

JETTING SPECIFICATIONS

REVISED May 18, 2005

1992 GT25/93 GT25E: THE JETTING IS GOOD FOR MOST APPLICATIONS.

STOCK:	MAIN: 90	ABOVE 6,000 FT:	MAIN: 90
	PILOT: 33		PILOT: 38
	NEEDLE: 2ND CLIP FROM TOP		NEEDLE: TOP CLIP
	NEEDLE SIZE: D36		NEEDLE SIZE: D36
	NEEDLE JET: 268		NEEDLE JET: 268
	SLIDE: #40		SLIDE: SAME
	FLOAT HEIGHT: 26mm		FLOAT HEIGHT: 26mm

ALTERNATIVE:	MAIN: 95	NOTE:	ALTERNATIVE IS VERY GOOD
	PILOT: 36(38 OK)		AT SEA LEVEL TO 6,000FT
	NEEDLE: 2ND CLIP FROM TOP		
	NEEDLE SIZE: D36		
	NEEDLE JET: 268		
	SLIDE: #40 (CUT 1 OR 2mm FROM CUTAWAY)		
	FLOAT HEIGHT: 26mm		

TO MAKE A '91 GT25 DELTA, A '92 GT25, OR A '93 GT25E (1993 GT25E IS THE ECONOMY MODEL WITHOUT CASE REED MOTOR) RUN AT CHAMPIONSHIP LEVEL OF POWER DO THE FOLLOWING:

THIS WAS TESTED BY RISING SUN IMPORTS FALL 1993. THESE MODIFICATIONS WILL YIELD A DRAMATIC INCREASE IN TOTAL POWER OUTPUT OF THE ENGINE OVER ALL RPM RANGES.

BOYESEN DUAL STAGE REEDS

2 BASE GASKETS (93 ECONOMY MAY HAVE THIS ALREADY)

GT32(327cc)FRT.EXHAUST PIPE (LARGER INSIDE DIAMETER AND LENGTH)

#404 IGNITION MODULE(BLACK BOX) FASTER ADVANCE OF IGNITION

JETTING:#50 SLIDE (#40 FILE 2mm FROM CUTAWAY)
#38 PILOT JET
#95 MAIN JET
#270 NEEDLE JET (CLIP POS.2ND DOWN)
CUT AIRBOX LID 2CM LARGER OPENING(FOR AIR INTAKE)

1992 GT32: THE BIKES WERE RICH AS DELIVERED. MOST PEOPLE WERE SATISFIED WITH STOCK. WE EXPERIMENTED WITH SOME ALTERNATIVES.

STOCK:	MAIN: 98	ALTERNATIVE:	MAIN: 86(92 OK)
	PILOT: 33		PILOT: 38
	NEEDLE: 3RD FROM TOP		NEEDLE: TOP OR 2ND
	NEEDLE SIZE: D36		NEEDLE SIZE: D36
	NEEDLE JET: 268		NEEDLE JET: 268
	SLIDE: #40		SLIDE: #40
	FLOAT HEIGHT: 26mm		FLOAT HEIGHT: 26mm

ABOVE 6,000 FT ELEVATION:

	MAIN: 90 (92 OK)
	PILOT: 36 (38 OK)
	NEEDLE: TOP CLIP
	NEEDLE SIZE: D36
	NEEDLE JET: 268
	SLIDE: #40
	FLOAT HEIGHT: 27mm

1993 GT16: THE BIKE MAY RUN RICH IN MID-RANGE WITH STOCK JETTING. THIS IS THE REASON FOR THE CHANGE OF THE SLIDE CUTAWAY. LEAN ON BOTTOM END POWER WITH HESITATION IS THE REASON FOR THE RICHER PILOT JET.

