is controlled by engine vacuum, air flow, and acoustic sound signal. The heavier your engine is loaded, the more fuel Dial-A-Jet feeds. When engine load decreases, so does Dial-A-Jet fuel flow. **You now have a demand feed fuel induction system that feeds fuel linear to engine load.**

WARRANTY NOTICE: Any Dial-A-Jet used without a Snorkel Kit will NOT be covered by warranty. See Page 15 for Snorkel Kit information.

⚠ WARNING ⚠

Personal injury and damage to property can result from the improper installation of any product, including the Dial-A-Jet. Read instructions thoroughly prior to installation. Call Thunder Products to discuss any step in more detail. Turn off fuel, remove carbs, and drain float bowl in a well-ventilated area away from open flames or sparks in accordance with the factory service manual for your brand. When working with combustible liquids such as gasoline, we suggest you have a fire extinguisher available. Use safety glasses when drilling and tapping.

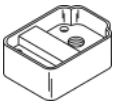
COMPONENT IDENTIFICATION

Below is a description and illustration of Dial-A-Jet components. Quantities and components will vary depending on kit purchased.

-Center-flow Dial-A-Jet Body

-Left-flow Dial-A-Jet Body

-Right-flow Dial-A-Jet Body



-Pro Mount Nitrile Base Pad

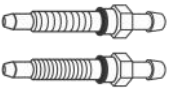
-1/8 in. Fuel Line approximately 12 in. per Dial-A-Jet body

-Cutting Tool (rubber boot installation-not in snowmobile or Pro Mount kits)

-Brass Fuel Induction Tube with lockdown screw

-Std 10x32 threaded float bowl fitting. Can be drilled and tapped into Deep Well float bowl nut

-Flat bowl poly washer (use with 10x32 fitting)



-Fuel access fitting, replaces float bowl drain screw. Coarse or fine thread.

-A length of fuel line protector comes in each kit to guard against fuel line abrasion and heat.

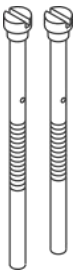
ADDITIONAL TUNING PARTS

XL 10x32 float bowl fitting with extended threads. Can be drilled without tapping and secured with a nut. Comes with sealing washers.

90-degree 10x32 float bowl fitting. Can be drilled and tapped into float bowl or Deep Well Float Bowl Nut. With sealing washer.

ADDITIONAL TUNING PARTS

XL Fuel Induction Tubes for 40mm or larger carbs have 1/4” longer threads as well as 1/4” longer overall length



LEANER

RICHER

-.040 Fuel Induction Tube (Std. in all 4-stroke kits)
-.040 XL Fuel Induction Tube (Optional)

-.047 Fuel Induction Tube (Optional)
-.047 XL Fuel Induction Tube (Optional)

-.055 Fuel Induction Tube (Std. in all 2-stroke kits)
-.055 XL Fuel Induction Tube (Optional)

-.060 Fuel Induction Tube (Optional)
-.060 XL Fuel Induction Tube (Optional)

-.067 Fuel Induction Tube (Std. in all alcohol kits)
-.067 XL Fuel Induction Tube (Optional)

INSTALLATION

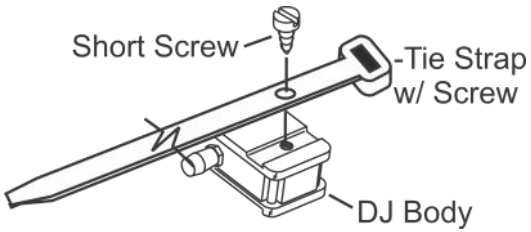
READ AND UNDERSTAND INSTRUCTIONS PRIOR TO PERFORMING INSTALL.

SEE WARNING ON PAGE 2.

1. Select a mounting position on the bell mouth of your carburetor or on the air boot between the air box and the carburetor. This spot should be between the 10:00 and 2:00 o'clock positions, wherever it fits best and is most accessible.
2. Remove fuel induction tubes (brass tubes 1.80" STD or 2.00 XL length) from the Dial-A-Jet bodies with a screwdriver.
3. Hold the Dial-A-Jet body in the place where you intend to install it.

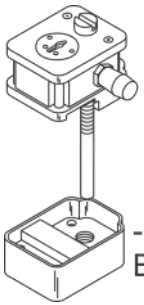
***Choose either the nylon tie strap or the Pro-Mount installation.**
Most machines use the Pro Mount. A few use the Nylon Strap Mount.

Proceed to page 5 for mounting instructions. Fig 4.



NYLON STRAP MOUNT

Pro-Mounted can be used on all types of carburetors.



PRO MOUNT

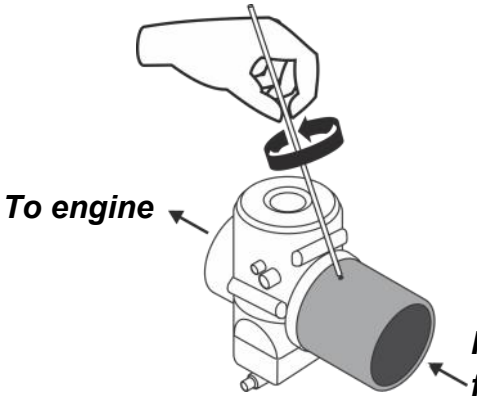
Harley Davidson cycles must be Pro-mounted and use the Screamin' Eagle type air cleaner.

