



**RACE TUNING INFORMATION**

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**Optional Carburetor Jets**  
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Optional carburetor jets for the '03 KX100-D3 available from Kawasaki are listed in this bulletin.

**NOTE:**

- o *Cylinder and ignition timing modifications for the KX85-A3 listed in bulletin RS 03-02 **are not recommended** for the KX100-D3 model.*

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

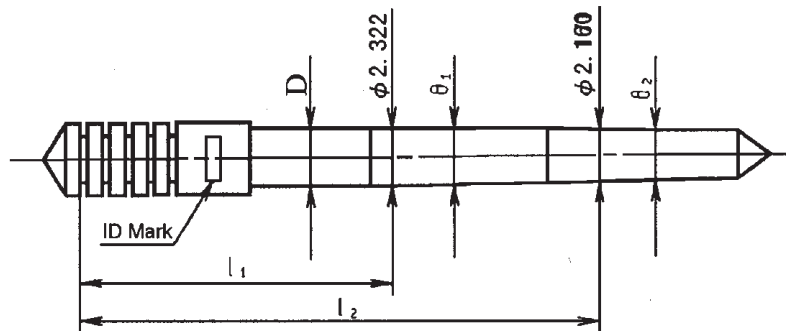
## Carburetor Setting and Optional Parts

'03 KX85-A3 and KX100-D3

### 1) Base Setting

Models	Carb Body Type	MJ	SJ	JN	CA	AS	NJ					BPP	BP	PO	ID Mark
							AB								
							1	2	3	4	5				
KX85-A3/B3	PWK28	#140	#45	NAPE-3	#3.5	1 <sup>3</sup> / <sub>8</sub>	φ0.6×2	φ0.6×2	-	φ0.6×2	φ0.6×2	4.5	φ0.8	φ0.4	G617A
KX100-D3	PWK28	#138	#45	NAPF-4	#3.5	1 <sup>3</sup> / <sub>8</sub>	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 <sub>1</sub>	l <sub>2</sub>	θ <sub>1</sub>	θ <sub>2</sub>	A/F Condition
16187-1176	NAPC	φ 2.375	29.60	34.60	1°34'40"	3°45"	Richer
16187-1177	NAPD	φ 2.385	29.60	34.60	1°34'40"	3°45"	
* 16187-1178	NAPE	φ 2.395	29.60	34.60	1°34'40"	3°45"	STD (Clip position 3rd)
**16187-1179	NAPF	φ 2.405	29.60	34.60	1°34'40"	3°45"	STD (Clip position 4th)
16187-1180	NAPG	φ 2.415	29.60	34.60	1°34'40"	3°45"	
16187-1181	NAPH	φ 2.425	29.60	34.60	1°34'40"	3°45"	Leaner
16187-1182	NAQC	φ 2.375	30.05	35.05	1°34'40"	3°45"	Richer
16187-1183	NAQD	φ 2.385	30.05	35.05	1°34'40"	3°45"	
16187-1184	NAQE	φ 2.395	30.05	35.05	1°34'40"	3°45"	
16187-1185	NAQF	φ 2.405	30.05	35.05	1°34'40"	3°45"	
16187-1186	NAQG	φ 2.415	30.05	35.05	1°34'40"	3°45"	
16187-1187	NAQH	φ 2.425	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-A3/B3

\*\* Applicable for KX100-D3

## 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.