STOCK:	MAIN: 95	JIM'S ALTERNATIVE:	MAIN: 95
	PILOT: 38	(SEA LEVEL)	PILOT: 42(40 OK)
	NEEDLE: 2nd FROM TOP		NEEDLE: 2nd FROM TOP
	NEEDLE SIZE: D36		NEEDLE SIZE: D36
	NEEDLE JET: 268		NEEDLE JET: 268
	SLIDE: #30		SLIDE: #40
	FLOAT HEIGHT: 25mm		FLOAT HEIGHT: 25mm

ABOVE 6,000 FT ELEV:
MAIN: 86
PILOT: 42
NEEDLE: TOP
NEEDLE SIZE: D36
NEEDLE JET: 268
SLIDE: 40
FLOAT HEIGHT: 27mm

1993 GT25T: THE STOCK JETTING DELIVERED IS GOOD FOR SOME BIKES, BUT OTHERS ARE RICH AND REQUIRE REJETTING. THE FOLLOWING INFORMATION WAS SUPPLIED BY GASGAS R&D IN SPAIN.

STOCK:	MAIN: 95	GOOD ALTERNATIVE:	MAIN: 95
	PILOT: 33		PILOT: 38
	NEEDLE SIZE: D36 2ND CLIP		NEEDLE SIZE: D36 2ND CLIP
	NEEDLE JET: 270		NEEDLE JET: 270
	SLIDE: 40		SLIDE: #40 cut2mm
	FLOAT HEIGHT: 24mm		FLOAT HEIGHT: 27mm
			FUEL SCREW: 4 TURNS OUT

THE FOLLOWING INFORMATION WAS SUPPLIED BY RISING SUN IMPORTS U.S.A.

	MAIN: 95*(92 OK)*	
	PILOT: 38 (36 OK)	
	NEEDLE: D36 2ND CLIP	
*NOTE:IF YOU WISH TO RUN UNLEADED PREMIUM	NEEDLE JET: 268 (270 OK)	PUMP
GASOLINE RATHER THAN RACE GAS USE #95,	SLIDE: 50 SEE BELOW	
THE #92 MAIN MAY CAUSE SPARK KNOCK.	FLOAT HEIGHT: 27mm	
	FUEL SCREW: 4 TURNS OUT	

TO MODIFY THE 93 GT25T JETTING: (NOTE:GT25T BIKES BUILT AFTER JULY 1993 HAVE THE SLIDE MODIFIED AT THE FACTORY. IF THE #40 STAMPED ON THE INSIDE OF THE SLIDE HAS BEEN DRILLED OUT, THIS IS A FACTORY MODIFIED SLIDE. IF YOU SEE THE #40 STAMPING YOU HAVE THE UNMODIFIED ONE.) CHANGE THE PILOT FROM A #33 TO A #38 OR #36, AND FILE 2mm FROM THE CUTAWAY ON THE AIRBOX SIDE OF THE SLIDE. (OR REPLACE WITH A No.50 SLIDE). BE SURE TO CHAMFER THE EDGES TO PREVENT THE SLIDE FROM STICKING IN THE BARREL OF THE CARBURETOR. SET THE FLOAT HEIGHT TO 27mm (STOCK IS 24mm) TURN THE FUEL SCREW TO 3.5 TO 4 TURNS FROM THE INMOST POSITION. MAKE SURE THAT THE NEEDLE CLIP IS IN THE SECOND SLOT FROM THE TOP. TAKE 2cm FROM THE INSIDE OPENING OF THE AIR BOX LID. (THIS IS TO ALLOW A FREE FLOW OF AIR TO THE CARB)

GT25T USED BY GASGAS UK IN ENGLAND, NOT TESTED BY GASGAS USA:

MAIN: 95
PILOT: 35
NEEDLE: 2ND OR 3RD
NEEDLE SIZE: D31
NEEDLE JET: 268
SLIDE: 40
FLOAT HEIGHT: 25mm
FUEL SCREW: 3.25 TURNS

GT25T ABOVE 6,000 FT.ELEV:(TESTED AT 1993 UTE CUP)

MAIN: 90 8,500 TO 11,300 FT.IN COLORADO ROCKIES
PILOT: 38
NEEDLE: TOP CLIP
NEEDLE SIZE: D36
NEEDLE JET: 270 (268 OK)
SLIDE: 50
FLOAT HEIGHT: 26mm(27mm OK)
FUEL SCREW: 4 OR 5 TURNS OUT

1993 GT32:AS PER GASGAS RACING DEPT. ALTERNATIVE:1993

STOCK:	MAIN: 98	95
	PILOT: 33	42
	NEEDLE: 2ND CLIP FROM TOP	SAME
	NEEDLE SIZE: D36	D36
	NEEDLE JET: 270	270
	SLIDE: 50	50
	FLOAT HEIGHT: 25mm	25mm

