

POWROLL

PO BOX 920 REDMOND OR 97756

PHONE (541) 923-1290

FAX (541) 923-5637

EMAIL mail@powroll.com

WWW.POWROLL.COM



JETTING YOUR VINTAGE HONDA XL350

See inside pages for specific jet sizes and order info.

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.**

Always use the same jet design and brand as original.

Jet sizes increase in different increments. A 125 main jet may have a 127, 127.5, or 130 as the NEXT larger jet size. Keihin, Mikuni and Aftermarket jet kits use different numbers to indicate jet orifice size. A 125 Keihin jet is not the same orifice size as a 125 Mikuni jet. Jets also have different thread sizes. For guaranteed results, only use the OEM jet numbers listed below.

Starting point for stock engines with 412cc bore kit and no other modifications:

Increase main jet size by at least 3 sizes. Move needle clip down one position (richer).

Starting point for 412cc+ engines, and engines with other modifications:

Increase main jet size by at least 4. Move needle clip down one position (richer). Pilot jet usually stays stock.

1973 THROUGH 1976 XL 350

1976 Stock Main Jet is a 120. 1973-1975 Models stock main jet sizes varied from 125 through 130. Check your stock main jet to determine starting point, then go up at least 3 sizes (412cc engines) or 4 sizes (449cc engines, or 412cc engines with other mods) from the starting point.

Determine the sizes you need, then order direct from your Honda dealer:

JET SIZE	HONDA PART NUMBER
125	99101-357-1250
128	99101-357-1280
130	99101-357-1300
132	99101-357-1320
135	99101-357-1350
138	99101-357-1380
140	99101-357-1400
142	99101-357-1420
145	99101-357-1450

1977-1978 XL350

Stock Main Jet should be a 115

Double check your stock main jet to determine starting point, then go up at least 3 sizes (412cc engines) or 4 sizes (449cc engines, or 412cc engines with other mods) from the starting point.

Determine the sizes you need, then order direct from your Honda dealer:

JET SIZE	HONDA PART NUMBER
118	99101-GHB-1180
120	99101-GHB-1200
122	99101-GHB-1220
125	99101-443-1250
128	99101-PH9-1280
130	99101-GHB-1300