NYLON TIE STRAP INSTALLATION

1. The Dial-A-Jet can be mounted on the rubber boot that connects the carburetor to the airbox (Fig. 2).
2. Use the metal cutting tool supplied in the kit to puncture a hole in the rubber boot where you intend to install the Dial-A-Jet. Mount the Dial-A-Jet where you have the best access to adjust it and as close to the carb as possible (Fig. 2).
3. Strap the Dial-A-Jet to the rubber boot, then proceed to Page 7 for instructions on float bowl fuel access.

FIG. 2

Cut holes in rubber boot by hand ONLY!

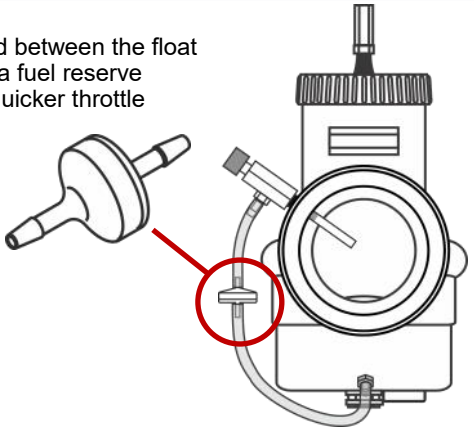


Push the injector nozzle into hole in rubber boot, fasten into place with zip-tie.

ONE-WAY CHECK VALVE

One-way fuel check valves placed between the float bowl and the Dial-A-Jet maintain a fuel reserve closer to the Dial-A-Jet for even quicker throttle response.

Shown on carburetor with Thunder PowerJet installed.



Call us or order online!

PRO MOUNT INSTALLATION

When using the Pro Mount on tight installations, we often drill through the clamp band and the rubber, then into the carburetor.

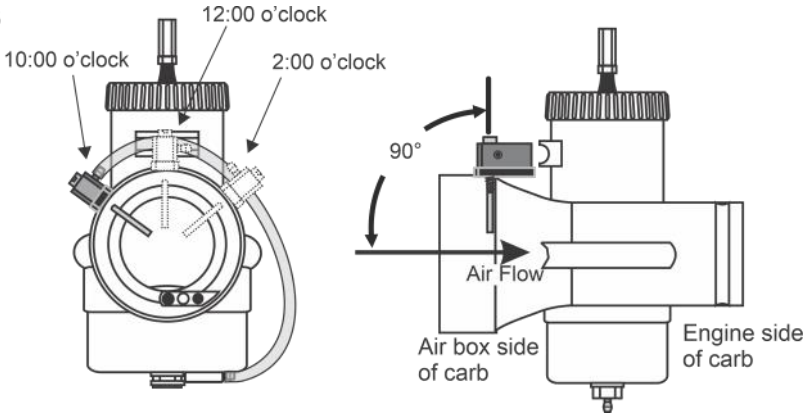
This Installation Works Great!

1. Centerpunch the exact spot you plan to drill. Drill a hole using a #21 drill bit (#21 is the numbered drill bit size).
2. Tap the hole with a 10-32 thread tap. Clean out any metal shavings or debris.

NOTE: The #21 drill bit and the 10-32 tap are available at Thunder Products.

3. Place the nitrile base pad provided in the kit between the Dial-A-Jet body and the carburetor. Press down firmly on the Dial-A-Jet, compressing the nitrile base pad. Now thread the fuel delivery tube into your carburetor until the Dial-A-Jet body has a slightly snug fit to the carburetor. DO NOT over tighten or damage will occur. If you cannot get a snug fit with the screw tightened all the way, the nitrile pad has not been compressed enough. NOTE: The nitrile base pad MUST be used with the Pro-Mount installation.
4. Proceed to page 7 for instructions on float bowl fuel access.

FIG. 3



Any location between 10 o'clock and 2 o'clock is acceptable. Install your Dial-A-Jet at 90 degrees (perpendicular) to the air flow for maximum fuel signal strength and performance.

TYPICAL 4-CYLINDER INSTALLATION

TYPICAL TWIN-CYLINDER INSTALLATION

FLOAT BOWL FUEL ACCESS METHODS

Method #1 - Special Fittings for fuel access:

A longer brass float bowl fitting has been supplied in many kits that may simply replace the float bowl drain fitting on the side of your carburetor (Fig. 4).

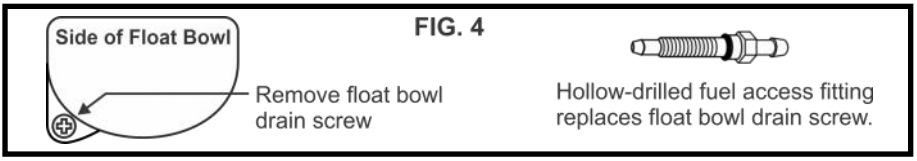


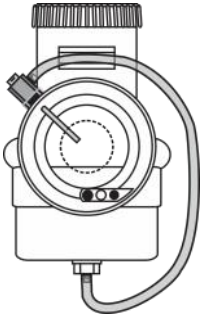
FIG. 4

WARNING:

When the fuel access screw bottoms out on your carburetor, **STOP TURNING** it in regardless of how much of the access screw is sticking out from the carburetor body. The screw should be **GENTLY** snugged into the carburetor body. This screw is made from brass and will strip or break if it is over torqued. Use a short piece of plumbers Teflon tape on the threads if you are concerned about a possible leak.

