

## HONDA TRX400EX

*Note: 2006 & later carburetors have a fixed needle clip. You will need to purchase the adjustable Needle/Clip set #16012-HN1-003 from Honda (recommended), or you can shim the stock needle using aluminum pop rivet washers.*

**Bolt-on Mods Alone:** Increase Main Jet by at least 2 sizes.

**415cc - 440cc Bore Kitted engines:** Increase Main Jet by at least 4 sizes. Move needle clip down one position. Stock Pilot Jet.

**440cc - 460cc Bore/Stroke Kitted engines (our FCR carb recommended!):** Increase Main Jet by at least 5 sizes. Move needle clip down one position. May need larger pilot jet (test with stock first).

Stock Main Jet #148. Stock Pilot Jet #38

**Purchase these jets from your Honda dealer.**

150 Main Jet #99101-GHB-1500

152 Main Jet #99101-GHB-1520

155 Main Jet #99101-GHB-1550

158 Main Jet #99101-GHB-1580

160 Main Jet #99101-GHB-1600

162 Main Jet #99101-GHB-1620

165 Main Jet #99101-GHB-1650

35 Pilot Jet (smaller) #99103-MT2-0350

40 Pilot Jet #99103-MT2-0400

*Always use the same jet design and brand as original.*

## **POWROLL**

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

### HOW TO JET - THE BASICS

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

1. Find a gentle slope that you can ride in 2nd or 3rd gear. Look for something that will put a decent load on the engine. This will be your tuning test area.
  2. Make the recommended jetting changes. Always start rich and work leaner.
  3. 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 - only throttle position does this.
  4. Start and warm up the engine, then ride your 'test hill'. Any point where you feel the engine stumble or hesitate indicates a rich condition. Note the throttle position and modify the corresponding jet (1/4 to 1/2 throttle = leaner needle. 3/4 throttle or more = leaner 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 change loss of power, or engine sounds changes, shut it down.**