

**Jetting recommendations for
HONDA XR250R 1996-2004**

Stock Main Jet 132, OR 122 (1998-04 CALIFORNIA)

Stock Pilot Jet 45

For Stock Engines with bolt-on modifications:

CALIFORNIA MODELS - REPLACE STOCK MAIN WITH:

132 MJ HONDA # 99113-GHB-1320

OR 135 MJ HONDA #99101-KPS-0350

ALL OTHERS, REPLACE MAIN JET WITH:

135 MJ HONDA #99101-KPS-0350

For Modified Engines with larger displacement:

277cc Engines:

Begin with 142 Main jet. Needle clip in position one down from center.

Main Jet 135 Honda #99101-KPS-0350

Main Jet 138 Honda #99101-357-1380

Main Jet 140 Honda #99113-GHB-1400

Main Jet 142 Honda #99113-GHB-1420

291cc Engines:

Begin with 148 Main Jet. Needle clip in position one down from center. May need 48 Pilot Jet.

Main Jet 145 Honda #33101-357-1450

Main Jet 148 Honda #99113-GHB-1480

Pilot Jet 48 #99103-437-0480

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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 sound changes, shut it down.**