1994 GT16:WITH PHBL24 (24mm) CARB TESTED BY US AT 1993 NATS IN CO.&TX.

MAIN: 95
PILOT: 42 OR 45
NEEDLE: D36
NEEDLE CLIP: TOP OR 2ND DOWN
NEEDLE JET: 268
SLIDE: 40
FLOAT HEIGHT: 27mm

1994 JT25: WITH PHBL26 (26mm) SEA LEVEL TO 3,000 FEET.

MAIN: 95
PILOT: 36 (38 OK)
NEEDLE: D36
NEEDLE CLIP: 2ND FROM TOP
SLIDE: 50
FUEL SCREW: 3.5 TURNS OUT
FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

1995 JT16: SEE ABOVE SPECS FOR 1994 MODEL

1995 JT25: SEE ABOVE SPECS FOR 1994 MODEL

1995 JT35: WITH PHBL26 (26mm) SEA LEVEL TO 3,000 FEET.

MAIN: 98
PILOT: 38 (40 OK)
NEEDLE: D36
NEEDLE CLIP: 2ND FROM TOP
SLIDE: 50
FUEL SCREW: 3.5 TURNS OUT

FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

NOTES: TO MAKE THE BIKE "SMOOTHER" AND BE EASIER TO KICKSTART, ADD ONE 0.5mm BASE GASKET UNDER THE CYLINDER. RETARD THE TIMING FROM 2.8 TO 2.4~2.45.. THIS TIMING ADJUSTMENT CAN BE DONE "SEAT OF THE PANTS" ALSO. TURN THE STATOR PLATE COUNTERCLOCKWISE A VERY SMALL AMOUNT. TYPICALLY, THE TIMING MARK LINES WILL BE ABOUT 2mm APART.. THE MOTORCYCLE WILL START EASIER AND RUN SMOOTHER WITH LESS STALLING. IF THE TIMING IS RETARDED BEYOND THIS POINT, THE RIDER MAY NOTICE A LOSS OF POWER, AND SLUGGISH RUNNING DURING THE REV-UP OF THE ENGINE. NO HARM CAN BE DONE FROM THIS SUGGESTED RETARD PROCEDURE. NOTE: ADVANCING OF THE TIMING CAN LEAD TO SPARK KNOCK (DETONATION) ENGINE DAMAGE PROBLEMS.

1996/1997 JTR270,JTX270: WITH PHBL26 (26mm) SEA LEVEL TO 3,000 FEET.

MAIN: 114
PILOT: 36 (38 OK)
NEEDLE: D36 (2nd CLIP POSITION DOWN FROM THE TOP)
SLIDE: 60
FUEL SCREW: 3.5 TURNS OUT
FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

1996/1997/1998 JTR370/JTX320/TX320: WITH PHBH26CS (OVAL PORT LARGE BODY DELLORTO) SEA LEVEL TO 3,000 FEET.

NOTE: THIS CARBURETOR DIFFERS FROM ALL OTHER DELLORTOS USED BY GASGAS. FOR BETTER PERFORMANCE, IT IS POPULAR TO CONVERT THESE MOTORCYCLES TO THE KEIHIN PWKGG28 (28mm) CARBURETOR AS SUPPLIED BY GASGAS SPAIN.

DELLORTO PHBH26CS (26mm OVAL PORT) SPECS:

MAIN: 115
PILOT: 45
NEEDLE: X18 (3rd CLIP POSITION DOWN FROM TOP)
SLIDE: 55
AIR SCREW: 1.5 TURNS OUT (NOTE: THIS IS AN AIR SCREW ON THIS MODEL)
HIGH ALTITUDE FOR 1996 JTR370/97 JTX320 (26mm OVAL PORT) AS PER STAN HENSLEY AT TOTE GOTE, PUEBLO. SPECS:

MAIN: 100 OR 105
PILOT: 40 (.018in DRILL)
NEEDLE: X17 (TOP CLIP POSITION)
SLIDE: 70
AIR SCREW: 1.5 TURNS OUT

KEIHIN PWKGG28 (28mm) CARBURETOR SPECS:

