

Carb Settings Known to work for FZR600's

Main jet size = 130 (DynoJet)

Starter jet size = 50 Stock (California)

Float height = ~22mm

Clip Position = 4 (6 positions)

Needle Number = DynoJet Kit (4129)

*Emulsion Tubes = Factory Pro (nickel-plated)

Air Screw turns = Varies (Adjusted via an Infrared Thermometer)

Air filter/pods = Stock Airbox / K&N Filter

Header = V&H SuperSport

Muffler/Can = V&H SuperSport

Elevation = St. Louis (250-450)

Motorcycle fires up without choke everytime. Will probably switch back to 126 Main. A slight hesitation at 6-7k when opening throttle.

Main jet size = 112.5

Starter jet size = Stock (Non-EXUP)

Float height = 23mm

Clip Position = 2 (Out of 5)

Needle Number = Factory Pro stage one kit needles

Air Screw turns = 2.5

Air filter/pods = Airbox with K&N filter

Header = V&H Super Sport

Muffler/Can = D&D from a 99-03 ZX6R

Elevation = Oklahoma, 200 - 400ft

The bike still runs alittle rich due to the emulsion tubes, but the thing will go like a bat out of hell! My idle is set to 1250 rpm and the carbs need a good sync to make it perfect.

Main jet size = 107.5 Stock

Starter jet size = 52.5 Stock

Float height = 22mm

Clip Position = 2 (5 positions)

Needle Number = Stock 5CFZ4 (non-cali)

Emulsion Tubes = Factory Pro (nickel-plated)

Air Screw turns = average around 2.5 (Adjusted via an Infrared Thermometer)

Air filter/pods = Stock Airbox / K&N Filter

Header = Stock

Muffler/Can = V&H SS2R

Elevation = Vancouver, sea level

Motorcycle fires up with choke when cold as needed, and no choke needed when warm. Emulsion tubes are new as of last season, and the bike runs strong, no hesitation anywhere in the RPM range.

1989 FZR 600 3900 miles on the clock

Main Jet = 110

Starter jet = 52.5

Float height = 26mm? who knows

clip position = 2 out of 7

needle number = ? (rage thinks they are not fzs needles)

Emulsion tubes = good condition

air screws = 2.5 (runs slightly rich still)

Air filter/ box = factory box, standard filter

header = D&D

Can = D&D

Elevation = Corvallis OR (235 ft above sea level)

Bike runs very good now that I switched to 110 jets, still runs slightly rich.. can tell by the blinker has a slight black coating on it.. but i still have fine tuning to do.

Runs like an animal, no hesitation. Idle is sat @ 1250 or so.

Main jet size = 112.5

Starter jet size = Stock (Non-EXUP)

Float height = Stock

Clip Position = 2 (Out of 5)

Needle Number = Factory Pro stage three kit needles

Air Screw turns = 2.5

Air filter/pods = K&N Pods

Header = V&H Super Sport

Muffler/Can = V&H Super Sport

Elevation = Toronto, Ontario, 250+-

Main jet size = 118 Dyno-jet

Starter jet size = 52.5

Float height = 24mm

Clip Position = 5 of 6 Dyno-jet

Needle Number = Dyno-jet needles

Air Screw turns = 3.0

Air filter/pods = K&N stock type

Header = Micron

Muffler/Can = Micron

Elevation = North Hollywood CA, 267+-

Compiled by Geo of K.G.B. of T. & T.

Many thanks to all the rider from the FZROnline Forum who gave their info willingly.