

JETTING

It is the responsibility of the owner to determine proper jetting!

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.

Jets listed can be purchased from your Honda dealer.

Stock engine & bolt-on mods: Stock jetting is ok. Increase Main Jet size by 2 during break-in of new piston or cam.

51cc - 75cc Engines: Increase Main Jet by 3 sizes. Move needle clip down one position. Stock Pilot jet.

76cc & Larger Engines (larger carb recommended): Start with largest main jet listed. Move needle clip down one position. Stock pilot.

CRF50/XR50 (All Yrs), Z50 (1992-99) Stock Main #58

04 and later models - needle clip does not move - Install shim to raise needle if needed. Do not use early model needle, it is LEAN.

60 Main Jet #99101-187-0600

62 Main Jet #99101-187-0620

65 Main Jet #99101-187-0650

68 Main Jet #99101-187-0680

70 Main Jet #99101-187-0700

CT70 (thru 1977) & TRX70 Stock Main #62

62 Main Jet #99114-076-0620

65 Main Jet #99114-076-0650

68 Main Jet #99114-076-0680

CT70 (1978 & later) & ATC70 Stock Main 58

58 Main Jet #99101-116-0580

65 Main Jet #99101-116-0650

CRF-XR70 All Years Stock Main 62

65 Main Jet #99101-116-0650

68 Main Jet #99101-116-0680

70 Main Jet #99101-116-0700

XR75 1973-1975 Stock Main 98

100 Main Jet #99114-246-1000

102 Main Jet #99114-246-1020

105 Main Jet #99114-246-1050

XR75 1976 Stock Main 100

105 Main Jet #99101-116-1050

108 Main Jet #99101-116-1080

XR75 1977-1978 Stock Main 92

95 Main Jet #99101-GHB-0950

98 Main Jet #99101-GHB-0980

100 Main Jet #99101-GHB-1000

CRF-XR80 All Years Stock Main 95

98 Main Jet #99102-GHB-0980

105 Main Jet #99102-GHB-1050

CRF-XR100 All Years Stock Main 95

98 Main Jet #99101-GHB-0980

100 Main Jet #99101-GHB-1000

102 Main Jet #99101-GHB-1020