RACE TUNING INFORMATION

Subject

The following modifications can increase and extend the power range, making the vehicle more competitive for the experienced racer.

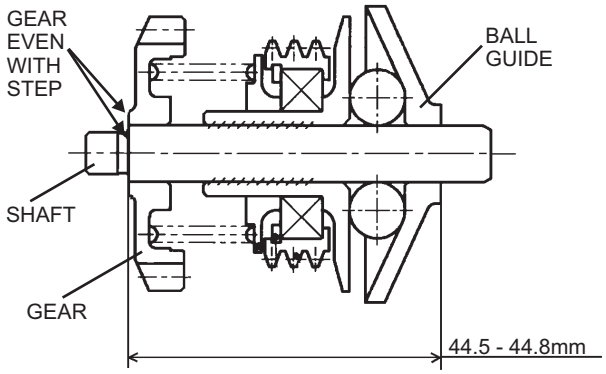
Modification Procedures

Exhaust Advancer Assembly

Refer to the appropriate sections of the KX85/100 Service Manual (P/N 99924-1265-02) for procedures related to removal and installation of the exhaust advance governor assembly.

Inspect the position of the advance governor assembly gear on the shaft.

The gear should be pressed onto the shaft so that it is flush with the step on the shaft. If the gear is pressed too far onto the shaft, use a gear puller or bearing puller to pull the gear back so that it is even with the step.



Once the gear is flush with the step in the shaft, the total measurement of the advancer should be between 44.5 and 44.8mm.

Carefully reinstall the advance governor assembly to ensure correct timing.

CAUTION

Kawasaki cannot accept any responsibility for the results of the modifications described in this bulletin.

Whenever the power output of an engine is increased, the reliability and durability of the engine decrease. This is especially true of competition engines, which are highly stressed even in stock form.

For best results, engine modifications should be made by an experienced engine tuner.

Optional Carburetor Jets

Optional carburetor jets for the '02 KX100-D2 available from Kawasaki are listed in this bulletin.

NOTE:

- *Cylinder and ignition timing modifications for the KX85-A2 listed in bulletin RS 02-01* ***are not recommended*** *for the KX100-D2 model.*

Warranty Information

This bulletin is racing support information only, not warranty authorization.

SERVICE

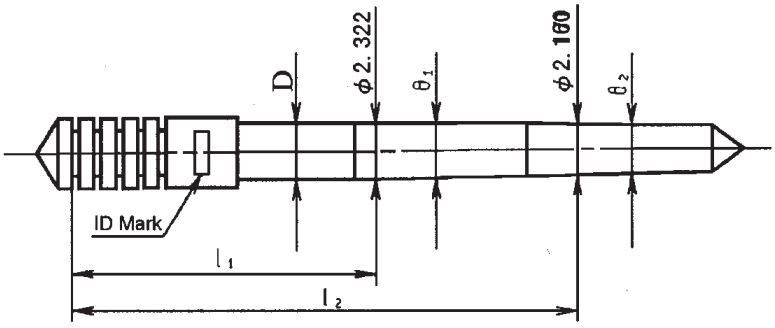
Carburetor Setting and Optional Parts

'02 KX85-A2 and KX100-D2

1) Base Setting

Models	Carb Body Type	MJ	SJ	JN	CA	AS	NJ AB 1	NJ AB 2	NJ AB 3	NJ AB 4	NJ AB 5	BPP	BP	PO	ID Mark
KX85-A2/ B2	PWK28	#140	#45	NAPE-3	#3.5	1 3/8	φ0.6×2	φ0.6×2	-	φ0.6×2	φ0.6×2	4.5	φ0.8	φ0.4	G617A
KX100-D2	PWK28	#138	#45	NAPF-4	#3.5	1 3/8	φ0.6×2	φ0.6×2	-	φ0.6×2	φ0.6×2	4.5	φ0.8	φ0.4	G643A

2) JN Optional Parts



P/No.	ID Mark	D	l_1	l_2	θ_1	θ_2	A/F Condition
16187-1176	NAPC	φ2.375	29.60	34.60	1°34'40"	3°45"	Richer
16187-1177	NAPD	φ2.385	29.60	34.60	1°34'40"	3°45"	
* 16187-1178	NAPE	φ2.395	29.60	34.60	1°34'40"	3°45"	STD (Clip position 3rd)
**16187-1179	NAPF	φ2.405	29.60	34.60	1°34'40"	3°45"	STD (Clip position 4th)
16187-1180	NAPG	φ2.415	29.60	34.60	1°34'40"	3°45"	
16187-1181	NAPH	φ2.425	29.60	34.60	1°34'40"	3°45"	Leaner
16187-1182	NAQC	φ2.375	30.05	35.05	1°34'40"	3°45"	Richer
16187-1183	NAQD	φ2.385	30.05	35.05	1°34'40"	3°45"	
16187-1184	NAQE	φ2.395	30.05	35.05	1°34'40"	3°45"	
16187-1185	NAQF	φ2.405	30.05	35.05	1°34'40"	3°45"	
16187-1186	NAQG	φ2.415	30.05	35.05	1°34'40"	3°45"	
16187-1187	NAQH	φ2.425	30.05	35.05	1°34'40"	3°45"	Leaner

NAP is richer than NAQ (0.5 Clip Position).

3) MJ Optional Parts

P/No.	Number	Remark
92063-1337	#132	OP
-1338	#135	OP
** -1359	#138	STD
* -1360	#140	STD
-1361	#142	OP
-1362	#145	OP
-1363	#148	OP
-1364	#150	OP

NOTE
* Applicable for KX085-A2/B2
** Applicable for KX100-D2

4) SJ Optional Parts

P/No.	Number	Remark
92064-1140	#40	OP
-1141	#42	OP
-1142	#45	STD
-1143	#48	OP
-1144	#50	OP

NOTE :

AB is the Air Bleed : the size of the hole in mm. The position is counted from the upper to the lower.

BPP is the Bypass Pitch : the distance in mm from the center of the main nozzle to the center of the Bypass hole.

BP is the Bypass : the size of the hole in mm.

PO is the Pilot Outlet : The size of the hole into the carburetor throat in mm.