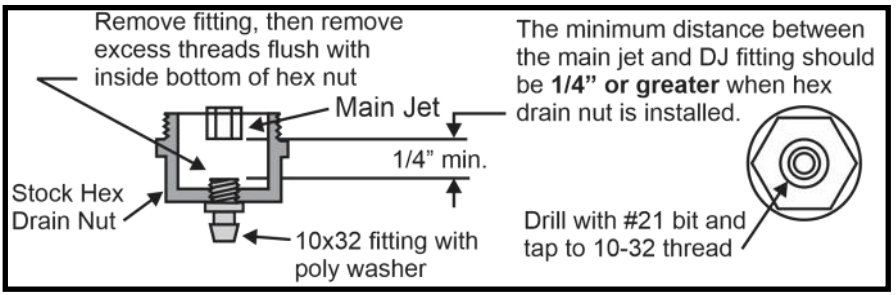
Method #2 - Float Bowl Hex Nut:

Remove the hex nut drain from the bottom of the float bowl. Drill the center of the hex nut using a #21 drill bit. Tap this hole using a 10x32 tap. Install the plastic sealing washer over the brass fuel tap fitting and thread into the float bowl. Count the number of threads sticking through the inside of the hex nut and remove the fitting again. Carefully remove the excess number of threads on a fine grinding wheel and re-install in hex nut using a short (approx. 3/4" length) of Teflon sealing tape on the threads. Many installers will use JB Weld to the fitting and the float bowl nut making a solid install.


The end of the fuel induction tube should be within the inner 1/3 target circle of your carburetor for maximum signal strength and range with fuel line routed as shown.

Connect the fuel line between the DJ and float bowl fitting. Make a kink-free loop with no obstructions or abrasions while keeping the fuel line as short as possible.

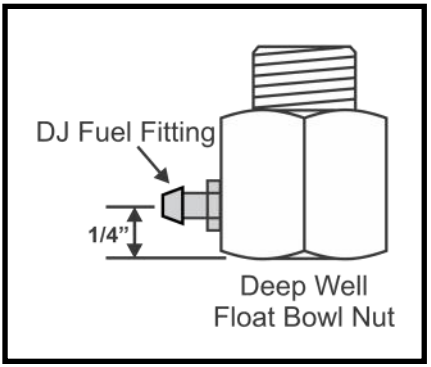
When using install **method #2**, some carburetors will have a main jet that sticks out below the bottom of the float bowl. In the event that your carburetor has this type of main jet configuration, install a Deep Well Float Bowl Nut like **method #3** (next page).



FLOAT BOWL FUEL ACCESS METHODS

Install Method #3 - Deep Well Float Bowl Nut:

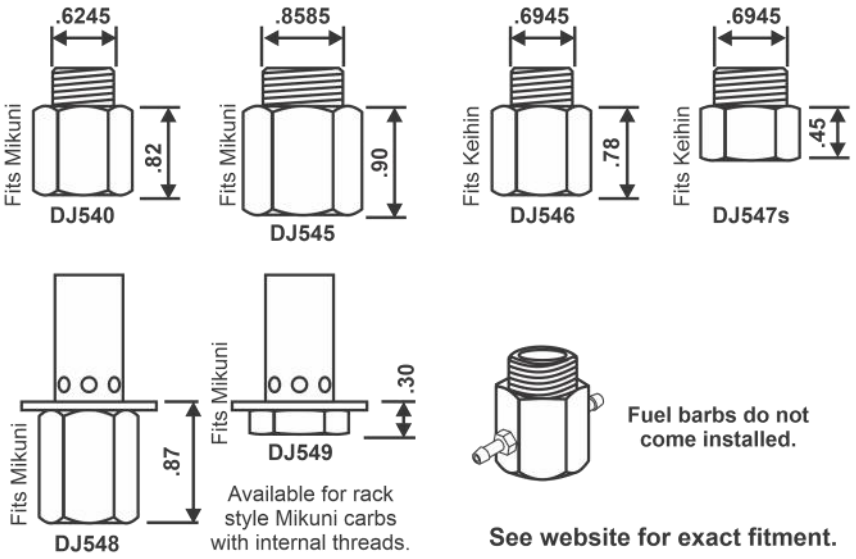
This is the very best method of all. It's clean, versatile, and works with any of our fuel systems and places more fuel around the main jet. Install the Deep Well Float Bowl Nut, select the side you want your fitting,, then remove the nut, drill and tap for the fitting about 3/8" from the bottom of the nut, remove debris and install on your carb.



DEEP WELL FLOAT BOWL NUTS

Deep Well Float Bowl Nuts are the best way to install any of our fuel systems. This places more fuel around your main jet as well as placing more fuel between your main jet and your Dial-A-Jet fuel pick-up, eliminating any chance of fuel cavitation.

NOTE: Make sure you have enough room under your float bowl for the extra length of te Deep Well Float Bowl Nut.



Call us or order online!

TESTING AND TUNING

A good baseline for tuning is if your machine is already running well. We usually reduce the main jet by three or four sizes. Install the Dial-A-Jet and you're done!

NOTE: Modifying air boxes and exhaust systems can produce huge jetting changes. Know what you are doing before you start.

