

Jetting Your 2003 Kawasaki KX

	KX60-B19		KX65-A4		KX85-A3		KX100-D3		KX125-M1		KX250-M1		KX500-E15	
	STOCK	TG	STOCK	TG	STOCK	TG	STOCK	TG	STOCK	TG	STOCK	TG	STOCK	TG
Main Jet	200	-	190	-	140	-	138	-	420	400	165	-	168	170
KMC P/N	92063-022		92063-021		92063-1360		92063-1359		92063-1473	92063-035	92063-1370		92063-1371	92063-1372
Needle & Clip	5114-3 #3	-	5GSP-68 #3	-	NAPE #3	-	NAPF #4	-	6CHJ11-82 #3	6CHJ11-82 #2	NAFH #2	-	N82M #3	N82M #2
KMC P/N	16009-1220		16187-1226		16187-1178		16187-1179		16187-0008	16187-0008	16187-1163		16009-1580	16009-1580
Needle Jet	N-8	N-6	0-0	-	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
KMC P/N	16017-1215	16017-1259	16017-1413											
Power Jet	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	50	-	NA	NA
KMC P/N											16159-1053			
Pilot Jet	30	35	25	-	45	48	45	-	40	37.5	52	-	58	55
KMC P/N	92064-1030	92064-1023	92064-032		92064-1142	92064-1143	92064-1142		92064-1216	92064-1215	92064-1130		92064-1146	92064-1145
Slide	2.0	-	1.5	-	3.5	-	3.5	-	5.75	-	8.0	-	7.0	-
KMC P/N	16025-1107		16025-1040		16025-1220		16025-1220		16025-0003		16025-1217		16025-1163	
Air Screw Turns Out	NA	NA	1 1/2	-	1-1/2	-	1-1/2	-	1-1/2	-	1-1/2	-	1-1/2	2
Spark Plug NGK/KMC#	B9EG	B9EVX	B10EG	B10EVX	105NGK	BR9EVX	105NGK	B10EVX	BR9EIX	-	BR8EIX	-	BR8EG	B9EVX
C/S Sprocket Gearing	13	-	13	14	14	14	13	-	13	-	13	-	14	-
RR Sprocket	44		47	46	50	52	51		51		49		47	

CAUTION: Team Green specifications are obtained using 92 Octane pump fuel mixed at a 40:1 mix ratio. Your results will vary with the use of different gasolenes, oils, temperatures, altitudes or mix rations. Team Green does not recommend the use of low octane pump gas, aviation fuels or octane boosters. Use of these products may cause engine damage or failure. Recommended for sea level to 3,000 feet above sea level.

-: Team Green recommends no change from stock. N/A: Non-applicable

When you pick up your bike from the dealer, the settings for jetting were pre-determined at the factory in Japan, but once the bikes get here, the Team Green crew gets a chance to dial them in to the performance level that makes us happy. Of course, we take detailed notes along the way and when we are happy with the results, we put it all together in the chart above so you KX owners can set your bikes up with the same specs as ours.

Basically you are just dealing with the Main Jet, the Needle and its Clip Position, and occasionally the Pilot Jet and the Air Screw. Here is a quick lesson on what each of these do once you start readjusting them.

Weather conditions affect carburetion. If it is cold or dry (or both) this jetting could be too lean and engine damage could occur. Team Green Specs were determined in sunny Southern California with an average of 70 degrees.

MAIN JET

The Main Jet has the greatest affect on the carburetion in the 1/2 to full throttle range. You get to it by taking off the drain screw at the bottom of the carburetor bowl. Once removed, you'll find a number stamped on the bottom or side of the Main Jet which indicates the relative size of the hole that the fuel flows through. The larger the number, the bigger the hole, the more fuel...thus a larger number means richer jetting. Smaller numbers, of course, mean leaner jetting. You should make Main Jet changes one step at a time. Jetting that is too lean will cause serious engine damage.

THE NEEDLE AND CLIP

The Needle can be found protruding out of the end of the slide. There are two ways the needle can affect the jetting of your bike. The first is

the needle itself. The thickness of the needle and the amount of taper at the end determine the flow of fuel as it slides in and out of the needle jet hole. Thus, sometimes you need to change needles. The other is the position of the clip. This controls how far the needle can drop down into the needle jet hole. There are five positions for the clip to attach to. The top position is number one with the bottom being number five. By raising the clip to the number one position, you allow the needle to lower itself more into the jet hole, restricting the amount of fuel that can pass through, thus leaning out the jetting process. You guessed it, by repositioning the clip to the number five spot, you are raising the needle and now richening it. Changing the needle will affect the 1/8 to 3/8 portion of the throttle movement where lip adjustment will control the 1/4 to a little over 3/4 portion of throttle movement. Installing a leaner needle with the same taper will affect the 1/4-3/4 portion of throttle movement.

PILOT JET AND AIR SCREW

The Pilot Jet and Air Screw control the fuel mixture primarily at the closed to 1/8 throttle range. The Pilot Jet also has a number stamped on it. The larger the number, the richer the jet. You will find it inside the carburetor next to the Main Jet. Change these one number at a time, also. The Air Screw is located on the left/outside of the carb. Gently turn this screw all the way in until it stops, then back it out, counting turns to the recommended setting (usually 1/1/2 turns.)

Nothing to it...now just follow our recommendations in the chart above and you too can be a jetting wiz. Of course, if you encounter any problems, you can always contact your Kawasaki dealer for assistance or see us at the races.

2003 KX250-M1 Carburetor Diagram