MAIN: 118 (120, 122, 125 OK)
PILOT: 48 (45 OK)
NEEDLE: CENTER POSITION OF FIVE. (THIRD DOWN FROM TOP)
SLIDE: 35
AIR SCREW: 1.5 TURNS OUT (NOTE: THIS IS AN AIR SCREW)

1998/99 TX270 2000/01/02/03 TXT280, TXT280, TXT321, TXT280 "EDITION 02",
2003 "Edition 03": WITH PHBL26 (26mm) SEA LEVEL TO 3,000 FEET

MAIN: 114
PILOT: 36 (38 OK)
NEEDLE: D36 (2nd CLIP POSITION DOWN FROM TOP)
FUEL SCREW: 3.5 TURNS OUT
FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

2000/2001/2002/03/04/05 TX50 Boy High altitude (6000 FEET AND ABOVE)

MAIN: 64 (STOCK IS 70)
NEEDLE: (2nd CLIP POSITION DOWN FROM TOP)
TESTED AND VERIFIED BY EUROPEAN DIRT, Silt Colorado April 04 2001

2001/02/03/04/05 TXT80/TXT70 "ROOKIE" WITH DELLORTO PHBG21DS (21mm) SEA
LEVEL TO 3,000 FEET

(NOTE: THERE IS A SLIDE MODIFICATION BULLETIN FOR EARLY MODELS. PURPOSE: TO
CORRECT THROTTLE HESITATION JUST OFF OF IDLE. SEE YOUR DEALER OR RISING SUN
IMPORTS FOR MORE INFORMATION) info@trialspartsusa.com

MAIN: 92 (JETS ARE SMALLER THAN USED IN PHBL CARBURETORS)
PILOT: 50
NEEDLE: W7 (CLIP IN TOP OR 2nd DOWN FROM TOP)
SLIDE: 40
AIR SCREW: 1.5 TURNS OUT (NOTE: THIS IS AN AIR SCREW)

2002 TXT280 PRO TXXI: WITH PHBL26 (26mm) SEA LEVEL TO 3,000 FEET

MAIN: 118 (115 OK, NOTHING SMALLER!)
PILOT: 36 (38 OK)
NEEDLE: D36 (2nd CLIP POSITION DOWN FROM TOP)
FUEL SCREW: 3.5 TURNS OUT
FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

2002 TXT200 PRO: WITH PHBL26 (26mm) SEA LEVEL TO 3000 FEET

MAIN: 110 (STOCK IS A 100 AND IS A LITTLE LEAN)
PILOT: 36
NEEDLE: D36 (2nd DOWN FROM TOP)
FUEL SCREW: 3.5 TURNS OUT
FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

2003 TXT280 PRO WITH VHST26BS NEW TYPE DELLORTO OVAL SLIDE (26mm)

MAIN: 107 (AS DELIVERED BY GASGAS SPAIN)
PILOT: S36
NEEDLE: D48 (2ND FROM BOTTOM OF FIVE)
FUEL SCREW: 3.5 TURNS OUT
FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

2004-05 TXT280-300 PRO WITH PHBL26 (26mm) SEA LEVEL TO 3,000 FEET

MAIN: 118 (115 OK, NOTHING SMALLER!)
PILOT: 36 (38 OK)
NEEDLE: D36 (3rd, or 2nd CLIP POSITION DOWN FROM TOP)
FUEL SCREW: 3.5 TURNS OUT
FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

2004-05 TXT300 Pro "RAGA" special edition with Keihin PWK28 (28mm) carburetor.

 MAIN: 122
 PILOT: 45 (48 OK)
 NEEDLE: JJH (CENTER OF FIVE POSITIONS)
 SLIDE: 3.5
 AIRSCREW: 2.5 TURNS OUT
 FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

2004-05 TXT200 Pro (from Peter in New Zealand)

 Main: 95
 Pilot: 38
 Needle: D34, 2nd notch from bottom (stock is D36)
 Needle jet: 270K
 Fuel screw: 3.5 turns out

I find all of this helps the bike to pull stronger from low to mid revs and provides a little more controllability on the throttle - mainly due to the needle. OK for sea level to 3,000 ft.