Thunder Products makes a complete line of Dial-A-Jets for all makes and models of carbureted motorcycles, ATVs, and snowmobiles.

Adding a custom exhaust and air filter makes your machine run leaner and hotter. Dial-A-Jet can cure this problem. The best part is Dial-A-Jet can be installed without having to disassemble your carburetors. Dial-A-Jet gives you more performance and horsepower, improved throttle response and fuel efficiency, excellent running quality and total reliability with easy installation.

Spark Plug Reading

When Dial-A-Jet is installed and properly tuned, the spark plugs will be a very light color due to the combustion efficiency. Remember, it is unburned fuel that colors the plugs.

Lean Midrange

Anytime you are running more than 4 main jet sizes below the original equipment main jet from the factory, you should watch for a lean midrange condition. You can usually correct the lean condition with a needle e-clip adjustment.

Fuel Flow

Even with the Dial-A-Jet on the leanest setting, the total fuel delivered will be richer than the main jet size. The Dial-A-Jet cannot reduce the fuel flow of the main jet.

Dial-A-Jet Adjustments

Your main jet is too rich if you can turn your dial to any position without a change in performance.

Snorkel Kit

For severe use, Super Glue vent line to Snorkel boot.

Jetting Problems

Most jetting problems are traced to air box or exhaust modifications or removal of the air box lid. See article on our website - www.thunderproducts.com.

High Performance Intake and Complete Exhaust System:
Ask the seller of these items what jetting is required with their products. The Dial-A-Jet will run 2 to 3 main jet sizes smaller than that recommended jetting with the Dial-A-Jet in the center position.

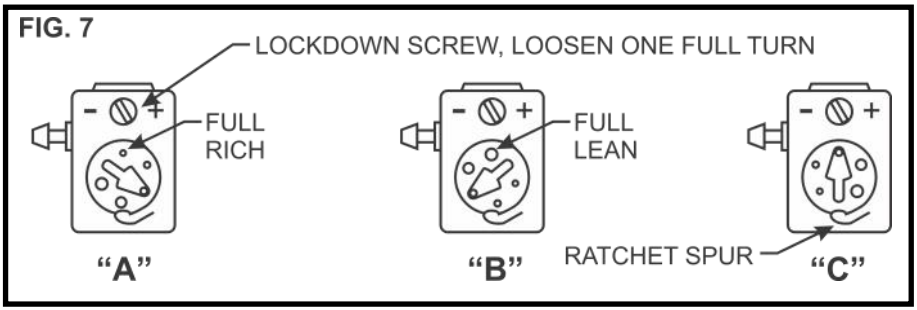
Machine that has been rejetted, including "jet kits":
Deduct 2 to 3 main jet sizes from existing jetting then install Dial-A-Jet. The stock needle will usually perform better than the "jet kit" needle.

Adjusting Dial-A-Jet:
One of Dial-A-Jets major advantages is the ease of adjustment. You may want to try settings richer or leaner than standard settings. Remember to loosen the brass dial lock down screw one full turn prior to adjusting the Dial-A-Jet. If performance is improved with the new setting, that is where the Dial-A-Jet should be set. When two settings run the same, use the leaner position.

TESTING AND TUNING

The smallest hole on the Dial-A-Jet is the richest setting (when positioned like "A") and the **largest hole is the leanest setting** (when positioned like "B"). The dial is set in the center of all 5 settings when the arrow on the dial is pointed toward the lock down screw ("C"). The (-) means leaner (less fuel) and the (+) means richer (more fuel). The ratchet spur MUST BE fully engaged in the dial notches. The Lockdown Screw must be loosened each time before dial is turned and lightly tightened to secure setting. **Failure to loosen lock down screw will damage internal O-rings. Do not over tighten as damage will occur.**

FIG. 7



Test at full throttle in third gear. If midrange is poor and top end is good, the dial is set too lean (-). If midrange is good and top end is weak, the dial is set too rich (+). Because our system is automatic, it is common for two different settings to perform equally well.

IF TOO RICH: Loosen fuel delivery tube one turn and turn the dial one click minus (-). Make sure ratchet spur fully engages dial. Lightly tighten fuel delivery tube.

IF TOO LEAN: Loosen fuel delivery tube one turn and turn the dial one click plus (+). Make sure ratchet spur fully engages dial. Lightly tighten fuel delivery tube.

Start at the richest dial position and work your way toward a leaner position one click at a time. When you end up on the leanest dial setting to get the best running quality, it is an indicator that you need to drop a main jet size.

Snorkel Kit

The Snorkel Kit is recommended for all dirt bikes, ATVs, and snowmobiles. This keeps out all of the sand, dirt, dust, mud, water, etc., and prevents it from getting into your Dial-A-Jet or carburetor.

Street bikes benefit from snorkel kits by keeping out rain, dirt, sand, debris, and water when washing your machine. See page 14 for Snorkel Kit Image.

ATTENTION!

In the case of a snowmobile, always vent the Snorket Kit up alongside of the steering column and outside of the hood. This will give a consistent atmospheric air pressure. Never vent under the hood as the air pressure is inconsistent and will result in jetting fluctuations.

TESTING AND TUNING

Complete Exhaust System:
When installing any high-performance complete exhaust system, find out from the seller what jets they run with their setup. If their jet setup is accurate, the Dial-A-Jet will run 2 to 3 main jet sizes smaller than what they recommend with the Dial-A-Jet set in the middle position.

