

JRC SUPERIOR CARBURETOR TUNING GUIDE

JRC Superior carburetors are only pre-jetted if the application is specified upon ordering. If no application was given it was supplied with factory specs. Jetting is done for the stock motorcycle not taking into account any modifications that your bike may now have. Jetting also varies by state depending on fuel formulation.

The following is a guide line for JRC Superior PWK carburetors. Perform jetting in the order given below.

1) Correct Float Level

The correct float height for the PWK 28-34mm range is 19mm. Measure float height from the bottom of the carburetor float to the float chamber gasket surface. When checking the float height the float must be resting but not compressing the spring loaded pin in the float needle. If adjustment is needed do so by gently bending the metal tab that rests on the float needle pin. When it comes to removing the float chamber invert the carburetor so the floats do not foul the overflow tube in the float chamber. If you have a problem with fuel overflowing the carburetor it is possible that the float is being held open by the brass tube that sticks out of the float chamber. Bending this tube or float gently should rectify this problem. You should be able to hear the float flopping when you lightly shake the carb up and down. If fuel continues to flow the float height is incorrect or there is debris in your fuel tank. Readjust or in the latter install an inline filter.



2) Idle Speed

Set the idle speed to proper rpm by adjusting the Idle Speed Screw (Pilot Air Screw). Turning the screw in and out controls the amount of air to the Idle or Slow Circuit. This screw is located on the left side towards the air cleaner end. Turn the screw out leans the mixture and in richens the mixture. This portion of tuning is for when the throttle slide in the closed position.

3) Off Idle To 1/4 Throttle

The Slow Jet is most effective in this throttle range. When you want a richer mixture in this range use a larger Slow Jet (higher number is larger jet). The opposite holds true for a leaner mixture. The Slow Speed can be adjusted by manipulating the Pilot Air Screw and the Pilot Jet size. Turning the screw out leans the mix, in richens the mix. If this screw has to be turned out more than three turns go to a smaller pilot jet. Start with the screw all the way in.

4) 1/4 to 3/4 Throttle

The Throttle Needle Clip position and the Main Jet are the effective means for adjusting this range. There are other needles and slides on the market but we have not really seen a need for these other means of tuning. The Needle Clip and Main Jet are so effective in this range that alternative slides and needles are not really necessary.

If the engine runs too rich above 1/4 throttle raise the clip to the next higher groove. This lowers the needle in the needle jet leaning the mixture. Always start this portion of tuning with the clip in the middle position.

The Main Jet is effective from 1/2 to above 3/4 throttle. Increasing the size enriches the mixture. It is always better to be little rich than lean. It is also best to only change one component at a time.

