

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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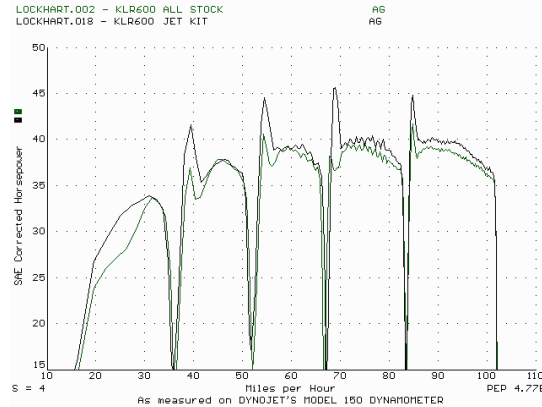
**E2149.001**

European Models Only

*1991-98 Kawasaki KLE 500*

**Stage 3**

For mildly tuned machines using the stock air-box, with stock or K&N filter. May also be used with a good aftermarket exhaust system  
 K&N filter #RC-0982



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

# WARNING

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

## Parts List

2	Main Jets	DJ126
2	Main Jets	DJ130
2	Main Jets	DJ134
1	Slide Drill	DD #30
2	Fuel Needles	DNO105
4	Adjusting Washers	DW0001
2	E-clips	DE0001
2	Slide Springs	DSP005

## STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly. Locate slide lift hole using Fig. A, with the slide drill (DD #30) supplied, enlarge your slide lift hole.
2. Install Dynojet needles on groove #4, using all stock spacers. Install the Dynojet washers above the E-clip (2 per needle). Make sure that the needle retainer is installed exposing the slide lift hole and securing the needle in place.
3. For racing or hard street riding install the optional Dynojet slide springs (DSP005).
4. Remove the stock main jets and replace with the Dynojet mains provided. Use the DJ130 main jets for stock exhaust, and use the DJ134 main jets for aftermarket exhaust systems. Be sure that the jets you are changing are the main jets.
5. Locate the fuel mixture screw (Fig. B), carefully turn mixture screws clockwise until lightly seated, then turn out until you find your best idle. Our base setting is 2-1/2 turns.

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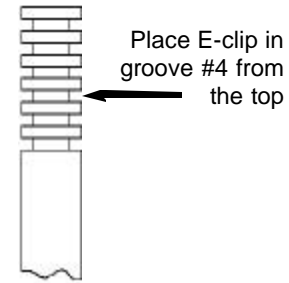


Fig. A

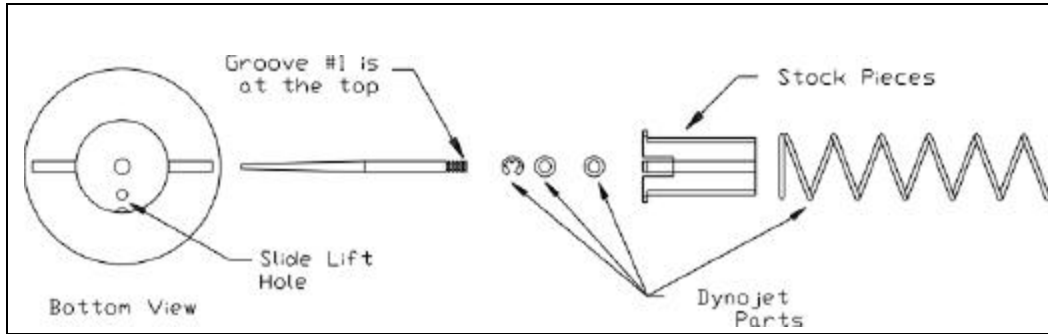


Fig. B