Pilot Circuit on modified air boxes only
This pilot circuit controls starting and idle-to-quarter throttle - this is the only circuit we do not affect. There is a pilot adjustment screw to fine-tune this circuit. Enriching this circuit from the factory setting will usually improve low speed running quality.

Standard air box (no modifications)
Pilot circuit seldom needs adjustment.

Dial-A-Jet does not affect the idle or starting circuits:
This area is controlled by the pilot jet and the air screw adjustment.

Backfiring at lower RPMs:
Backfiring at lower RPMs is usually caused by a lean pilot jet or airbox modifications.

FUEL WILL SIT AT THE LEVEL OF YOUR FLOAT AND WILL NOT GO UP THE LINE WHEN THE ENGINE IS REVVED. THE ENGINE MUST BE UNDER LOAD, SUCH AS ACCELERATION, WITH THE TIRE ON THE GROUND BEFORE FUEL IS DELIVERED TO THE DIAL-A-JET.

The ability to identify a rich or lean mixture is your most important tuning tool. Listen for the crisp cracking sound as you start leaning the dial adjustments. The lazy mellow sound is too rich.

LEAN CONDITION

When the fuel mixture is too lean, the following conditions may be present:

- The improper condition improves when the choke is engaged.
- The spark plug is pale and/or the electrode burns away.
- The RPM of the engine fluctuates under constant throttle.
- A lack of normal power is evident.
- May hear metal-to-metal (ping) sound of a tight piston or detonation.

RICH CONDITION

When the fuel mixture is too rich, the following conditions may be present:

- The exhaust sound is dull or muted and recurrent.
- The improper condition becomes worse when the choke is engaged.
- The improper condition gets worse as the engine heats up.
- Exhaust is heavy and more visible as the throttle is advanced.
- Spark plug fouling is experienced.
- Engine misses or “four-cycles” under loaded conditions.
- A strong fuel smell is noted in the air.

UNDERSTANDING YOUR DIAL-A-JET

Sick and tired of changing jets?

Dial-A-Jet will take care of this problem and a whole lot more!

Why change jetting? Some people don't! Your engine will lose 10% to 15% of total horsepower with improper jetting. A 100 HP machine will make 85 to 90 HP. The simple fact is that changing jets is not a pleasant task and takes a lot of time. Now you can run at peak horsepower all the time whether your engine is stock or modified. The best part is that jetting is quick, easy and accurate with Dial-A-Jet.

Dial-A-Jet's fuel signal is triggered by engine vacuum, air flow and acoustic sound signal.

Dial-A-Jet IS NOT like a Power Jet. A Power Jet feeds raw liquid fuel, just like the other circuits, and works from 7/8 throttle and up. Dial-A-Jet feeds pre-atomized (vaporized) fuel for instant throttle response and works from just above idle to full throttle.

Dial-A-Jet feeds a fine consistent mist of pre-atomized fuel instead of raw liquid fuel like all other jetting circuits in your carb. Remember, pre-atomized fuel weighs 10% of what raw liquid fuel weighs, therefore, it is very responsive to engine needs.

Dial-A-Jet gives you great throttle response. The pre-atomized fuel is delivered to the engine instantly and acts as an intermediate circuit until the heavy wet fuel from the other circuits catch up.

Dial-A-Jet pre-atomized fuel fills in the lean spots between the poorly atomized fuel molecules from other jetting circuits eliminating lean spots. It is the path of least resistance, a law of physics. This gives you a consistent, even fuel supply at all engine RPMs.

Dial-A-Jet allows you to run at peak HP at all temperatures and altitudes. No other product does this at any price.

Dial-A-Jet is the easiest and fastest way to "tune-in" any modifications you have performed on your machine. From pipes to high flow air cleaners and more, Dial-A-Jet makes it work right.

Dial-A-Jet is a great protection against burn down due to its ability to feed fuel accurately based on the engine's demand.

Dial-A-Jet consistently purges your float bowl of moisture (water, alcohol or benzines) as they settle to the bottom. This eliminates any potential engine problems.

Dial-A-Jet eliminates detonation/pinging and compensates for poor fuel quality with a simple click of the dial.

Dial-A-Jet allows you to re-jet your entire engine (single, twin, triple or four cylinder) in seconds.

Dial-A-Jet allows you to tune each cylinder individually for maximum performance.

Dial-A-Jet improves fuel efficiency 10% to 15% or more.

UNDERSTANDING YOUR DIAL-A-JET

Dial-A-Jet has no moving parts or complicated electronics. It works every time, all the time.

Each Position on the Dial-A-Jet is NOT a jet size. This varies by machine depending on numerous factors such as: carbs, air box, engine size and vacuum, pipes, etc.

When turning the dial on the Dial-A-Jet, you are selecting a richer or leaner fuel range by varying the size of the air correction circuit (hole in Dial). The larger holes are leaner, the smaller holes are richer. Each position on the Dial-A-Jet has a much broader range than any single main jet size.

When two settings appear to run the same, use the leaner setting.

With Dial-A-Jet installed, your fuel feed cannot be less than the size of your main jet, ranging three to six jet sizes larger or more in total.

Dial-A-Jet feeds fuel linear to engine load. This factor along with the amount of air box restriction will determine fuel feed.

