

YAMAHA 350 RAPTOR & WARRIOR

Purchase these jets from your Yamaha dealer.

RAPTOR 350 - Stock Main #142.5. Stock Pilot #22.5

147.5 Main Jet #3G2-1423A-80-00

152.5 Main Jet #3G2-1423A-81-00

157.5 Main Jet #3G2-1423A-82-00

162.5 Main Jet #3G2-1423A-83-00

25 Pilot Jet #4KM-14142-25-00

27 Pilot Jet #4KM-14142-27-00

WARRIOR 1994-2004 - Stock Main #145. Stock Pilot #42.5

150 Main Jet #620-14231-30-00

155 Main Jet #620-14231-31-00

160 Main Jet #620-14231-32-00

165 Main Jet #620-14231-33-00

170 Main Jet #620-14231-34-00

45 Pilot Jet #4G0-14142-45-00

47 Pilot Jet #4G0-14142-47-00

WARRIOR 1988-1993 - Stock Main #145. Stock Pilot #42.5

No larger main jets available.

Always use the same jet design and brand as original.

POWROLL

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YAMAHA 350 WOLVERINE & BIG BEAR

WOLVERINE 1996-2004 - Stock Main #140. Stock Pilot #42.5.

145 Main Jet #620-14231-29-00

150 Main Jet #620-14231-30-00

155 Main Jet #620-14231-31-00

160 Main Jet #620-14231-32-00

45 Pilot Jet #4G0-14142-45-00

47 Pilot Jet #4G0-14142-47-00

WOLVERINE 1995 - Stock Main #135. Stock Pilot #40.

145 Main Jet #620-14143-29-00

45 Pilot Jet #4GO-14142-45-00

BIG BEAR 1999 - Stock Main #125. Stock Pilot #42.5

130 Main Jet #620-14231-26-A0

135 Main Jet #620-14231-27-A0

BIG BEAR 1987, 90-91, 96-98 - Stock Main #120. Stock Pilot #45.

125 Main Jet #620-14231-25-A0

130 Main Jet #620-14231-26-A0

135 Main Jet #620-14231-27-A0

BIG BEAR 1988 (Stock Main #122.5) 1989, 1992-93 (Stock Main #117.5) Stock Pilot #45

122.5 Main Jet #620-1423A-74-00

122.5 Main Jet #620-1423A-74-00

122.5 Main Jet #620-1423A-74-00

JETTING BASICS

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

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. Newly built engines need rich jetting during break-in. Do not jet for power until an engine is broken-in.

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

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