

JETTING RECOMMENDATIONS

KYMCO MONGOOSE 90

Note: Jet sizes increase in different increments, so a 125 main jet may have a 127, 127.5, or 130 as the NEXT jet size. Each one offered is one 'size'.

Kehin, Mikuni and Aftermarket jet kits use different numbers for sizing. A 125 Kehin jet is not the same 'size' as a 125 Mikuni jet, or a 125 Dynojet jet. Just because a jet fits in the hole, doesn't mean it has the correct amount of fuel going through it. Always use the EXACT same jet design and brand as original.

There are 3 options for carburetion with this model:

OPTION 1 - STOCK CARB, REJETTED:

Standard Main Jet 78 - Starting point for 120cc kitted bikes is a 90 Main, move needle clip down one position (or shim).

Main Jet #80 *Honda #99101-116-0800

Main Jet #82 Honda #99101-116-0820

Main Jet #85 Honda #99101-116-0850

Main Jet #90 Honda #99101-116-0900 (start here)

OPTION 2 - KYMCO PEOPLE 150 CARB

Powroll Recommended Option

Purchase the following from Kymco:

Carb #1610K-KHB5-M30

Manifold #17110-LLF5-900

Clamp #17256-GY6-901

Standard Main Jet is a 110. Start with a 118 main for break-in. You may need to go below standard main jet size after break-in.

Initially purchase jets marked +, you may

need smaller or larger, depending on your engine build.

Main Jet #102 Honda #99101-GHB-1020

+Main Jet #105 Honda #99101-GHB-1050

Main Jet #108 Honda #99101-GHB-1080

+Main Jet #112 Honda #99101-GHB-1120

+Main Jet #115 Honda #99101-MAZ-1150

+Main Jet #118 Honda #99101-GHB-1180

Main Jet #120 Honda #99101-GHB-1200

OPTION 3 - MIKUNI VM 26MM CARB

For highly modified engines, the People 150 carb may not be large enough. A VM26 may be used.

Purchase the following:

Kymco Manifold #17110-LLF5-900

Kymco Clamp #17256-GY6-901

Sudco (or other source) Mikuni VM26, jetted for a four stroke single two-valve engine.

**Although some of these jets can be purchased through your Kymco dealer, we have found better availability*

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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.