Fuel quality. The best way to avoid “bad gas” is to use premium fuel from a high volume, major brand gas station.

Temperature probe location and temperature readings should be in accordance with the pipe manufacturer’s or machine manufacturer’s recommendations.

Stagger jetting: If your machine normally requires different size main jets in each carburetor without Dial-A-Jets, the same will hold true with Dial-A-Jets installed.

Dial-A-Jet works from just above an idle and up, therefore does not affect starting or idle.

Dial-A-Jet is an auxiliary fuel circuit that feeds pre-atomized fuel into your carb at the proper fuel/air ratio. All other circuits in your carb feed raw liquid fuel and will function normally.

Dial-A-Jet works across your needle jet (and PowerJet if you have one) and your main jet. It affects all circuits in your carb except the idle circuit.

Lower altitudes or temperatures require richer jetting. Higher altitudes or temperatures require leaner jetting.

Heavier loads or heavier pulling such as riding double or pulling a trailer require more fuel (richer) jetting.

Each click on the Dial-A-Jet is worth up to 2500 ft. of altitude or up to 30 degrees of temperature change.

Float Level can be quickly and easily determined for each carburetor by noting the fuel height in each DJ fuel line.

PRECAUTIONS

Gasoline: Always use top-brand gasoline, preferably 91 non-oxygenated fuel (without ethanol).

Do not adjust dial without loosening dial lockdown screw one full turn.

Never use thread lock on any portion of your Dial-A-Jet.

Do not attempt to disassemble jet bodies; the alignment legs are heat sealed at the factory and disassembly will cause damage.

Lubrication is not necessary.

Never route your Snorkel Kit hose into your airbox.

Make sure ratchet spur is fully engaged in dial (Fig. 7, Page 10, Illustration "C"). This ensures proper alignment to mixing chamber in jet body. Misalignment will cause engine to run rich.

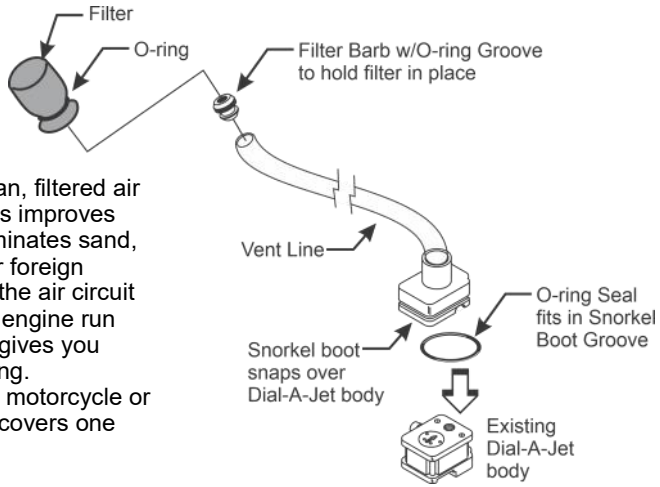
Do not directly wash Dial-A-Jet system with high pressure equipment such as at a car wash unless a Snorkel Kit is installed.

NOTE: To ensure that the jet dial doesn't clog, the system purges every time the throttle is shut off from high speed. This is seen as dampness on the dial.

RECOMMENDED ACCESSORIES

Positive Seal Snorkel Kit

Use of a Snorkel Kit is recommended for all machines. This keeps the Dial-A-Jet and your carburetor free of water, dust, dirt, sand and other debris.



Designed to feed clean, filtered air to the Dial-A-Jet. This improves performance and eliminates sand, dirt, moisture or other foreign debris from clogging the air circuit which will make your engine run rich. The Snorkel Kit gives you totally consistent jetting. Applications for ATV, motorcycle or snowmobile. One kit covers one Dial-A-Jet body.

WARRANTY NOTICE: Any Dial-A-Jet used without a Snorkel Kit will NOT be covered by warranty.

DIAL-A-JET | INTELAJET | THUNDER POWERJET

Dial-A-Jet

When fueling a carbureted engine, you must make sure you have enough fuel for peak RPMs, peak horsepower, peak torque, and peak engine load. Failing to do this may result in engine failure. Because a stock carburetor is jetted for peak conditions, it is over jetted in low and mid-range. Carburetor companies have tried to solve this problem for years using jets, needle jets, jet needles, and carb slides. They have had very limited success and are still too rich in low and mid-range.

Our power fuel system, **Dial-A-Jet**, completely solves this problem. It spins air and fuel at a high rate of speed within a mixing chamber to pre-atomize it. This fuel only weighs 10% of what raw fuel weighs, therefore it is much quicker (10 times quicker) to respond to changes in fuel requirements. When installing the Dial-A-Jet, we reduce the main jet by 3 to 4 sizes from a good running, properly jetted machine. You will be surprised at how strong your machine will respond in low and mid-range now that you are properly jetted in these areas. Dial-A-Jet will automatically lift the fuel curve to match any or all of the peaks at top-end. This will be the first time your engine has been jetted correctly across the entire power band. Your engine will be more fuel efficient because it's not blowing excess fuel out of the exhaust.. No “jet kit” does all this. Dial-A-Jet gives you the ability to adjust your rich or lean settings just by turning the dial, which you will seldom need to adjust except for large temperature or altitude changes.

