

Jetting recommendations for **HONDA XR400R**

Stock Main Jet 138

Stock Pilot Jet 52

For Stock Engines with bolt-on modifications:

Start with main jet 3 sizes larger, move clip down 1 position on needle (or shim if non-moveable clip). Stock Pilot Jet.

#140 Honda #99113-GHB-1400

#142 Honda #99113-GHB-1420

Start Here >> #145 Honda #99113-GHB-1450

For Modified Engines with larger displacement:

Start with main jet 6 sizes larger, move clip down 1 position (richer) on needle (or shim .040" if non-moveable clip). 1 size larger pilot jet.

Jet numbers and their Honda Part number equivalents:

MAIN JET:

#148 Honda #99113-GHB-1480

#150 Honda #99113-GHB-1500

Start Here >> #152 Honda #99113-GHB-1520

#155 Honda #99113-GHB-1550

#158 Honda #99113-GHB-1580

#160 Honda #99113-GHB-1600

PILOT JET:

Start Here >> #55 Honda #99103-KPS-0550

#58 Honda #99103-KPS-0580

POWROLL INC
PO BOX 920 REDMOND OR 97756

PHONE (541) 923-1290

FAX (541) 923-5637

EMAIL mail@powroll.com

WWW.POWROLL.COM



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.**