Jetting Procedure Example (a general concept)

Remember maintaining a base line is extremely important: The four corners (as we call it) Pilot Jet, Air BP, Needle Position and Main Jet. Once pre-set conditions are installed keep increasing your Main Jet until achieving upper end/highest most Rich State. Don't just base your decision on reading the Spark Plug(s) it's also performance related and how your engine Revs, Pull or doesn't clear on Revving.

Example:
Depending on performance modifications will dramatically influence our G3 Power Curve Reed Valve(s) over-all jetting requirements.

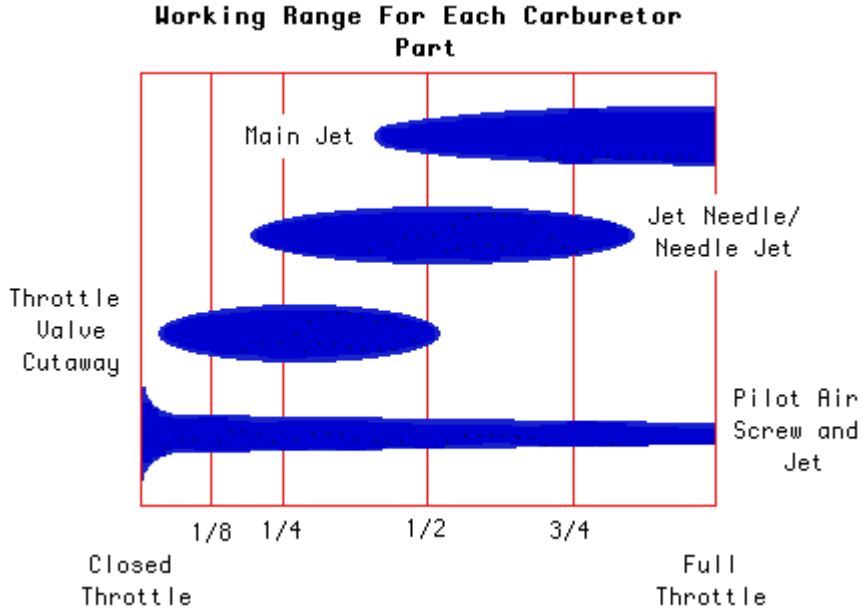
Pilot Jet settings must first be set for baseline and should be adjusted to type of riding/racing. Different carburetors will affect different settings, however Keihin carburetors usually drop 1-2 sizes, while Mikuni carburetors increase 1-2 sizes. These settings are all dependent on what currently has been installed with prior modifications. Call us should you have any questions.

Needle Clip position usually is set to #2 or #3 depending on riding/racing considerations. Air Bypass screw(s) set 2-turns out.

Main Jet settings should be considered the variable for adjustment. You need to increase the Main Jet(s) until you have determined the upper end/highest possible Rich operation. Increase your main jet until your engine performance is definitely running Rich. A Rich condition is easily determined by poor performance causing the engine to bog under throttle and/or Wide Open Throttle results of poor engine response throughout the throttle band.
Helping you determine a Rich State and Prior to stepping down a main jet size, turn your Air BP Screw(s) out 1-2 turns and notice if this improves performance a bit. Air Bypass screw(s) turned out effectively LEANS the Overlap transition of the pilot affecting fuel volume of the Needle & Main Jet. Pulling and inspecting your Spark Plug(s) will also help your determine a Rich running condition. (See Reading Spark Plugs enclosed).
Once you have determined you are running to Rich, now drop the Main Jet by 10. i.e. 200 to 190 (Keihin) or 430 to 420 (Mikuni) and repeat testing making sure you return Air BP Screw(s) to 2 turns out (baseline).
Pay attention to how your engine is performing as you drop the main jet(s) every decrease will greatly influence the operation of your engine. Repeat dropping your main jet until you achieve a clean clear revving engine that pulls hard. You need to hopefully obtain a Main Jet Size leaving the Air BP Screw(s) at or close to 2 turns out. This adjustment will ultimately help you fine-tune your ATV for Weather and Barometric conditions. Once you get close to appropriate Main Jet Size fight for every .05 size. If necessary Fine-tune your throttle response as depicted in the chart below.

Remember:
Pilot jet is most effective from Idle to 1/4 Throttle, however influences cross over transition of fuel delivery throughout the Throttle position.
Needle is most effective from a bit over 1/4 to 3/4 Throttles.
Main Jet is most effective from 3/4 to Wide Open Throttle (WOT), however Will influence the cross over transition at approximately 1/2 throttle.

Please review the following Range Chart.



Thank you for purchasing our performance products. Should you need help during the installation or have any questions, please feel free in calling us.

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