IntelaJet

We produce another power fuel system called the **IntelaJet**. This system is like a Dial-A-Jet system on steroids. It is made from billet aluminum and brass and has remote adjustment from the rider’s position with a much broader fuel range. The IntelaJet is the most advanced fuel system on the planet for carbureted engines. It received a five-star rating from Motocross Action magazine. It has also been highly rated by Snow Tech, Dirt Bike, and Dirt Wheels magazines.

The IntelaJet provides accurate jetting in split-seconds with the turn of the dial and works with most types of carburetors. It works with stock or modified engines, 2-stroke or 4-stroke. It provides instant throttle response and fuel efficiency by delivering pre-atomized fuel to the engine. You can expect strong gains in low and mid-range and modest gains on top-end. The IntelaJet or Dial-A-Jet can do what any “jet kit” can do and more, however, no “jet kit” can approach what the IntelaJet or Dial-A-Jet can do.

Continued next page

DIAL-A-JET | INTELAJET | THUNDER POWERJET

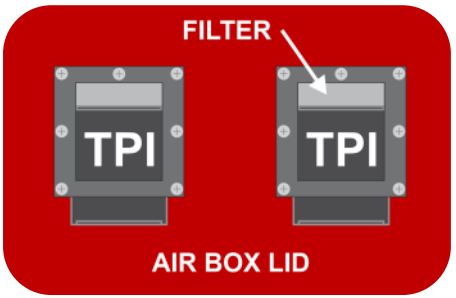
Thunder PowerJet

The **Thunder PowerJet** is another power fuel system that we produce. This system has a huge fuel range. The TPJ differs from our other systems by delivering straight liquid fuel rather than air corrected, pre-atomized fuel. The TPJ also corrects the over-fueling problem in low and midrange. With a TPJ, you typically reduce your main jet size by approximately 20-25%. This cleans up the over-fueling in low and midrange, giving you great throttle response in these areas. The TPJ comes into action somewhere between half and three-quarter throttle depending on engine load. Like our other two systems, TPJ is a premium fuel circuit that is externally adjustable by turning a knob either left (more fuel) or right (less fuel). This gives you improved fuel distribution by feeding fuel into the carburetor in two places instead of just one. The fuel efficiency is greatly improved. Not only will your engine run much better, but you'll never need to change another main jet again.

Our products come with excellent directions and factory Technical Support. 85% of our products are installed at home with ordinary hand tools. We have the largest inventory and selection of small engine carburetor improvement products on the planet. We have other products that enhance airflow and work very well with our fuel systems. Using these products together gives you a multiplying effect and a high performance carburetor for little investment. If you would like more information or have questions, go to our website, thunderproducts.com or call us at **320-597-2700.**

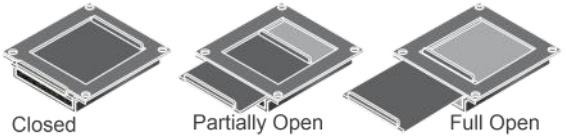
Thunder Products #1 Technical Call:
Our number one technical call is from people that have removed their air box lid or have in some way modified or removed their air box. These changes seldom work well! People that ride at different altitudes and changing temperatures are constantly fighting jetting problems when they modify the air box. TPI Valves are a great modification that works!

TPI VALVES WORK!



For a total performance package:
One or more TPI (Total Performance Intake) Valves can be added to your air box. The TPI Valve works very well with the Dial-A-Jet. It acts as a range extender for altitude and temperature variation.

This allows you to quickly and easily adjust your air flow for maximum power. No more guesswork. This is the ONLY way to modify your air box that works every time! Closing the TPI Valve returns you to a stock air box.



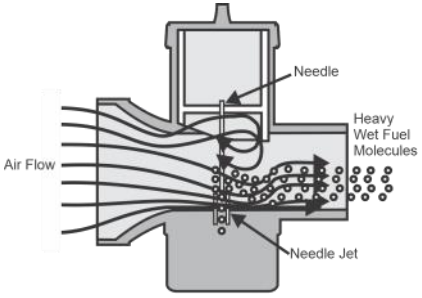
Call us or order online!

OTHER PERFORMANCE PRODUCTS

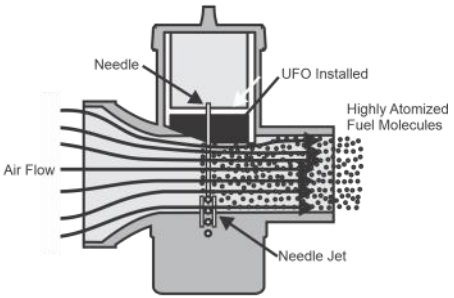
U.F.O.™

PATENT #5,942,159

Ultimate Flow Optimizer



Standard Round Slide Carb



Round Slide Carb With UFO

Dial-A-Jets and UFOs work great together. They will give you the best carburetor performance you can get at any price. They provide extended temperature and altitude range along with unmatched throttle response. (UFOs are for Mikuni Round Slide VM Series Carbs only. Dial-A-Jets fit ANY carburetor.) The U.F.O. is a simple, trouble-free, aerodynamic piece that fits Mikuni roundslide carburetors from 32mm through 44mm. The U.F.O. makes a normal round slide carburetor outperform the more expensive flat slide carburetor by eliminating turbulence and increasing air flow and velocity. Connecting the needle jet to engine vacuum creates a highly atomized fuel charge with gains of approximately 1HP per 100cc of engine displacement or more!

