

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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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.



**E3128.001**  
 European Models Only  
 1989-97 Suzuki GS500E

### Stage 1&3

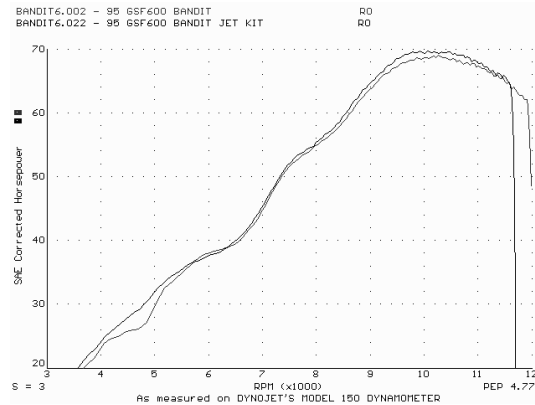
#### STAGE 1

For mildly tuned machines using the stock airbox, with stock or K&N filter #SU-0051

#### STAGE 3

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RC-2970

**Both stages may be used with a good aftermarket exhaust**



*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	DJ118
2	Main Jets	DJ122
2	Main Jets	DJ128
2	Main Jets	DJ134
2	Slide Orifices	DCO350
2	Fuel Needles	DNO348
2	Adjusting Washers	DW0001
2	E-Clips	DE0001
2	Slide Orifices	DCO351
1	Tap	DT1024

## STAGE ONE INSTRUCTIONS

1. Remove vacuum slide from carbs. Remove stock needles & spacers, noting order of assembly.
2. Use the slide drill (DD #5/32) to enlarge both slide lift holes on each slide. With the tap provided (DT1024) tap both slide lift holes on each slide (Fig. A). Install the white plastic correctors (DCO350 & 351) into the tapped holes. Make sure that you use the plugged corrector. If correctors do not go flush, cut excess of with a razor blade. For racing or hard street driving, you may remove one corrector out of each slide for better acceleration.
3. Install Dynojet needles on groove #2, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
4. Install the Dynojet mains provided. Use the DJ118 main jets with stock exhaust pipe, or use the DJ122 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
5. Adjust the float level to 1/16 of an inch. Use Fig. B for measuring technique.
6. Locate the Fuel Mixture Screw (Fig. C). 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

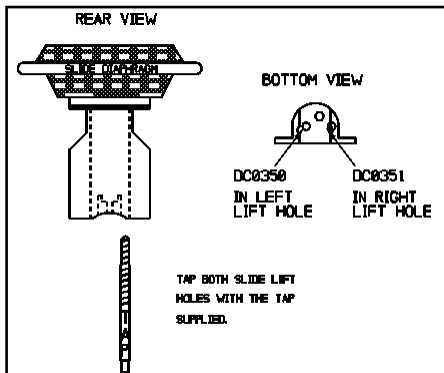


Fig. B

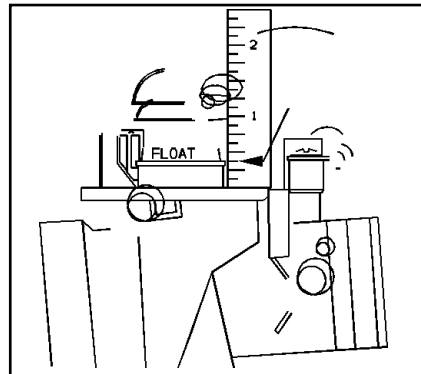
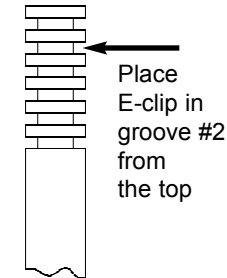
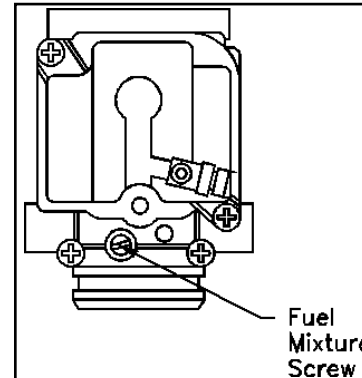


Fig. C



## STAGE THREE INSTRUCTIONS

**DYNOJET**

**E3128.001**

1. Remove vacuum slide from carbs. Remove stock needles & spacers, noting order of assembly.
2. Use the slide drill (DD #5/32) to enlarge both slide lift holes on each slide. With the tap provided (DT1024) tap both slide lift holes on each slide (Fig. A). Install the white plastic correctors (DCO350 & 351) into the tapped holes. Make sure that you use the plugged corrector. If correctors do not go flush, cut excess of with a razor blade. For racing or hard street driving, you may remove one corrector out of each slide for better acceleration.
3. Install Dynojet needles on groove #2, using all stock spacers (Fig. A). Install the Dynojet washer above the E-clip.
4. Install the Dynojet mains provided. Use the DJ128 main jets with stock exhaust pipe, or use the DJ134 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
5. Adjust the float level to 1/16 of an inch. Use Fig. B for measuring technique.
6. Locate the Fuel Mixture Screw (Fig. C), carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 2-1/2 turns.