

Here is a step by step guide to help you jet your new bike.

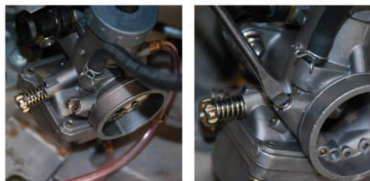
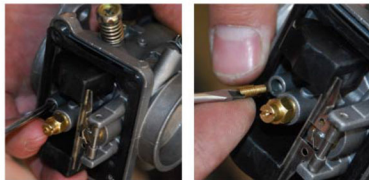
1. Get a plug reading: You need to run in as tall of a gear as you can and kill the engine with the throttle wide open. Don't idle the engine, now remove the spark plug and look at the insulator (the white porcelain part) as a rule it should look like coffee and cream (TAN). If its dark brown or sooty black your motor is running rich. A gray ashy or white reading means its running lean. A plug reading only gives you an overall view of how the motor is running.

Note: This should be done with a new plug after your bike has been warmed up.



2. The main jet: The carb's main jet affects how the carb works from half throttle to full throttle. After you have made your test run with the stock jetting. Install a main jet that is two sizes richer (the number on the jet will be higher on a richer jet). Do a test run again, pay attention to how the bike feels! If your bike is reluctant to REV out like before then you are too rich. So you will need to go to a leaner (smaller jet). Keep doing this until you feel a noticeable improvement in power.

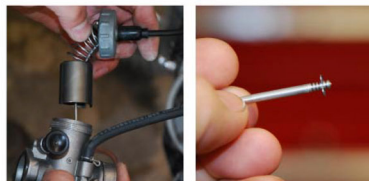
3. Pilot Jet: The pilot jet has the greatest influence from idle to 1/4 throttle. If your bike is sluggish or unresponsive until past 1/4 throttle that is a sign your pilot jet may be too rich or too lean. To test the pilot jet follow the same proceedings as the main jet, remove the stock pilot jet and install a richer (larger size) pilot jet then repeat your test. A properly tuned pilot jet will help your bike accelerate off the line and out of the corners. Repeat the steps going either richer or leaner until throttle response is crisp and clean.



4. The Air Screw: To adjust it, the engine needs to be warmed up. Once warm bring the bike up to a steady throttle setting (about 1800rpms) get a friend to hold the throttle steady. With engine running steady, turn the air screw clockwise until the engine rpm drops. Then slowly turn the air screw out until the engine rpms pickup. STOP turning the air screw once the rpms reach its peak. Peak rpm is when the engine runs its cleanest and fastest. The most common air screw setting is from 1/2 turn to 2 turns out.

Note: If your air screw is more than 2 turns out it is a sign that you should switch to a leaner pilot jet. If the engine has peaked before 1/2 a turn out it is a sign you need to go to a richer pilot jet

5. Needle Setting: Your carb needle affects throttle settings from 1/4 to 3/4 turn. Start out with the clip in the middle setting, make a few test runs, then change the clip down (this will richen the carb) two positions. This is the quickest and fastest improvement you can make to the bikes jetting. Don't be afraid to move the clip up (this will lean the carb). The needle setting is important because most riders spend most of their riding time in the needle range. Try all the clip positions on the needle to see what runs the best. If you find your clip position at the very top or bottom, you will need to go back and change main and pilot jets.



Note: A properly jetted carb will have the clip on the needle in one of the middle three notches.