

HONDA ATC 350X

STOCK ENGINE with Bolt-on mods: Main Jet 2 sizes larger. Move needle clip down 1 position. Stock pilot jet.

MODIFIED ENGINE to 400cc's: Main Jet at least 3 sizes larger. Move needle clip down 1 position. Stock pilot jet.

MODIFIED ENGINE 401cc and larger (stock 400EX carb, or good aftermarket carb strongly recommended): Main jet at least 4 sizes larger. Move needle clip down 1 position. Stock pilot jet (may need 1 size larger after break-in).

IF YOU ARE USING A 250X / 300EX OR 400EX CARB - CHECK OUR JETTING SPECS FOR THAT MODEL.

Stock Main Jet #138. Stock Pilot Jet #40

You can purchase these jets from your Honda Dealer:

140 Main Jet #99101-357-1400

142 Main Jet #99101-357-1420

145 Main Jet #99101-357-1450

148 Main Jet #99101-357-1480

150 Main Jet #99113-GHB-1500

152 Main Jet #99113-GHB-1520

155 Main Jet #99113-GHB-1550

160 Main Jet #99113-GHB-1600

Always use the same jet design and brand as original.

POWROLL

PO BOX 920 REDMOND OR 97756

PHONE (541) 923-1290

FAX (541) 923-5637

EMAIL mail@powroll.com

WWW.POWROLL.COM



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.