## General

Carb Slide Cutaway (Optional for Additional Tuning)
Carb slide cutaway controls air/fuel ratio between $1 / 8$ and $1 / 2$ throttie, especially in the range of $1 / 8$ to $1 / 4$ opening. To have a complete range of carburetor slide cutaways available with the UFOs, place the \#3.5 UFO into your carb slide and scribe the cutaway side. Using a rolary (Dremel type) tool or belt sander, carefully remove the excess metal from the cutaway. This will give you a cutaway size of 3.5 . Chamfer all edges after cutting. This will allow you to use the full range of UFOS to tune your engine. See fig. 3.


We recommend that you use a major brand of gasoline with the highest octane available from a high volume station. There is less chance of water or alcohol settling out of the fuel, leaving you with an unknown octane or alcohol/water percentage

## CLUTCH ADJUSTMENTS

## CLUTCH ADJUSTMENTS WILL BE NECESSARY IN ORDER TO GAIN FULL ADVANTAGE OF THE INCREASED HORSEPOWER DELIVERED BY THE UFOS. CLUTCH ADJUSTMENTS CAN EASILY BE MADE WITH A THUNDER SHIFT KIT.

## Technical Assistance

Please read this manual completely prior to making a tech call.
Contact the dealer or distributor you purchased from for technical assistance. Thunder Products will provide technical assistance to dealers or distributors in order to help you.

## General

## UFO Traits

Due to the highly atomized nature of the fuel/air mixture. we have found the following:

When running the acceptable temperature on the EGT gauges, spark plugs will read much lighter than normal. Piston wash near the transfer ports will not appear at all or will be very minimal.

The engine will be far less sensitive to temperature or altitude changes.

You will get extremely quick throttle response.
With UFOs, EGT temperature is reduced when letting off the gas. Without UFOs, a temperature increase, lean condition, will exist.

Manometer test indicates how hard the engine pulls on fuel at various throttle openings. This is why it is necessary to make jetting corrections when installing the UFO.

| Throttle Position | Manometer Draw in Inches (Main Jet Draw @ 4" Water) |  |  |
| :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & 38 \mathrm{~mm} \\ & \text { Round Slide } \\ & \text { Stock } \end{aligned}$ | 38 mm Round Slide with UFO | $\begin{gathered} 38 \mathrm{~mm} \\ \text { Fiat Slide } \end{gathered}$ |
| WOT | $3.25{ }^{\circ}$ | $3.25{ }^{\circ}$ | $3.65{ }^{\prime \prime}$ |
| 3/4 | $3.125^{\prime \prime}$ | $3.625^{\prime \prime}$ | $3.25{ }^{\prime \prime}$ |
| 1/2 | 2 " | $3 "$ | $2.5{ }^{-}$ |
| 1/4 | $1.25{ }^{\prime}$ | 2.5 " | $1.75{ }^{\prime \prime}$ |
| IDLE | .0625" | 1.5 " | . ${ }^{\prime \prime}$ |

Independent test data provided by GP Engineering. Garden City. KS

Kit Contents

## Kit No. 3234-2

Fits 32 mm through 34 mm Mikuni Roundslide Carburetors the air flow was affected by the UFO in a standard Mikuni Round Slide carburetor. A Flat Slide carburetor was used for comparison. These tests were done on a standard Mikuni 38 mm carb with all openings checked for tolerance differences.

The airflow chart below indicates why it is necessary to make jetting corrections when installing UFOs.

| Airflow Rate in CFM <br> (Cubic Feet per Minute) |  |  |  |  |
| :--- | ---: | :--- | ---: | :---: |
| Throttle <br> Position | 38mm <br> Round Slide <br> Stock | 38mm <br> Round Slide <br> with UFO | Flat Side |  |
| WOT | 147.1 | 147.1 | 154.5 |  |
| $15 / 16$ | 131.4 | 138.8 | 142.5 |  |
| $7 / 8$ | 125.8 | 131.4 | 133.2 |  |
| $13 / 16$ | 116.6 | 124.0 | 122.1 |  |
| $3 / 4$ | 109.2 | 114.7 | 112.9 |  |
| $11 / 16$ | 96.2 | 103.6 | 98.1 |  |
| $5 / 8$ | 83.3 | 92.5 | 90.7 |  |
| $9 / 16$ | 62.6 | 71.0 | 71.4 |  |
| $1 / 2$ | 56.3 | 63.8 | 64.7 |  |
| $7 / 16$ | 47.9 | 52.9 | 50.4 |  |
| $3 / 8$ | 42.0 | 46.2 | 44.5 |  |
| $5 / 16$ | 34.4 | 37.8 | 37.8 |  |
| $1 / 4$ | 23.2 | 26.4 | 25.5 |  |
| $3 / 16$ | 17.7 | 19.0 | 18.9 |  |
| $1 / 8$ | 14.5 | 14.5 | 14.5 |  |
| $1 / 16$ | 8.0 | 7.8 | 6.1 |  |
| IDLE | 5.4 | 4.2 | 6.1 |  |
|  |  |  |  |  |

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