

Carburetor Adjustments & Tuning Tips

The carburetor used on your CRF should perform suitably with the standard recommended settings under average load, climatic, and barometric conditions. However, to fine tune the engine's power output, the carburetor may require adjustments for specific competition needs.

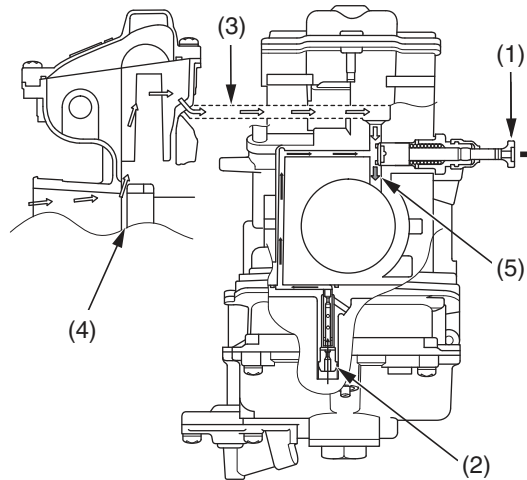
Optional main jets, slow jets, leak jets and accelerator pump diaphragms are available for your CRF. See your dealer.

Any engine or air cleaner housing modifications or the use of an aftermarket exhaust system may require jetting changes.

Carburetor Components

Cold Start Circuit

A very rich mixture must be delivered to the cylinder when a cold engine is being started. When the choke knob (1) is pulled out, fuel is metered by the starter jet (2) and is mixed with air from the air passage (3) (located above the throttle valve (4)) to provide a rich mixture for starting. The mixture discharges through the orifice (5) into the cylinder.

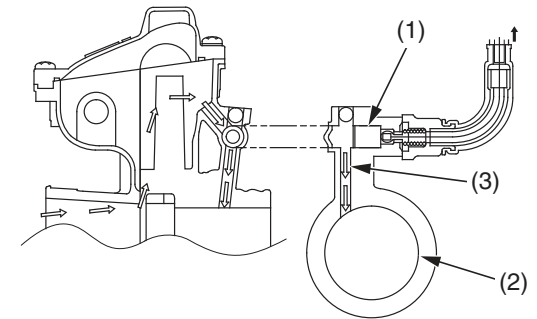


- (1) choke knob
- (2) starter jet
- (3) air passage

- (4) throttle valve
- (5) orifice

Hot Start Circuit

A lean mixture must be delivered to the cylinder when a hot engine is being started. When the hot start lever is pulled back, the hot start valve (1) opens, allowing air to be supplied to the main bore (2) through the hot start air passage (3). This extra air enters the air-fuel mixture from the slow circuit resulting in a lean condition.



- (1) hot start valve
- (2) main bore
- (3) hot start air passage