Check price online

QUAD-FLO TORQUE WING

PATENTED No. 9,464,605

Too many models to list! We have over 32 different Torque Wings, including 4 sizes for fuel-injected carbs on motorcycles. We fit almost any carburetor!

The Quad-Flow Torque Wing has horizontal and vertical air flow stabilizers that increases air flow, air speed, and fuel atomization, thereby increasing performance.

***MXA* RATING**

★★★★★

This simple little device works.

Check price online

OTHER PERFORMANCE PRODUCTS

INTELAJET

It's like a Dial-A-Jet on steroids!

For all carbureted engines

Improves fuel efficiency!

Quick and easy jetting on the fly. IntelaJet has a broader range of fuel delivery from lean to rich. The fuel delivery module that mounts on the carburetor is smaller to accommodate tight clearance areas. The control unit mounts near the rider, looks neat, clean and high-tech.

***MXA* RATING**

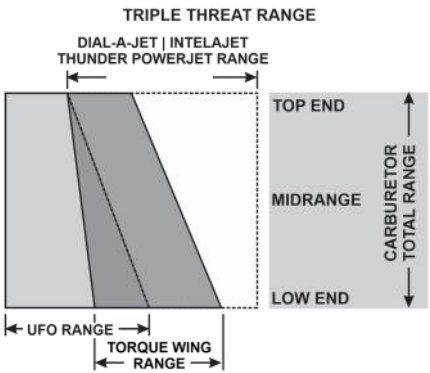
★★★★★

In three words, we love it!

Check price online

Dial-A-Jet or IntelaJet or Thunder PowerJet with U.F.O. and Torque Wing is called the Triple Threat

We are frequently asked how UFOs and Torque Wings work with a Dial-A-Jet, IntelaJet or Thunder PowerJet. When all three are used, you have a very high-tech carburetor. Due to the carburetor's newfound ability to atomize fuel more efficiently, plus the high-speed laminar airflow, your engine can produce maximum horsepower and torque under all conditions without changing jets. The graph shows where each product is most effective. Using these products together gives you a multiplying effect. Each product is doing something different, however, we designed them to work together. Some of our customers call it the "Triple Threat"*!!*



OTHER PERFORMANCE PRODUCTS

UNI FILTERS

The #1 selling high-performance air filter!

You cannot buy a better, higher-flowing filter for any amount of money. They are duel-density foam that can run dry or oiled for harsh conditions. They trap finer particles than other filters and cost about half the price of a K&N. Easy to clean and oil. Ask about our UNI-Filter service kit and get a discount when purchased with a filter.

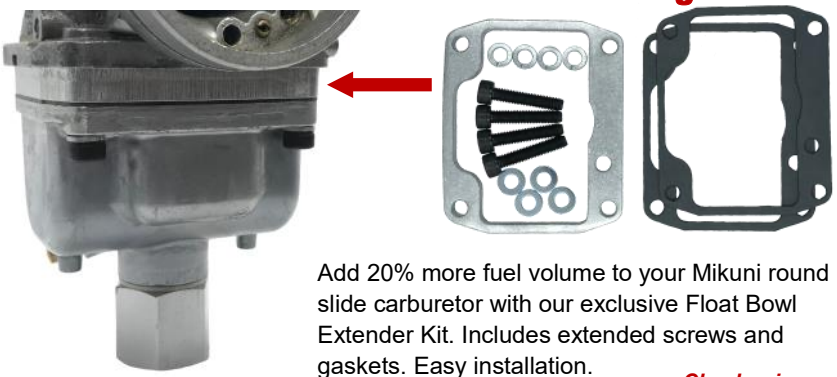
4182AST - 1-3/4 I.D. Neck, 3-1/2" Dia., 4" length
4229AST - 2-1/4 I.D. Neck, 4" Dia., 4" length
4245AST - 2-1/2 I.D. Neck, 4" Dia., 4" length
4275AST - 2-3/4 I.D. Neck, 4-1/2" Dia., 4" length

15° neck angle for added installation flexibility.

Check price online

FLOAT BOWL EXTENDER KIT

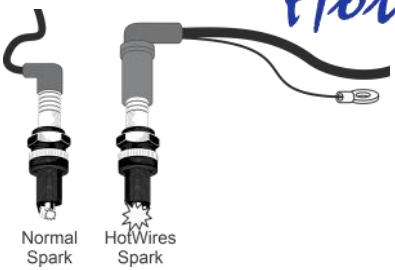
Fits Mikuni VM Round Slide 32mm through 44mm



Add 20% more fuel volume to your Mikuni round slide carburetor with our exclusive Float Bowl Extender Kit. Includes extended screws and gaskets. Easy installation.

Check price online

HotWires



Get more horsepower and torque with a simple installation with HotWires! These advanced plug wires, engineered with a special built-in capacitor, send up to 300 times more power to the plug.

- Increased horsepower and torque
- Ideal for high performance or racing
- Ultra powerful spark
- Cleaner, more complete combustion
- Increased fuel efficiency
- Faster starting in cold weather
- Spark plugs last longer
- Easy installation
- Costs less than most ignition upgrades
- Smog legal

Check price online

Thunder Products, Inc.
PH: 320-597-2700

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THUNDERPRODUCTS.COM

100% MADE IN USA