

HONDA XR 200R

Purchase the suggested parts from your Honda Dealer. Engines up to 200cc's will typically require little re-jetting, but should be jetted rich for engine break-in.

The 218cc kit will need to start with a Main Jet at least 3 sizes larger than stock, move the clip down one position on the needle, stock pilot jet.

Most XR200 and XR200R's Stock Main Jet is a 110. 1981-83 XR200R has a 138 Main Jet. During break-in, if engine will not run past 3/4 throttle, drop down one main jet size.

112 Main Jet #99113-GHB-1120

115 Main Jet #99113-GHB-1150

118 Main Jet #99113-GHB-1180 (Starting point for engine w/ 110 stock main)

120 Main Jet #99113-GHB-1200

122 Main Jet #99113-GHB-1220

125 Main Jet #99113-GHB-1250

128 Main Jet #99113-GHB-1280

-- 140 Main Jet #99101-357-1400

-- 142 Main Jet #99101-357-1420

-- 145 Main Jet #99101-357-1450 (Starting point for engine w/ 138 stock main)

-- 148 Main Jet #99101-357-1480

-- 150 Main Jet #9113-GHB-1500

Note: Old XR200 carbs are prone to wear. If you are using an older carburetor, and experience jetting problems that do not respond to proper changes, we recommend purchasing a new carb from Honda. Order Part #16100-KT0-L00.

Always use the same jet design and brand as original.

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JETTING BASICS

It is the responsibility of the owner to determine proper jetting for their engine.

These jetting specifications are designed as a rule of thumb. They are in no way absolute. Variations in air density, specific gravity of fuel, altitude and other engine modifications play a large part in jetting. Newly built engines need rich jetting during break-in. Do not jet for power until an engine is broken-in.

Plug reading may not work. Revving the engine while it's sitting in the garage doesn't work. Other than Dyno testing, the steps below is the simplest way you can jet your engine.

1. Find a gentle slope that you can ride in 2nd or 3rd gear. Look for something that will put a reasonable load on the engine. This will be your "dyno".
2. A basic outline of which jet is active at a particular throttle setting:
Pilot Jet = 0 to 1/4 throttle. Needle = 1/4 to 3/4 throttle. Main Jet = 3/4 to Full Throttle.
 - Changing the Main Jet size won't affect how your engine idles or runs at 1/4 throttle.
 - Engine RPM isn't what determines which jet is active - throttle position does.
3. Make the recommended jetting changes. Always start rich and work leaner.
4. Start and warm up the engine, then ride your 'dyno hill'. Any point where you feel the engine stumble or hesitate indicates a tuning problem. Note the throttle position and modify the corresponding jet (1/4 to 1/2 throttle = needle. 3/4 throttle or more = main jet).
5. Only change jetting by 1 step at a time, and 1 circuit at a time (don't change needle and main at the same time). Re-check after every change.
6. Once the engine runs smoothly throughout, you're jetted!

If you ever notice an abrupt loss of power, or engine sounds change, shut it down.